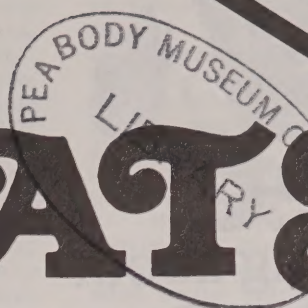




**messing
about in**

BOATS

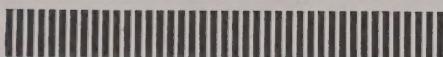
Twice a Month!



Volume 9 - Number 4

July 1, 1991

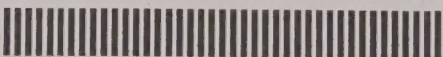




messing about in BOATS

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

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



Our Next Issue...

Will feature reports from the small boat meets at Mystic Seaport, Connecticut and Cedar Key, Florida, and the L.L. Bean Canoe Symposium in Bridgeton, Maine. Doug Goldhirsch's "Cruise of the Catboat "Grayling" will continue and Abbie Chandler's evocative story "Race" will fill out the on-the-water stuff. The designs we will look at include Joe Pallazola's 14' "Rude Dog" camping scow, George Hume's 15' sailing tri, Scott Wolff's rediscovery of the "Moth" and Phil Bolger's 36' "Viking Longship" design. R.R. Hook will begin a short series on rebuilding his Old Town Dinghy; we'll look in on Tony Davis at Arey's Pond Boatyard on Cape Cod; and Margaret Barclay will tell us about "Boats & Marriage", and Tom Fisher confesses, "We'll Never Own a Boat Made of X".

On the Cover...

Two rowers out in Essex Bay in the May Essex River Race in Essex, Massachusetts, a similar cover to last year at this time, same event, same place, but I like that sand dune scene and the old broken down castle on the point. Just one of the on-the-water events covered in this issue.

Commentary

**BOB
HICKS**

This issue gets us back out on the water for a new season and several events within our reach are reported upon in this issue as a result. I find that as the readership of this magazine expands geographically that my parochialism focussed on New England events may be some cause for dismay for those readers who are not from the area. While we do receive reports on small boat activities from other parts of the country, the bulk of such news is from right around here, because this is where I live and I cannot travel great distances to take in similar events elsewhere.

My purpose in reporting on a variety of small boat activities is to bring them to you as representative of the types of activities we indulge in just about anywhere in the country. With a few exceptions of highly specific nature, most small boat events around the country have similar natures. It is nice to bring you reports that show people using boats indigenous to another area that are different than those seen around here in the northeast, but again, I can't travel afar to capture these on film and in comment.

Why not you might wonder? Time and expense. The every two week schedule limits our getaways to a max of 3-4 day trips. The cost of doing business limits the funds I can spend on travel. Air travel is simply impossibly expensive, and over the road in our 1982 Ford travel van is the only option we have. So if we get as far as the Chesapeake or out to the Thousand Islands we are doing pretty good. Each year I do try for a couple of these outreach adventures, generally focussing on some event of a significant nature.

A number of readers have invited us to attend this or that event. A particularly attractive place we very much would like to visit is the Pacific northwest, where a great deal of interesting small boat activity goes on, on-the-water and in the boat shops. We could spend a month there in August and September attending a series of traditional and wooden boat shows and kayak gatherings, and visit dozens of interesting people we have heard from and would like to meet and get to know better. A rat-race overland trip across the country would be a grind, we'd rather do it the scenic way, going out and coming back. With a loop south to California and Baja in Mexico for some boating there maybe? I've been there back in the late '70's in an-

other game and was mightily attracted by the Sea of Cortez as a place to mess about in a small boat for a week or two.

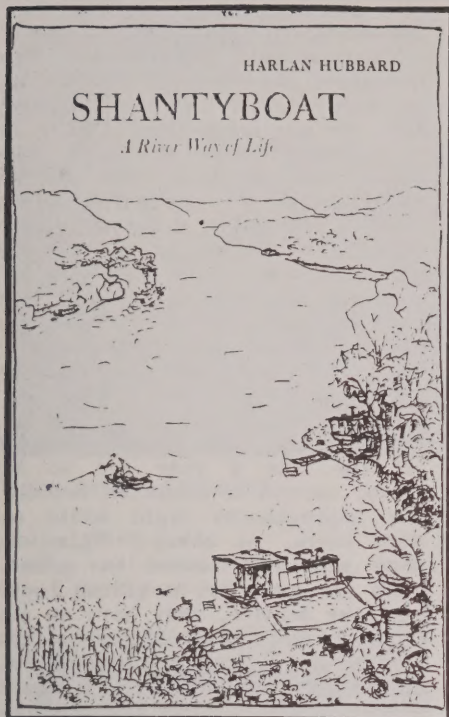
I guess this sort of dream trip is one many of you might wish indulge in also. My trade as a journalist does lend it more chance of happening in due course, if I ever get this magazine onto a footing that could sustain the time and expense. We're getting there on that quest, so maybe we'll get there on the great adventure trip too some year. Not this year, again, too much holding us back. I expect I have a while yet, having just rounded the 60 mark and having no health problems of any kind. I could do a dozen issues up on what would be seen and heard on such an adventure. Maybe next year? A famous caveat.

Perhaps before that comes to pass, the winter trip to Florida would be a sort of dress rehearsal. Driving down there is something I did ten years in a row in the '60's, usually nearly non-stop stuff just to get there. The way I would do it now is to wander down stopping off along the way to visit a number of people we've come to know who build small boats, a great tour of interesting boatshops. The good weather once Florida is reached would then enable us to enjoy some on-the-water outings, we'd love to do that Key Largo area and also some of the west coast paddling we've been introduced to. This sort of thing could be fit into a two or three week time frame and by jiggering my already flexible and sometimes tardy production schedule here, it probably could be done soon.

Next winter? Each summer we speculate on this, with the thought that once winter gets here and things ease up some, we'd have time to get caught up enough to take the time away. So far it hasn't happened that way, but hope springs eternal.

So we will carry on another summer going to boating events within our reach that we think will be of interest, and we will continue to cover them emphasizing the universal aspects of them that interest us regardless of where we live around the country. Any reports sent to us by readers about events in their areas they think will be of interest are welcome and will find room on these pages. Summer is when I give over more space to on-the-water activities and cut back on the building project stuff. Winter will be back soon enough with time for them.

BOOK REVIEW



By Harlan Hubbard
The University Press of Kentucky,
1977

A reader suggested we might find this a book of interest to anyone who messes about in boats, and our library succeeded in obtaining a copy for us. He was right, it is a fascinating tale of a unique boating experience, drifting downstream on the Ohio and Mississippi Rivers in a home built "shanty" (house) boat back in 1944-1951. It's an odyssey from another time, a chronicle of a lifestyle hard to envision being possible today, yet one that happened only about 40 years ago when I was already graduated from high school.

The book is a lifestyle story, but the boat is integral to this lifestyle and a major part of the book details the building of the shantyboat from driftwood culled from the Ohio River near Cincinnati, Ohio. For two years Hubbard and his wife Anna lived in a home-built leanto on the river bank, squatters on someone else's land, while they built the home of their dreams, a small driftboat in which they planned to cruise downstream to the Mississippi and on to New Orleans. No power, just the river's current and the wind. No rush, in fact it took them five years on the rivers to get there.

The trip was all they had envisioned, a laid back life of drifting along in winter, and spending summers at some riverside locations squatting while they grew another year's garden ashore on "borrowed" land, and developed relationships with local people in the always rural choices they made for the sum-

mer layovers. Yet, these rivers are not idyllic pastoral streams. They are subject to flooding that raises water levels forty or fifty feet. And they are major commercial highways for tug and barge traffic. Being adrift in these conditions with no power but sweeps, and a small oar powered jonboat Hubbard also had built from river driftwood, had its moments of serious danger.

In 1944 the Ohio and Mississippi rivers had already seen their absolute necessity as the only means of access to the interior of our nation gone. While commercial traffic was greater than ever due to increased population, alternatives of roads and railroads had caused much of the once busy river frontage to become abandoned when all the towns and cities along it no longer were utterly dependent upon the river for all their needs. So Hubbard talks a lot about all the abandoned signs of former river glory, and they have no trouble finding places to stay over that were unclaimed land or owned by rural people accommodating to the shantyboat's life.

Hubbard makes no claim to be a true "shantyboat", the indigenous folks who clung to the life once led by their earlier ancestors who not only lived and drifted along these waterways but earned their livelihoods from them in some manner. The shantyboaters of the 1940's still wrung a living from fishing or salvage but they no longer built a "driftboat" in which

to travel to the south, where at journey's end, they'd take the boat apart and build a shoreside cabin from it.

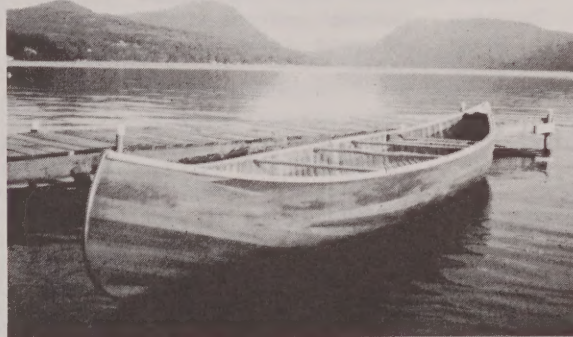
The Hubbard's, both musicians, and he also an artist, were sort of early "back to the land" types. Hubbard had become enamored of the river lifestyle as he saw it, and Anna was one of those women of that time who, with no prior interest in such a life, married this guy and went forth with him to live in a tiny simple floating home, not infrequently exposed to sudden dangers. They didn't have to do this.

Hubbard never reveals the source of the admittedly modest sums of money they needed to buy what could not be caught, grown, or bartered along their way. They lived frugally and simply with great apparent satisfaction. He never seems to get dramatic about the moments of peril encountered, they come across as sort of "all in a day's life". And after the peril was surmounted, Anna would cook up a nice supper from food they had caught or grown that they would then enjoy on the shantyboat's back porch.

It's a relaxing read and evocative of a simpler time not so long ago but what some of us can recall how it was. You will find that being a "liveaboard" on a boat built from salvage, adrift on the mightiest of our rivers, is a good story about messing about in boats.

Review by Bob Hicks

American Traders Classic Canoes



Quality handmade wooden canoes, all models in stock. Fine craftsmanship, fair prices. Call or write for dealer listing and information.

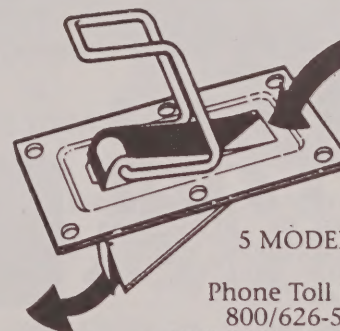
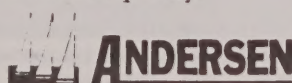
American Traders
Classic Canoes
627 Barton Road
Greenfield, MA 01301
(413)773-9631
(800)782-7816

Dealer inquiries welcome

The Solution... to wet Boats

BAILER

The easy to install and very affordable Andersen Bailers use forward motion to drain the water from your canoe through a one-way trap door. Stainless steel Scandinavian quality.



5 MODELS

Phone Toll Free
800/626-5603
or FAX 305/563-5602

2455 E. Sunrise Blvd., Suite 312, Ft. Lauderdale, FL 33304

VARIETY IS AMAZING

I've enjoyed your publication ever since when, the variety continues to be amazing. My own preference is for the designs and construction, I may build the QD-2 from the May 1st issue. There was an excellent description of scarfing plywood recently, and I always enjoy the user reports such as the one on "Birdwatcher" last year, and a gold star for the nice description of building featherweight canoes and the "Five Days" by Mac McCarthy. Then there is the looking for interesting bargains in the Classified Marketplace!

Erik Collins, Wilmington, DE.

ANXIOUS FOR NEXT ISSUE

I am always anxious to receive the next issue of "Boats" and when it doesn't arrive according to my mental clock I start harassing my wonderful wife, "Where is it? Are you sure you didn't mislay it?" I do very much appreciate the effort and caring that you put into this comfortable piece of reading. It goes well together with the pot belly stove just filled with aromatic cedar shavings.

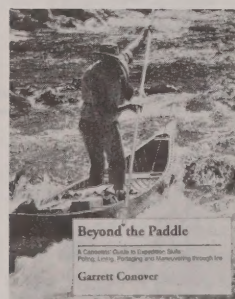
Ronald Russell, Philadelphia, PA.

ED. NOTE: Twice a month arrival means any delays in mailing are immediately noticed and undue alarm sometimes arises. Have faith, you will always get your issues, later if not sooner. We'll hit the 200th issue this summer and haven't missed one yet.

THOSE "NON-NAVIGABLE WATERS"

Great article on Maine's "Non-navigable Waters" ("Boats" 5/15/91). Stretches of the Chocorua River were like this with frogs jumping in and out of our boat as we inched along. Always something interesting in every issue.

Jan Brown, Chestnut Hill, MA



\$18

PLUS \$2
POSTAGE
&
HANDLING

Garrett Conover's definitive book on wilderness canoeing techniques needed when the going gets too tough to paddle.

NORTHWOODS CANOE SHOP

RFD #3, Box 118-2A

Dover-Foxcroft, ME 04426



JOINED AN EXTENDED FAMILY

I look forward to getting "Boats" every couple of weeks. I'm beginning to feel like I've unwittingly been adopted into a sort of extended family. I particularly enjoyed Tom's tale, "Maine Again" ("Boats" Nov. 1 & 15, '90). My Townie hasn't started talking to me yet, although I seem to hear an audible sigh of relief as its old paint comes off.

Since making that 3,000 mile round trip to the Pert Lowell yard in Newbury, Massachusetts to pick up my old Townie (bought from an ad in "Boats"), I have removed much of the interior paint with heat gun and scraper. I took a break from the scraping to try to remove years of salt water corrosion from the bronze fittings, but normal polishes don't make a dent. Anyone know of a good way to do this?

Keith Wilson, St. Paul, MN.

ED. NOTE: I have cleaned many bronze items using my home-built sandblast cabinet with a Sears sandblast outfit run off my shop air compressor. It takes off all the old paint, varnish and corrosion fast and subsequent brushing with a soft wire wheel on a bench grinder brings back that gleam. But everyone doesn't have an air compressor and sandblast cabinet. Anyone interested in seeing what can be done can send me a small piece and I'll run it through no charge, just include return postage.

NOTICED FLEET INCREASE

If it wasn't for your delightful publication there would be nothing that covers the kind of boats that I mess about in. I don't know if there is any correlation but since I have subscribed to "Boats" my fleet has increased to six boats, one for each of the ice-free months here!

Peter Chapman, Edmonton, Alberta.

SUPER SERVICE AT FOLBOT

On the way back from Florida this past spring we stopped by Folbot in Charleston, South Carolina, to buy a sail rig for our new Greenland II. What an experience! We were treated like visiting royalty. We got there about 4:30 p.m. so I asked where we might camp nearby in our motorhome so we could return at a more convenient time the following morning. Philip Cotton, the company president, said pull right up outside the plant under some beautiful big trees. Next day he was very interested in hearing of our experiences in our boat, which was passed on to us by my father who had to give up paddling.

Our boat was one of the first off the line a year ago so Mr Cotton wanted to crank in two minor improvements right while we were there, no charge! This was done while we toured the plant. They are committed to giving super customer service, they have an attitude towards their customers that I wish would be more commonplace, but is not, unfortunately. I cannot say enough for Folbot and the new Greenland II we are enjoying.

Fred Moller, Jaffrey, NH.

ED. NOTE: Folbot can be reached at P.O. Box 70877, Stark Ind. Park, Charleston, SC 29405, (803) 744-3483.

CALENDAR PHOTOS WANTED

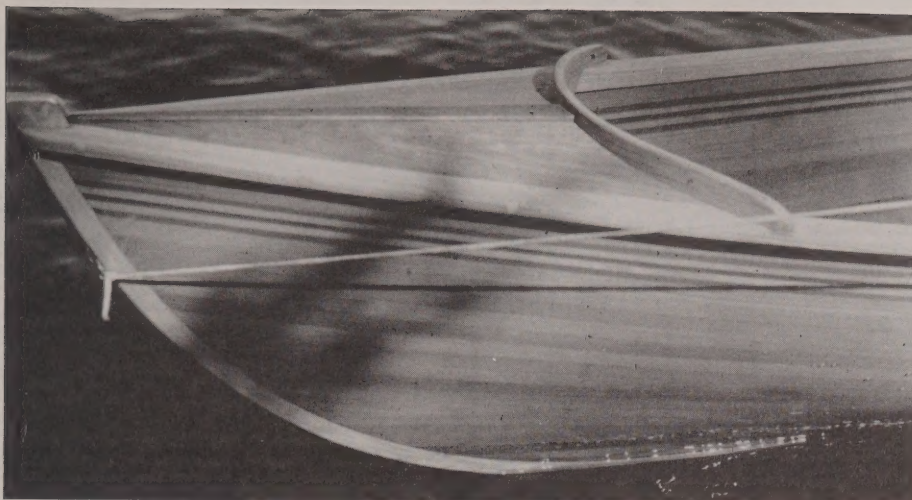
We are working on our "1992 Sea Kayaking Calendar" and solicit color photos from interested kayakers in an effort to increase our geographic area of coverage. Anyone interested in submitting photos should send us a business size (#10) stamped, self-addressed envelope in which we will return the photo guidelines. Deadline for photos to be used in the 1992 calendar is July 31st.

Sandpiper Publishing, P.O. Box 5143, Stateline, NV 89449.

DELIGHTED ABOUT BOLGER

I was delighted to discover Phil Bolger on the pages of "Boats". I do hope you will continue to feature the innovative designs that Phil has produced. Every month during the early forties and through the World War II years, the designs of L. Francis Herreshoff were a regular feature in "Rudder" magazine. I perused each with relish and still have many of those now dog-eared clippings. The creative genius of that man had great influence on my life and led me into my life work. Phil has many of the traits of his mentor. I am sure his outlook toward vehicles that float has influenced far more people than he realizes. You will be doing the boating community a great service by continuing to publish his designs.

Paul Coble, Surveyacht, Newport, RI



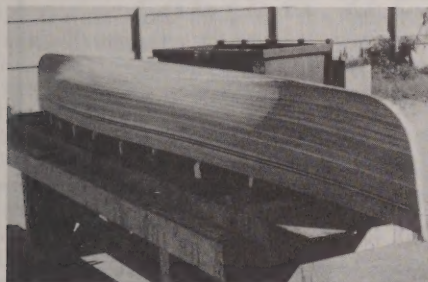
WELL BUILT STRIPPER

Been going out
With a well-built stripper.
Wow! Can't beat her.

Such a beauty,
And a flipper,
But I need her.

Poetry & Photo by Herb

No cause for distress,
My floating mistress
Is of cedar.



WORKING VACATION

This past winter I spent two months in Sarasota, Florida, building this strip canoe under the guidance of Mac McCarthy of Feather Canoes. I enjoyed every minute of it and plan to build another next winter. It took 135 hours, including time for correcting mistakes I'll not make again. The 13'6"x2'6" canoe weighs in at only 30 pounds!

Louis Navarre, Gibraltar, MI.

ED. NOTE: Mac McCarthy is teaching a course on building his "Wee Lassie" canoes at Wooden Boat School this summer, and teaching Louis how to build one gave him a chance to learn how best to organize his course for this summer.

WOOD-CANVAS CANOE RESTORATION

INSTRUCTION

CLASSES * MATERIALS * REPAIRS

Do you want to learn how to restore that family heirloom, or just see how it is done? I am offering instructions covering the full range of restoration problems from structural repairs to recanvassing. Call or write for details and my schedules.

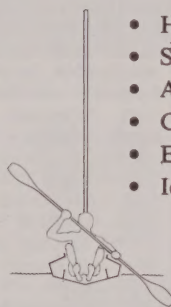
I also sell canoe restoration materials including clear northern white cedar, canvas, canvas filler and hardware.

William Clements
Boat Builder
P.O. Box 87
18 Mt. Pleasant Street
No. Billerica, MA 01862
Telephone (508) 663-3103



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

All-wood Sailing Sea Kayaks

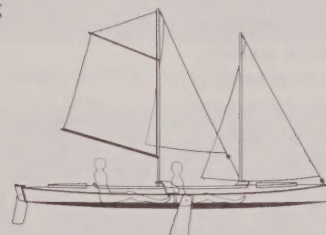


- High-performance, roller-furling rig
- Smooth kayak-style paddling
- All-day armchair comfort
- Generous, fully-sealed stowage
- Easily car-toppable at 120 lbs.
- Ideal for extended camp/cruising

\$10 for loaner video

91 Library Rd • South Britain, CT • 06487

WindHorse Marine



ADIRONDACK GOOD BOAT

Mason Smith, builder
Long Lake, NY 12847-9706
(518) 624-6398

Now, from the same CC panels, the CHIPMUNK canoe and the LAKESAILER, a cat schooner with aft-sloping foremast. Available as KITS for home building. Send for brochure.

Free Catalog on Request



Cape Cod's Nautical Book Shop

USED, OUT-OF-PRINT, & RARE
NAUTICAL BOOKS

COLUMBIA TRADING COMPANY

504 Main Street (Route 6A)
At the corner of Meadow Lane
West Barnstable, MA 02668

OPEN SHOP (508) 362-8966

MAINE COAST KAYAKERS...

Make our Inn your headquarters when exploring the coast of Mt. Desert Island and the streams and lakes of Acadia!

A Bed & Breakfast Inn

Black Friar Inn



10 Summer Street Bar Harbor, Maine 04609
Barbara and Jim Kelly, Innkeepers 207-288-5091
Member Maine Island Trail Assoc.



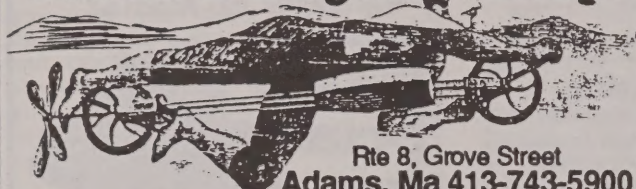
SEE US AT THE ALBANY WOODEN BOAT FESTIVAL
JUNE 22 & 23, 1991

Solid Spruce - Ash Oars from 5' to 16'
Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

FREE **WATER POWER PRODUCTS** BROCHURE

RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
PH: (902) 688-2351

Don't Miss The Boat, Canoe & Kayak Shop!



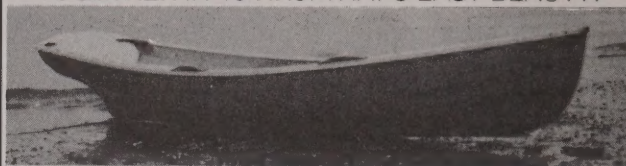
Rte 8, Grove Street
Adams, Ma 413-743-5900

NEW & USED Tues - Sat 10-5, Thurs til 8

Berkshire Outfitters

INTRODUCING

THE WORLD'S MOST COMPLEX MULTI-CHINE
KIT BOAT. SHE CAN BE "STITCHED"
TOGETHER IN 15 HRS. THAT'S EASY BEAUTY!

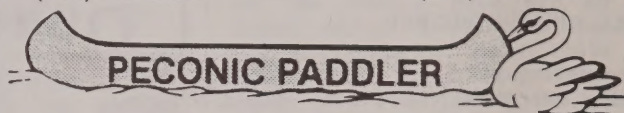


Ultra-Light 14', 95 lbs., 6 chine rowing skiff. Our new **Wineglass Dory** is
the ultimate in computer-produced kit technology. For free brochure write:

Pygmy Boat Co. • P.O. Box 1529
Port Townsend, WA 98368

(516) 727-9895

(516) 727-3060



Canoes & Kayaks

AQUATERRA * NECKY * VALLEY CANOE
CURRENT DESIGNS * PERCEPTION
OLD TOWN * MAD RIVER * GRUMMAN * WENONAH

Paddle with us around Long Island's
1600 miles of shoreline!

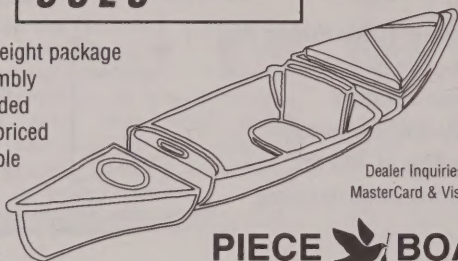
89 Peconic Avenue, Riverhead, New York 11901

FOLDING

SOLO

KAYAK

- Single lightweight package
- Instant assembly
- No tools needed
- Reasonably priced
- Safe and stable
- Rugged hand-laid fiberglass construction



Dealer Inquiries Invited
MasterCard & Visa Accepted

PIECE / BOAT®

OPTIONS INCLUDE:

- Spray skirt
- Custom designed paddles
- Wheels for easy transport
- Carrying bag/backpack

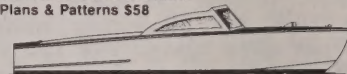
Watercraft Inc.
Eldridge Yard, 71 Marsh Road,
Noank, CT 06340
(203) 572-7414

BOAT PLANS & KITS

GLEN-L Plans and Patterns use the latest technology to bring out the CRAFTSMAN in the Amateur. Over 200 designs 7' to 55' in our fully **ILLUSTRATED 1991, 168 page DESIGN BOOK. SAIL/POWER/ROW** Sailboats — Houseboats — Duckboats — Fishing boats — Canoes — Kayaks — Pirogue — Hydroplanes — Texas Scooter — Airboat — Dories — Boat Trailers — more. **SAVE 50%! Designs for WOOD, STEEL, ALUMINUM, FIBERGLASS.** — FREE Supplies Catalog. You've waited long enough — **SEND \$4 TODAY** or order with your MC or VISA by phone or FAX. We'll AIR-MAIL information on the **BEST DESIGNS** from the GLEN-L team.



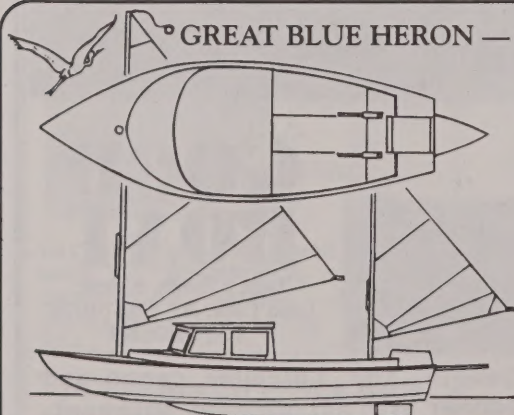
18' "MIST MISS"
CENTER MOUNT INBOARD
Plans & Patterns \$58



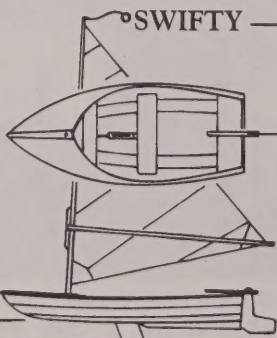
NOW AVAILABLE: BOATBUILDING WITH PLY-WOOD, 3rd Edition. The standard text on plywood boat building in classes around the country. A "must" for every boatbuilder library. **ONLY \$25.95** post paid, add \$1.55 for Special Handling.

GLEN-L marine design

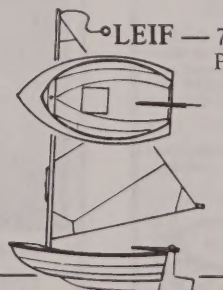
9152 Rosecrans, Box 1804/ AM., Bellflower, CA 90706
Phone 213/630-6258 FAX 213/630-6280



GREAT BLUE HERON — 19 Ft., 650 lbs — \$6600 KIT \$3550



SWIFTY — 12 Ft., 115 lbs — \$1850 KIT \$925



LEIF — 7 Ft., 45 lbs — \$1200 KIT \$550
Plans \$30 Constr. Video \$23

- Glued Lapstrake
- Light & Sturdy
- Sails Included
- Easy Kit Assembly
- Ten Models

Catalog \$3
Video (2 hours) \$23

SHELL BOATS • R.D.2 Box 289C • St. Albans VT 05478 • (802) 524-9645



National Historic Site

Anyone who has ever visited the Lowell Boat Shop on the Merrimack River in Amesbury, Massachusetts, realizes that this is one old building, and soon learns that it has always been a boatshop, ever since it was originally built in 1793 by Simeon Lowell. Over nearly two centuries some 250,000 small wooden boats have come from this place, all of them until about a dozen years ago built by seven generations of descendants of Simeon. The last of the Lowells to operate the family boatshop sold it late in the 1970's to Jim Odell, and today Jim and his son George still produce the traditional lapstrake dory type boats originated by Simeon, albeit with some concessions to today's small boat marketplace.

The National Park Service now has taken note of this long running operation in its original building and in May awarded it National Historic Landmark status. About 100 interested people gathered at the shop for the occasion of presenting the bronze plaque to be affixed to the building, including a number of Lowell descendants.

Despite being up to date with electricity and power equipment for boatbuilding, the old shop still has its aura of a simpler time, it's still a cavernous, creaky, plain wooden place with worn board floors and workbenches. Along the river side windows run full length and anyone working at the bench there can look out on the river that is the reason for the shop, a historic site for the New England fishing industry initially and later for international trade under sail. It has a nice ambience for the romantics amongst us who are enchanted by the old ways and old days and the boats once commonly in use.

Report & Photos by Bob Hicks



The dedication ceremony took place on the side deck.



Above and below: Inside the old shop it still looks pretty traditional.



BAY VIEW BOOKS
595 Fireplace Road
East Hampton, NY 11937

Send S.A.S.E. for list
of used nautical books

Flying Colors Ltd.

466 THAMES ST NEWPORT, RI 02840

FLAGS·BANNERS·WINDSOCKS

FOR YOUR BOAT - BUSINESS - HOME
OPEN MON-SAT 9-5 (401) 846-0418

PADDLES & OARS



Maine Craftsmanship at it's finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473
(207) 866-4867



**Largest Selection of Canoes
in New England
nearly 500 on display**

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD

Prices like the good old days.

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

Traditional Canoe Enthusiasts...

Join the **Wooden Canoe Heritage Association**, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our quarterly journal, **Wooden Canoe**, annual Assembly notification, and access to hard-to-find books and supplies

Write to us at:

Wooden Canoe Heritage Association
P.O. Box 226
Blue Mountain Lake, N.Y. 12812



ALDEN OCEAN SHELL
APPLEDORE POD
MAAS AERO, 24, DRAGONFLY
TRINKA 8 & 10 DINGHIES
SUNFISH & LASER
DIRIGO SEA KAYAKS
THULE RACKS
ROWING INSTRUCTION

55 SPICER AVE., NOANK, CT 06340
• (203) 536-6930 •



BLUE HERON KAYAKS

"Let us help you select
the right kayak"

Sea Kayaks by: Gillies,
Mariner, Northwest,
Wilderness Systems
Paddles by: Lendal,
Mitchell, Sawyer,

Accessories by: Current Designs,
Mariner, N*NE, NRS, Wilderness Systems
Hours by appointment
Lyne, CT 06371 (203) 434-7835

THE LANDING SCHOOL

P.O. Box 1490 M

Kennebunkport, Maine 04046
(207) 985-7976

LEARN YACHT & COMMERCIAL
BOAT DESIGN OR WOODEN BOAT
BUILDING. Two full-time residential
programs combine theory with practice
in a creative but disciplined environ-
ment. Design students study marine en-
gineering and drafting, along with CAD
training and daily exposure to active
boatshop. Boatbuilding students learn
to construct a classic wooden dory and
daysailer with option of cruising boat
instead. Accredited member, NATTS.
Financial aid available. Equal oppor-
tunity enrollment. VA approved.

PISCATAQUA WHERRY



14'x47" Hand Laid Fiberglass Hull
Solid Mahogany Gunwales & Seats

Two Rowing Stations

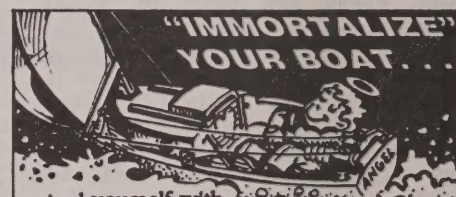
Well Balanced with Deep, Full
Length Keel

Amazing Stability with Sharp
Entry to the Seas

Traditional Wine Glass Transom

BAY of MAINE BOATS

P. O. BOX 631
KENNEBUNKPORT, ME 04046
(207) 967-4282



And yourself with
a color cartoon suitable for framing!

Artwork will be rendered
on 18" x 23" Astroparche paper.

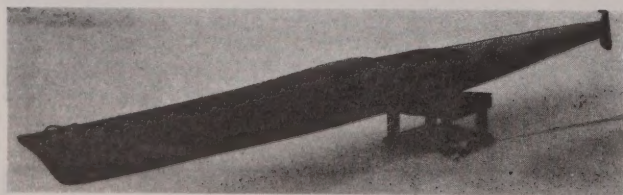
Send \$60.00 plus \$3.00 P&H along with
photos, drawings, prints and written
instructions to:

GORDON SOUTH FREE LANCE ART
Box 37 • Santiago, MN 55377

All reference material will be returned
with final art in mailing tube.

MN residents add 6% sales tax.

Catch A Wave...



"WAVE EXCEL" 19' x 18.5"

Try a "WAVE SERIES" performance ocean
kayak or a "SEAFARER SERIES" sea tour-
ing kayak by **WEST SIDE BOAT SHOP!**



"WAVE PIERCER" 17' x 20"

Catalogue \$1.00

West Side Boat Shop
(716) 434-5755

7661 Tonawanda Creek Road
Lockport, New York 14094



The Great Auk Project

It was a funny sight to see the long black sea kayak being carried aboard the Boston Harbor Cruises boat by a couple of guys in business suits on a recent June evening. It was to be the centerpiece for a sort of thank you party aboard the "Frederick L. Nolan, Jr." and along with the black kayak some 200 involved people, most clad in black and white to resemble a boatload of Great Auks, trooped aboard. Dick Wheeler was close to being off on his greatest yet marathon kayak trip.

Long time readers may recall past articles we have done about Dick Wheeler's paddling. Back in the mid-'80's Dick paddled from Plymouth to Boston in a day to raise funds for the U.S.S. Constitution Museum to buy an original painting of Old Ironside's first skipper. He had made several of these marathon trips alone on behalf of the Museum, of which he was then the Director. Then a couple of years ago Dick paddled from Newburyport to New Bedford, essentially the entire coast of Massachusetts, to raise funds for a scholarship fund for the children of lobstermen, in memory of his younger brother, a lobsterman who had died of cancer.

Now Dick, retired from the Museum job, and 61 years of age, was about to embark on a really large scale marathon. The "Great Auk Project" is what he has entitled the effort, and it involves his paddling his kayak from Newfoundland to Cape Cod, retracing the migration route of the extinct Great Auk, a flightless seabird killed off back in 1840 by incessant hunting.

Dick chose the Great Auk as a metaphor for all endangered wild species, and enlisted the backing of the New England Aquarium, and public television. The hardest part of the whole effort, Dick says, has been the raising of the \$250,000 needed to carry out the expedition.

That's a lot of money for a marathon paddling trip. Most of it is to pay for the filming for the PBS feature that is to result. And as Dick ruefully acknowledged, 1990 and 1991 weren't good years in which to do fund raising. As of party time on the "Nolan", he was still short some funds but the trip was on and he would be in Newfoundland in early July to get underway, expecting to arrive in Buzzards Bay by October.

This is not a quixotic adventure, Dick has paddled serious marathon distances for a quarter-century, and at 61 is fit enough to achieve his objective. He was once an underwater demolition expert in the Navy, and a championship level long distance swimmer. He has great respect for the sea and has equipped his kayak with fall-back safety and navigation equipment, including solar powered loran and an inflatable life raft if

all else fails. Part of the funding is to be used to pay for local fishing boats to attend him on the long open water crossings; 40 miles from Funk Island, home of the Great Auk off the northeast coast of Newfoundland, and similar distances across the Gulf of St. Lawrence from Newfoundland to Nova Scotia and the Bay of Fundy from Nova Scotia to Maine. Alongshore he will paddle alone, stopping overnights and in bad weather wherever he may be.

"Boats" anticipates being able to obtain periodic progress reports and we will bring them to you as they come to us over the duration of the trip. We plan to be at the reception for Dick at the conclusion of his expedition and should have some sort of report on how it all went in an early winter issue.

Dick is still in need of financial support, and one way you might want to help is to send a \$20 donation to the N.E. Aq./Great auk Project, c/o John H. Prescott, Director, N.E. Aquarium, Central Wharf, Boston, MA 02110, for which you will receive one of the unique commemorative tee shirts designed especially for the Expedition.

Report by Bob Hicks



Top left: A relaxed "fundraiser", Dick Wheeler (left) and friend. Top right: Two of Dick's backers carry the kayak onboard the "Nolan". Bottom: Dick afloat back in 1986 on one of his marathon paddles from Boston to Plymouth.





Six Oared Gigs Race at Scilly

What does it take to be a World Champion? The crew representing the Hull Lifesaving Museum Marine Skills Workshop have found out. On February 23rd our gig "Pilot" was launched after her winter refit and the crew set out in minus 15 degree wind chill weather to begin its on-the-water training. They would be meeting the world's best 32' English Cornish Gig crews gathering on St. Mary's in the Isles of Scilly off the southwest tip of Great Britain in May.

St. Marys was expecting some 25 gigs to compete during the three days of events. Their gig "Golden Eagle" had been offered to our crew. Built in 1870, her cost had been subsidized by the U.S. government as a "thank you" to the islanders for their lifesaving work on the troubled "U.S.S. Minihauha", hard aground in thick fog.

The Scilly Isles are located approximately 40 miles west-southwest of Land's End in England, and are made up of five inhabited islands and hundreds of rock ledges and islets forming an archipelago. At latitude 50 degrees north, their weather is nevertheless subtropical due to the nearby Gulf Stream currents. Palm trees and white sand beaches make up the lee shores. Gig racing and flowers are what the Isles are known for, along with waterfront pubs decorated with authentic marine hardware and artifacts recovered from the many shipwrecks within their waters. Rich in marine skills and seasoned by island life, the Scilly Isles crews take their gig racing very seriously. How seriously our Hull group was soon to learn.

Now we've been to rowers' Valhalla. What we had not realized was that one must be dead to enter those hallowed halls. The Cornish crews at the Pilot Gig World Championships took care of that detail, they murdered us

Pilot gigs are 32' long, six-oared, fixed-seat open water rowing boats first designed to carry cooperative crews of ship's pilots out to sailing vessels approaching the treacherous landfalls of Cornwall and the Scilly Isles at the confluence of the Gulf Stream, the Irish Sea and the English Channel. This event was the second World Championships, appropriately held in and around St. Marys, the major island of the Scilly archipelago, where the tidal rips reach five knots and the prevailing winds first touch down after crossing 3,000 miles of open ocean. The "Worlds" are more a "Cornish" championship as there are only two other locations where pilot gigs are rowed; on the Breton coast of France, and now on the New England coast. In 1990 the Dutch sent a team, and this year we Americans lent a sense of global participation. The rivalry between the islanders and the mainland Cornish would suffice to qualify them as two different countries, but it did add to it this year to have we "Yanks" to knock around.

"We" were two adult male crews, our Hull crew and one from the Seavey Island Rowing Club of Kittery, Maine, a group from the Portsmouth Navy Yard which had built themselves "Kittery", a Cornish gig planked with marine ply. The Hull gig "Pilot" is a cold-molded red cedar version of the Cornish model. These two crews compete against one another in New England rowing races and provide something of a highlight at such events. This is not due to being inordinately talented or, for that matter, particularly good looking, but rather because the six-oared pilot gig is probably the fastest boat in the event.

The length, weight and horsepower ratio is always something boatbuilders used to fiddle with. The pilot gig attained its accepted

form not through some druidic formula but rather from English legislation. It seems that a gig with more than six rowers could outdistance government revenue cutters, making them quite useful for after hours entrepreneurial importing. The revenueurs seemed to be comfortable chasing a coxed six, but our experience suggests that even this gives a bit of advantage to the gigs.

To reach the Isles of Scilly (pronounced "silly") we had to put in three months of rigorous interval training, eschewing high living and debauchery (unnecessarily, as it turned out). We then flew to Heathrow, bussed to Penzance and there boarded the "Scillonian" for the 31 mile voyage to St., Marys. As the daunting cliffs of Land's End dropped behind, a curious thing happened. Even though one should be able to see land from a good sized vessel at a distance of some 20 miles, we were at times suspended in swirling mists with daunting ocean swells, and with apparently nothing but open sea ahead. Suddenly the most amazing collection of islands and mountain peaks appeared out of the mists and there we were, the Scillies.

We were warmly greeted by our hosts and shuttled off to various bed and breakfast establishments in and around the main town, Hughtown. After the compulsory pints of bitters and "scrumpy" (Cornish hard cider), we were invited to join in the traditional Friday night races, held, World Championships or not. Being the wily competitors that we are, we begged off, citing jet lag and all manner of minor illnesses. With jaundiced eyes, the crews due to race in the Worlds blithely went out on an upwind two-miler to settle a few scores left over from last fall, when the crews from Newquay (pronounced "newkee") had taken a few from the Scillonians.

All of the races are followed by giant 45' open boats similar to our lobster boats, but without cabins. These boats act as spectator/race committee/starter/chase boats, following the leading gigs with a "devil take the hindmost" attitude towards those not in the thick of it.

The real reason we begged off was to be able to see how the game was played here before we lined up for real. This little Friday night outing found only about ten gigs lined up in the swell off St. Agnes' Rock. The starts, given the velocity of the moving water and winds, are miracles of cooperation and sportsmanship. No gig may have a perceptible lead but no one may be backing down at the start. Suddenly the flag drops and the gigs burst from the line with a roar from coxes and crews alike.

The swells at this Friday night event were not the nice friendly open ocean variety where a gig only disappears in the troughs. These were the quick, steep, sharp-sided swells that occur when strong tides face resistance from opposing strong winds. This sort of swell picks up the boat and jars it down and breaks onto the bowman's shoulders as the gig claws its way up the face of the succeeding swell. They seldom make for pretty rowing, until, that is, we watched the Cornishmen. Seldom have I seen rowers attack such a situation with more fury. I clocked the leading gig, "Islander" at forty strokes per minute, not just for the first twenty or forty strokes into the race, but over the entire two-mile course into the howling headwind, and then saw them jack it up to forty-two for their finishing sprint.

To the uninitiated this means that they were taking a complete stroke every second and a half. To the aficionado, this would be a killing pace in a racing shell over 2,000 meters and virtually unthinkable in rough open water. They did it with such grace and fluidity that only the looks in their eyes told the real story. These were warriors, descendants of sea raiders, corsairs out for blood. And one place you did not want to be was in their way on the way to the pub afterwards. The corsair analogy held up pretty well there as well. These people could pound down a pint with the same vigor as they had attacked the sea.

The Hull crew spent its pre-race time fixing up a beautiful old gig, "Golden Eagle", built in 1870. Tradition is to keep all the gigs upgraded and useable, so to this day there are gigs in use which once transported pilots, saved lives from wrecked sailing vessels, and perhaps did a bit of smuggling in the 19th century. The wisdom of racing these older boats

in a championship event is questionable, perhaps, but only just. The design and construction of the gigs is virtually unchanged, an only apparent drawback with a wooden boat is that the liveliness, the spring of the boat, seems to diminish with age, not unlike the human body.

To set out to sea with our American crew in "Golden Eagle", presumably for the first time, had a spiritual depth for an ocean rower that got a little eerie. This boat was plying the waters of the Scillies when my great-grandfather was still telling war stories from the Civil War! The Maine crew lucked out in the draw for our boats, getting "Buller", a boat from the town of Cadgwith, only a couple of years old, with a beautiful rocker made for ocean work. We were reasonably satisfied with the results of our preparations, the boat moved beautifully on the waves and seemed to respond to us.

This illusion remained as we jockeyed for position in the middle of a starting line that stretched for a quarter-mile. There were 29 pilot gigs lined up in waves that lifted everyone 18" into the air as they passed beneath. As cox, I was getting walleyed trying to keep my place in the line, my point, and watching for the flag drop. I heard, rather than saw, the start, as the whole field roared, and the game was on. Within twenty strokes the "Islander", lined up next to us, had open water on us, and I could feel the rest of the field moving away from us. By the first quarter-mile I had a sinking feeling that we were in a game very different from that we were used to. The conditions were abysmal, but not something we were unfamiliar with. It was something else altogether. By the time we came across the finish at the quay in St. Marys, our minds were in a whirl. We had beaten only a couple of crews. The Maine crew in "Buller" had handed it to us, yet we had rowed well. Frankly, we were in shock.

It was not that we had been beaten, we've lost our share of races in other places. It was getting "thumped" by so many crews that amazed us, particularly in the light of the fact that we had rowed well. On shore we blamed the 120 year old boat and other gods and gremlins, but the reality was that we were among masters of the sport.

The races continued and the dominance of the home crews, men and women, was clear. After two days and three races they swept the titles, the men being clearly champions, the women squeaking by in the most exciting contest, hanging on a 1-1/8th mile race from Nut Rock. The finish was so close that from our vantage point there was

no way of separating the "Islander" and the "Speculation" from Newquay. Overall, five crews were in contention within a boat's length in that final race. Only the judges could have seen and they called the win for the Scilly women.

As always, there were issues and critiques. There seemed to be a cluster of crews in the top spots and the leading boats were generally the newest. The men's lineup was Scilly/"Islander" - 1st, Fowey/"Rival" - 2nd, Truro/"Royal" - 3rd, Roseland/"William Peters" - 4th. The women's lineup was Scilly/"Islander" - 1st, Roseland/"William Peters" - 2nd, Newquay/"Speculation" - 3rd, and Fowey/"Rival" - 4th.

In the never ending quest to create a "one-design" boat that guarantees a test of crews rather than of boatbuilders, the variables of a particular coach's skill or a club's ability to recruit talented rowers, or having an area allowing year-round practice, make most arguments moot. My suspicion is that in the world of Cornish pilot gig racing there are two echelons of boats. There are the superb, venerable floating artifacts that maintain every iota of their integrity into their second century, and there are those "post-revival" boats built to answer a starter's gun rather than the call of distress from a foundering square rigger.

This is not to demean any aspect of the Cornish ocean rowing. We feel as though we voyaged to the misty isles of the sport and huddled with the sons of the ancients to seek their wisdom. Men such as Peter Martin, the diminutive giant of "Islander", who unlocked the secrets of their deep water stroke to us; mystic boatbuilders like Tom Chudleigh and Ralph Bird, who still find American elm to plank hulls that hum like violins; and people like Peter Malec and Nick Chegwidan, who kept the flame burning when the rest of us almost forgot. All of these, plus nice normal island men and women who threw open their doors to welcome us, who ignored our American crassness and showed us the depth and breadth of the Cornish soul.

Ed McCabe, Hull, MA.



Row anywhere—anytime.

Call for our free brochure.

(800) 477-1507

MARTIN MARINE COMPANY
BOX 251-1 KITTY POINT, ME 03905
Dealer Inquiries Invited



Cruise of the Catboat "Grayling"

Douglas Goldhirsch

(At the conclusion of Part II, Doug Goldhirsch and "Grayling" had completed a pleasant visit at the Wooden Boat Show at South Street Seaport in New York City.)

BACK TO BRIGHTWATERS

After the Show two days of extremely bad weather kept "Grayling" at South Street, but on Thursday, May 31st, I once again rode the ebb out to the open sea. Again, I sailed alone, and again, the trip started calmly, motorsailing under full main in light air. But again, gradually the wind built behind me. Before I knew it, I was having a hard time holding on again. This time I knew when I should have reefed, but was afraid to as I was alone and the seas were building. I was running before a steadily building southwesterly wind and was actually unable to head where I wanted to go, which was almost dead downwind. "Grayling" kept trying to "buck" and I came to know what catboat sailors mean when they tell of their boats trying to "spin around and look you in the eye." I held on as long as I could. Finally almost completely out of control and nearing exhaustion from the struggle, I rounded up and tucked in a reef. By this time the wind was well over 20 knots and the seas had built to four to six feet with white frothing crests.

I was nervous about being swept overboard and so had the bitter end of the main sheet tied around my waist. In this way, should I fall overboard, I would be able to rescue myself. My mistake in this situation was just tucking in the first reef. Two would have been a safe bet, with all three being the prudent choice. But in my haste and desire to get it done quickly, I tucked in only one reef and continued on. The change did enable me to regain control, just barely. But again I was nervous about scurrying about the vessel in these lumpy seas.

Somehow I managed to get into the Fire Island Inlet. In the relative calm of these protected waters I finally tucked in the second reef. The rest was easy in my native shallow waters with the wind behind me. But the passage had taught me a lesson which I was smart enough to remember later, notably during the passage to Woods Hole. "Reef Early, Reef Often". By the time I got to the dock I was completely exhausted from the long struggle with the wheel. I collapsed in a heap for a two hour midday nap and had a dream that my arms were falling off.

Despite MY troubles during this voyage "Grayling" really showed how tough she was. Her rig and hull were pushed to the max that day and if things didn't break under that strain, they probably wouldn't. Our average speed for the entire distance (a nine hour trip) was just over six knots. Knowing that it was much slower at the start, that means we did over seven knots for some of the time out there, which is well over "Grayling's" theoretical hull speed. It was an exciting thing to do, but if she never goes that fast again, I won't really mind.

GETTING TO MYSTIC

With the NYC shakedown trip behind me, I could concentrate on the trip to Mystic. This, after all, was the focus of the entire summer.

The first requirement was to line up crew for the trip around Montauk Point. This would be the most difficult leg of the trip. Up to 24 hours and most of it on open ocean with no safe port to run to if there were to be trouble. Many expressed interest in making the trip, but when it came to getting a commitment from them, only my

friends Dave Shepard and Pete Truesdell came through. These guys have much more offshore experience than I do and it was a great comfort to me to know they were coming along. I wouldn't have to keep my eyes open all the time, as Dave and Pete were quite capable of handling the boat on their own.

And so it was that we gathered by the boat on June 27th to catch the ebb through the Fire Island Inlet. The start of this passage was to be the most exciting part of the journey. The wind was fresh and out of the southwest. We had all the reefs tucked and the small jib flying. I was very concerned about being overcanvassed. We probably could have shaken out one reef, but motorsailing to windward under this reduced sail plan was working well for us so we left it alone.

All went well until we were well into the passage through the inlet. The seas were quite lumpy as the tide and wind were in opposition. Every once in a while a wave would break nearby. We managed to avoid these until we approached a line of foamy breakers that seemed constant and unbroken. With the tide behind us there was little we could do but carry on. We charged right through the line of white and were startled and a bit shaken when a breaking wave spilled right over the cabin and into the cockpit where we all sat without our foul weather gear on. We got drenched but "Grayling" kept going. The five or six inches of water in the cockpit drained out the scuppers as we sat there looking at one another like wet cats (pun intended). A bit of a scare for us but "Grayling" didn't seem to mind the bath and carried on as

if nothing had happened

From there it was easy. The wind went down with the sun as is so often the case. The sky, at once ominous and beautiful, looked threatening. Visible over the mainland was decidedly unsettled weather. Bold lines of clouds highlighted by the setting sun moved rapidly across Long Island. Visible lightning, and thunder sometimes within earshot, punctuated the need for caution. We were indeed concerned about being hit by a squall and chose to proceed conservatively, leaving the main reefed, keeping the staysail on and continuing to motorsail when necessary

Thankfully the bad weather stayed mostly north of us. We had but one or two brief sprinkles and very short and mild wind shifts. Most of the evening we continued to motor as the winds were so light. But we made good time.

Come the morning, a bright sunny day, gonna be a hot one. Ten miles from Montauk and light southwest winds just beginning to fill in. "Hey boys, let's shake out the reefs and fly on the big jib off the bowsprit. We'll leave the staysail on too. And stop that noisy engine, let's sail for a while!" And so we did, and took our time rounding the Point and making our way into Montauk Lake.

With all eyes looking for my friend Bill Low's boat at the Montauk Yacht Club, we sailed into the Lake under the full spread of canvas. For anyone watching it must have been quite a sight, our little catboat looking very much like a vision from the past. But Montauk is mostly a fishing and motor vessel port and the Lake was quiet late on a Thursday morning.

We found Bill's boat and tied up nearby. A quick shower and a cup of coffee later, and we were off again. Dave and Pete needed to get to Greenport by the next morning to get to their respective Friday evening destinations. So we set out into Gardiner's Bay bound for Orient Harbor. A pleasant afternoon sail, once again under the full inventory of sails, was punctuated only by Pete's accidental swim just off Orient. He scrambled back aboard with little more than wet clothes and bruised pride. We were anchored shortly thereafter and the three of us squeezed into the little cabin for our first real sleep in two nights.

I'd never sailed in the waters between the forks of Long Island and this first passage from Montauk was a lovely first taste of how nice it could be. Good winds, protected but deep waters, strong currents, beautiful shoreline; for me it was just the first taste of real sailing. Back home on Great South Bay, with mostly shallow waters and only sand on the bottom, sailing is simply a matter of tacking when

you hit the bottom. Currents are seldom significant enough to take into consideration and the shallow waters make for a short steep chop when the wind comes up. And there's nowhere you can go in Great South Bay that is more than a mile or two from land. Having to check the tide charts every day, sailing through a real swell, making ten and twenty mile passages, finding good anchorages in crowded harbors. These were new experiences for me and I was having fun as these new possibilities opened up. There certainly was a big world full of beautiful harbors and lovely waters outside the Great South Bay and here in the waters of eastern Long Island, I was getting my first taste of what I had always thought of as the "Big Time".

Dave got his bus to the ferry so he could meet his wife in New London. Pete got his train back to Glen Cove. I began looking for a place to leave "Grayling" for a few days. I knew that Mike Kortchmar was working on a boat at Brewer's in Greenport so I went there first.

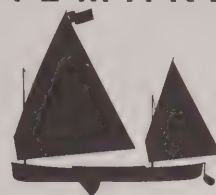
Mike Kortchmar is a friend and boat carpenter who did some of the restoration work on "Grayling". In the winter of 1987-88 he and his partner Andy Willner had their shop on Staten Island. I had "Grayling" trucked there and over that winter, Michael and Andy and one of their men, Tom, installed several structural items (bilge stringers, cabin carlin, mast step) and an entire interior cabin arrangement and cockpit arrangement into a boat that at that time was a structurally sound bare hull. An engine was installed as was wheel steering gear. Cockpit seats with storage under and cabin settees for sitting and sleeping comprised the bulk of this work along with a beautiful ash ceiling installed inside the cabin.

In the two years since this work had been done, Mike moved his shop out to Greenport. Andy went off to pursue other interests, but Tom moved out with Mike. I'd visited them several times over the last winter and knew they had extensively rebuilt a lovely sleek wooden sloop. As luck would have it, the day I arrived in Greenport was launch day for this elegant old girl. Mike and Tom were too busy to spend much time with me but my visit to their yard was worth it because I arranged to leave "Grayling" there while I took the train back to the city to take care of some business.

(To Be Continued)

OVER 700 NAUTICAL VIDEOS
For sale and rent (one-week rental time). For catalog contact Seven Oceans Video, 23 Warner St., New-
port, RI 02840, (401) 846-0001.

DOUGLAS FOWLER SAILMAKER



Small Craft Dacron & Cotton

Canoe Sails

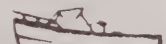
Sunfish Sails
in stock \$145

1182 East Shore Drive
Ithaca, NY 14850
(607) 277-0041



Small Boat Exchange

JOHN L. FREEMAN



DAYSAILERS • CRUISING SAILBOATS
CLASSIC SEAWORTHY POWERCRAFT
ROWING SHELLS • FINE ROWING CRAFT
CANOES • KAYAKS • DINGHIES
CUSTOM BOATBUILDING

ON THE WATERFRONT

16 KILBURN ST. BURLINGTON, VT

(802) 864-5437

BROKERAGE FOR SAIL AND POWER



GREENLAND TYPE SEA KAYAKS

Dunn's Custom-Built Kayaks

8991 S State Rd, Eden, NY 14057

PH: 716-992-3941

SEND \$1 FOR INFORMATION

There is nothing—absolutely nothing—

half so much worth doing



as simply messing about in boats.

MESSING ABOUT IN BOATS?

Do it in top quality, 100% cotton, silkscreened T-shirts featuring original drawing and famous quotation from "The Wind in the Willows". Short Sleeve \$15.50, light blue or tan: S, M, L, XL. Long Sleeve \$19.50, light blue: M, L, XL.

THE DESIGN WORKS

Dept. MA P.O. Box 3394
Silver Spring, MD 20918

On the Water Again...

We got to three local on-the-water events in April and May, two of them races, the third our little "messabout" for homebuilt boats. These all hold appeal for us

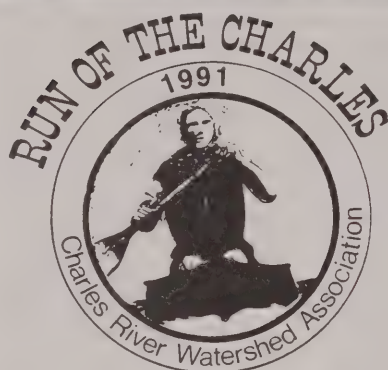
due to the variety of small boats we get to see and the interesting people we get to meet. While these are local events in eastern Massachusetts, the nature of them enjoys

universal appeal to anyone who likes small boats, and for this reason I tend to focus on them as happenings rather than as races to be reported complete with results.



The Run of the Charles in late April was the major event, as several hundred canoeists and river kayakers turn out for this annual spring event, organized by the Charles River Watershed Association as a fund and consciousness raiser for their efforts at restoring the Charles River to full recreational quality. It's a complicated event with three major races within it: A 24 mile, five leg relay for open canoes with two-person recreational class teams; a 19 mile race for both recreational and racing paddlers in open canoes and river kayaks; and a 6 mile race entirely within the basin below the Watertown dam for recreational canoes and kayaks and war canoes.

At one time the race started as far as 35 miles upstream in the rural portions of the mainly sub-



urban river, but low water often made the upper sections unnavigable. Then the 24 mile course became the top challenge. A nine mile course that included some portages around dams was abandoned this year due to congestion problems at the portages and re-

placed by the six mile course which was actually an up and back three mile course from the finish at Christian Herter Park to the Watertown dam. We joined this group in our "press boat", a Folbot Super, for some photo opportunities. The timing of each start would bring the longer distance competitors to the finish about when the shorter race would be finishing up.

In April the river is not yet congested with power boats, and it is possible to enjoy paddling in the urban setting of the basin even, for most of the river banks are either parkland or even undeveloped borders of trees and underbrush, over which one can glimpse the city skyline at times. It was a sunny day and the public was out enjoying the riverbanks; jogging, bicycling, wheeling baby carriages, walking, skateboarding, etc. On the river, hundreds of canoes came and went as the events progressed.

Typical of many such "races", most of the participants were not serious, but out for a good time amongst fellow paddlers. The serious ones were easy to spot when they came through, even after many miles still setting a fast paddling rate and grimly staring ahead with the periodic "hike" announcing a switch of paddles to the other side of the canoe. In all, a pleasant event, but on a scale that one tended to get lost in, and over courses that were great for participants but not easy to follow for anyone desiring to look on. This was the ninth annual event and appeared to be a very successful affair.

Report & Photos by Bob Hicks.

Closest finish we saw was in the relay event, this close after 24 miles and five swaps of paddlers. In the background "recreational" paddlers head out on the short six mile course.





Top left: These two "recreational" paddlers were going great guns, can you believe that's Boston in the background!. Top right: Only two war canoes turned out for a somewhat lonesome six mile match. Bottom left: Bart Hawthaway eased off from the serious stuff this year and had some fun. Bottom right: Scenic bridge along the way.



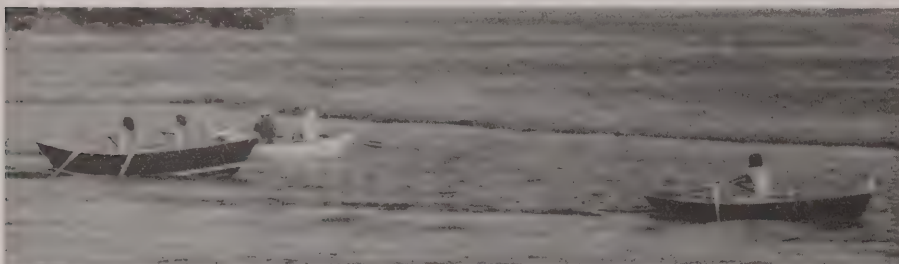
Glenn Towne of the Cape Ann Rowing Club again organized this early May race for human powered boats on the tidal Essex River in his home town of Essex on the Massachusetts north shore. It was a hot sunny day and despite the fact that the sea water was still in the chilly 50 degree range, most participants were out there in shorts and tee shirts, not planning to go for a swim.

The Essex River Race

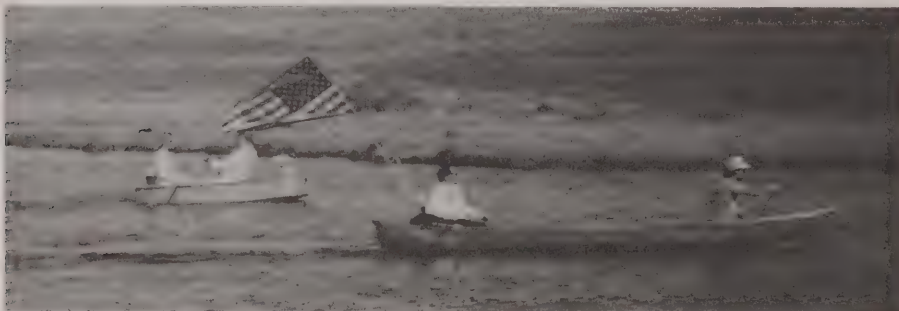
Statistically, a grand total of 57 people-powered boats powered by 77 people took part. Sea kayaks predominated with 30 singles. Traditional fixed seat rowing boats counted 4 doubles and 7 singles, while the sliding seat oar powered craft had 4 doubles and 7 singles also. Canoes filled out the field with 7. Watching this variety of small boats sent off at timed intervals mix it up over the 7 mile



The race for the lead overall, Doug Bushnell leading Bill Reagan into Essex Bay.



Bob Weatherall in his Whisp already pulling away from some of the double fixed seat boats soon after the start.



Not so serious, a canoe "flagship" and the tiny skiff of Astrid Revell and Tina Greel and an unidentified poodle.



course that followed the river out into Essex Bay, around an island and back, from several accessible vantage points was an interesting study of how different sorts of boats perform.

The featured drama was the race for fastest overall as the fastest racing sea kayaks, racing canoes and recreational sliding seat shells, all went for it. Doug Bushnell came all the way from Buffalo, New York with his Wave Excel and local paddler Bill Reagan was ready to challenge Doug in his DR marathon river kayak for fastest kayak, which also would turn out to be fastest overall. These two steadily ran through the field from their late starting time, and Bushnell took it in 49 minutes to Reagan's 51 minutes.

The Alden double of Kate O'Brien and Peter Fryeman finished in 52 minutes for third overall, the Zephyr recreational sliding single of Eric Rumpf was in at 55 minutes following John Bolduc's Hawthaway Olympic kayak for 5th overall, and Kirk Olsen's Wenonah J200 racing solo canoe came home in 57 minutes for 7th overall behind Ken Fink's Lancer Kayak. Bob Weatherall's Whisp skiff was again top fixed seat boat in 1:09

As always, someone must finish last, and the 8' pram rowed alternately by Astrid Revell and Tina Greel came in under tow from a powerboat in 2:08, after bucking an outgoing tide and river current proved too much for the tiny craft. Local seafood restaurants provided parking and post-race refreshments and it was a great sendoff for the new season on a sunny spring day for the human powered boat folks of the area.

Report & Photos By Bob Hicks.

Left: Nancy and Deedee Josephson hard at work, with Chrissy relaxing in the stern, a tough row to row for these girls. Below: Steve Wedlock with son Ben on his lap in the kayak, being overtaken by Thomas Lawler and George Davis in an Alden double.



**CAPE ANN
SMALL CRAFT**

Portable,
Affordable Boats,
Trailers and Accessories

(508) 768-7411

66 MAIN STREET, P.O. BOX 592
ESSEX, MA 01929



Spring Messabout

In late May we essayed once again to have a small gathering of homebuilt boat folks at Webster Lake in central Massachusetts, and a nice day brought out a dozen builders with their craft. With no formal program planned, those who took part indulged in sailing, paddling and rowing their boats, and each others, and in comparing construction experiences. Some of the boats were not only home built but home designed as well, which illustrated once again the amazing diversity which is possible in this game of building your own boats. The pictures tell the tale better than words in an event of this sort.

Report & Photos By Bob Hicks.

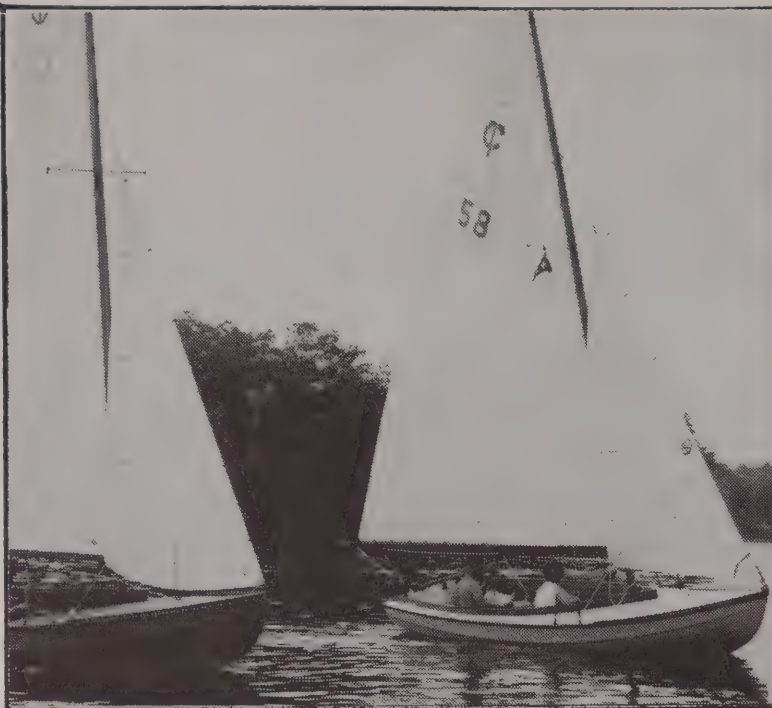


Above left: Griff Venator and Bob Fuller talk homebuilt kayaks, that's Griff's Herreshoff model. Top right: Dick Damon sets out in his home designed and built camp cruiser. Below middle from left: Dave Bredemeir's 22' Bolger "Anhinga" sets sail. Malcolm Forbes sails his Grumman canoe (yes, aluminum) with homebuilt sail rig while Bob Sparks views the scene from his own design double paddle canoe. Bob Whittier in his handy little fishing skiff.



Bottom left: Don Bett's cute little 7'6" catboat, rushed to completion just in time. Bottom right: Jim Heter demonstrates his "Pak-Yak", Jim and family had three of his boats at the messabout.





Wouldn't you really rather sail a TOWNIE?

Sailing a TOWNIE will bring those smiles to your face in most any sailing conditions, from ghosting a calm to tromping along in 20 knots. It's a boat that's been making people smile since 1932 when it first was built for summer camp fleets. Over the past 55 years more than 2,000 TOWNIES have been built and enjoyed. Today we still build them in the same traditional way. Why change anything on a daysailer that brings such pleasure to its owners? We build TOWNIE hulls in traditional lap strake wooden construction or in fiberglass, either outfitted with Sitka spruce spars, all bronze fittings, and lots of varnished mahogany.

Pert Lowell, Co., Inc.
Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishing.

**ON DISPLAY
INDOORS**

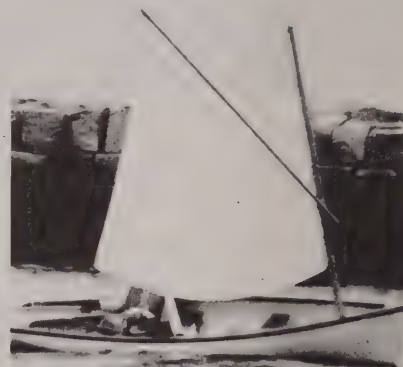
**LOTS OF
PRE-OWNED
SAILBOATS**



COM PAC 16, 19, 23, 27
PRECISION 15, 18, 21, 23, 27
O'DAY DAYSAILER 3 - O'DAY 240
POINT JUDE 16 - SCOUT 11
SAILING CANOES & DINGHIES

FERNALD'S

RT. 1A NEWBURY, MASS. 01961
(508) 465-0312



PISCATAQUA SAILING WHERRY

14'x47" Hand Laid Fiberglass Hull
With Solid Mahogany Gunwales and Seats •
Includes 65 sq ft Sprit Sail Rig • 2 Foot Draft
Dagger Board • One Pair 7' Oars • 2 Rowing
Stations.

BAY of MAINE BOATS

Box 631, Kennebunkport, Maine 04046
207/967-4282

**Take
Flight**

Sealight

GEORGIAN BAY KAYAK LIMITED PENETANGUISHENE, ONTARIO

**RUGGED LIGHTWEIGHT
PERFORMANCE
IN THE BAG**

Full Length Storage Access
Through Deck Flap
Double Cushioned Abrasion
Resistant Bottom
FOLDING KAYAKS
from \$1095

Brochure:

GEORGIAN BAY KAYAK LTD.
S.S.1, Site 7, Comp. 19
PENETANGUISHENE, ONTARIO
LOK 1P0 (705) 549-3722



DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks
**HUGH HORTON
SMALL BOATS**

15175 HAMILTON
DETROIT, MICHIGAN 48203
(313) 868 7900



"Seatamer"

The Fuller brothers of Hanson, Massachusetts, were at the Essex River Race in May with one of their "Seatamer" sea kayaks. They operate as South Shore Boat Works and their "Seatamer" is the first of several custom designed small craft they are offering as complete boats, kits or building plans. They have a background in the marine industry operating a pattern making shop for marine hardware and building and repairing wooden boats.

"Seatamer" is one nice looking kayak, it's of taped seam marine ply and epoxy construction and of the Greenland style hard chine

type. I paddled the boat briefly in the Essex River after the race and felt immediately at home in it, as I seem to have a preference for this type of hull. The very first sea kayak I paddled was of similar type, one of Bob Dunn's Greenland boats, back in 1984. The "Seatamer" had no rudder fitted but in the placid waters of my brief outing, it turned easily and tracked straight, so I guess the Fuller brothers have got it right as to hull shape.

The construction and finish were first class, as always the details show the nature of the building, and nowhere did I spot rough spots in finish or construction.



Above: The Fuller brothers with the "Seatamer" at Essex. Below: Bob Fuller paddled the boat in the race.



The varnish work was close to plate glass, obviously a number of coats had been applied to achieve it.

The "Seatamer" measures 17'1"x23" and weighs 35-40 pounds. A 16"x30" cockpit opening accepts paddlers to 6'2" and a larger opening can be supplied as an option for even taller paddlers. System Three epoxy seals and glues the plywood panels, the seams are fiberglass taped and the bottom is covered with 6 ounce fiberglass cloth. A fiberglass seat assembly with an adjustable backrest is fitted, and the footbraces are a type easily adjusted while in the kayak by hooking one foot behind the brace to release it and allow it to be moved forward or backward as needed.

The Fullers offer the "Seatamer" in a two-part modular form if storage and transportation are problems. They state the kit can be assembled in 35-45 hours without special tools. Everything needed is supplied except for the paint or varnish. For those wishing to build from scratch, plans are available, as is an instructional video. And to complete the ensemble, you can also obtain paddle kits.

With "Seatamer" successfully afloat, the Fullers have turned their attention to the 21'x26" "Seakindly" double Greenland style kayak they designed this spring, and expect to have this available during the year. You can find out more about these kayaks from South Shore Boat Works, P.O. Box 29, Hanson, MA 02341, (617) 293-9044.

Report by Bob Hicks

SALT MARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

SALES • RENTAL • TOURS • INSTRUCTION
589 FISHER RD., DARTMOUTH, MA 02747
Please Write or Call Evenings (508) 636-3007

SEA KAYAKS
603 868 5634

DURHAM BIKE
PETTEE BROOK LN
DURHAM NH
03824



SEDA • WILDERNESS SYSTEMS • SAWYER

DRAGONWORKS, INC.

Importers of the Islander

Fiberglass & Plastic
Whitewater & Sea Kayaks
from U.K. & U.S.A.

Accessories • Tours • Instruction

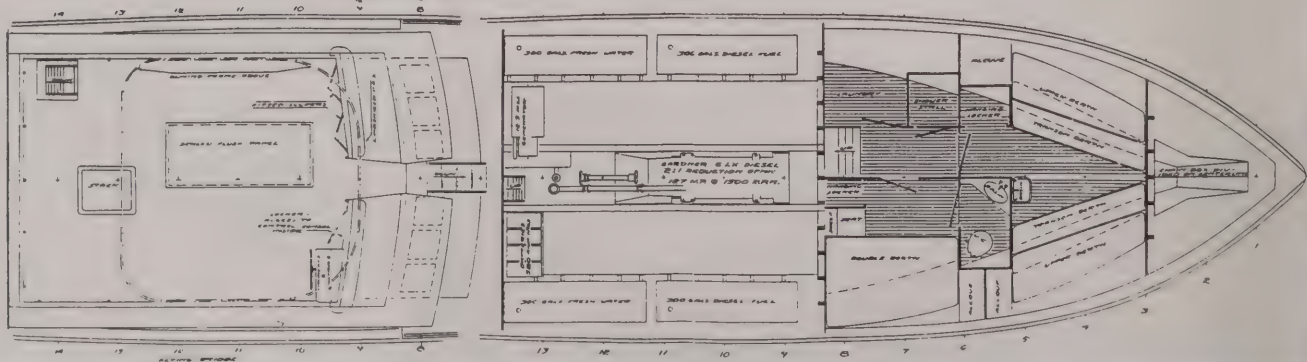
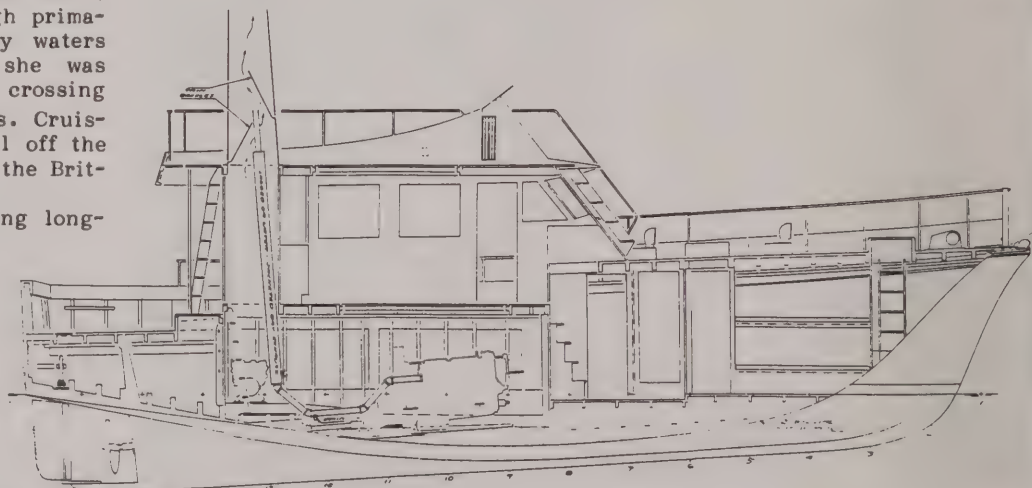
RR 1, Box 1186
Bowdoinham, ME 04008
(207) 666-8481

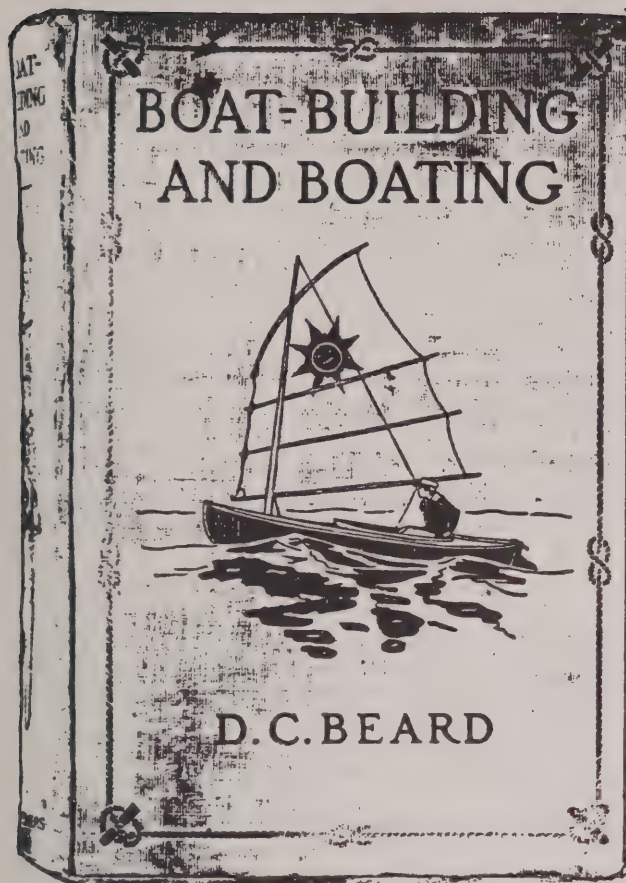
[illegible]

50' Inboard Power Cruising Dental Clinic

She's of unmodernized wooden construction, partly to allow her to be copper sheathed. Though primarily meant for the choppy waters among the coral reefs, she was supposed to be capable of crossing the Coral and Tasman Seas. Cruising speed is 8 knots, well off the 1500 r.p.m. peak speed of the British Gardner diesel.

(Next issue, 38' Viking longship.).





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

(Continued from Last Issue)

The Plans Show Three Lockers

—two in the bow under the hatch and one under the rear bunk— but if it is deemed necessary the space between-decks, at each side of the cabin, may be utilized as lockers. In this space you can store enough truck to last for months. A couple of doors in the plank at the front of the cabin opening, under the deck, will be found very convenient to reach the forward locker in wet weather.

The Keel

is a triangular piece of 2-inch board, made to fit exactly in the middle of the stern, and had best be nailed in place before the boat is launched (see Fig. 222). The keel must have its bottom edge flush with the bottom of the boat, and a strip of hard-wood nailed on the stern-end of the keel and bumper, as shown in the diagram. A couple of strong screw-eyes will support the rudder.

After the boat is launched the

Side-Supports for the Cabin May Be Erected

These are "two-by-twos" and eight in number, and each 5 feet 9 inches long. Nail them securely at their lower ends to the adjoining ribs. See that they are plumb, and fasten them temporarily with diagonal pieces, to hold the top ends in place, while you nail down the lower deck or flooring.

Now fit and nail the two 1-inch planks in place, at the bow and stern-end of the cabin, each of which has its top one inch above the sides, even with the proposed deck (see dotted lines in Fig. 222).

Use Ordinary Flooring

or if that is not obtainable use $\frac{3}{4}$ -inch pine boards, and run them lengthwise from the bow to the front end of the cabin and along the sides of the cabin. Then floor the cabin lengthwise from bow to stern. This gives you a dry cabin floor, for there are 4 inches

of space underneath for bilge-water, which unless your boat is badly made and very leaky, is plenty of room for what little water may leak in from above or below. The two side-boards of the cabin floor must, of course, have square places neatly cut out to fit the uprights of the cabin. This may be done by slipping the floor-board up against the uprights and carefully marking the places with a pencil where they will come through the board, and then at each mark sawing two inches in the floor plank, and cutting out the blocks with a chisel.

The Hatch

Now take a "four-by-four" and saw off eight short supports for the two 1-inch planks which support the hatch, Figs. 221 and 222. Toe-nail the middle four-by-four to the floor in such a position that the two cross-planks (which are made to fit in the notches E and F, Fig. 220) will rest on the supports. Nail the four other supports to the side-boards of your boat, and on top of these nail the cross-planks, as shown in the diagrams.

The boat is now ready for its

Upper Deck

of 1-inch pine boards. These are to be nailed on lengthwise, bow and stern and at sides of cabin, leaving, of course, the cabin open, as shown by the position of the boys in Fig. 222, and an opening, 3 feet by 2, for the hatch (Fig. 221). The two floors will act as benches for the uprights of the cabin, and hold them stiff and plumb.

To further stiffen the frame, make two diagonals for the stern-end, as shown in Fig. 223, and nail them in place.

The Rafters

or roof-rods, should extend a foot each way beyond the cabin, hence cut them two feet longer than the cabin, and after testing

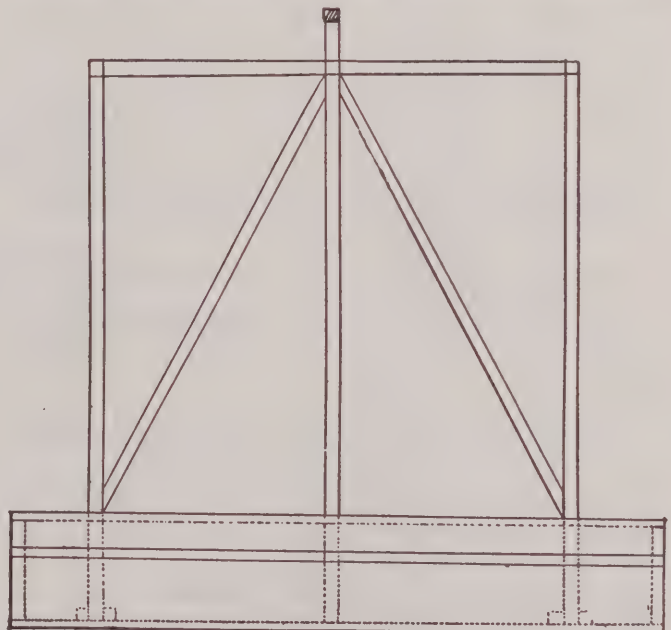


Fig. 223.—End view.

your uprights, to see that they are exactly plumb, nail the two side roof-rods in place (see dotted lines in Fig. 222). The cross-pieces at the ends, as they support no great weight, may be fitted between the two side-rods, and nailed there.

The roof is to be made of $\frac{3}{4}$ -inch boards bent into a curve, and the ridge-pole, or centre roof-rod, must needs have some support. This is obtained by two short pieces of 2 by 4, each 6 inches long, which are toe-nailed to the centre of each cross-rod, and the ridge-pole nailed to their tops. At 3 feet from the upper deck the side frame-pieces are toe-nailed to the uprights. As may be seen, there are three two-by-fours on each side (Fig. 222).

The space between the side frame-pieces, the two middle uprights, and side roof-rods, is where the windows are to be placed.

Use $\frac{3}{4}$ -inch (tongue and groove preferred) pine boards for sidings, and

Box In Your Cabin

neatly, allowing space for windows on each side, as indicated. Leave the front open. Of the same kind of boards make your roof; the boards being light you can bend them down upon each side and nail them to the side roof-rods, forming a pretty curve, as may be seen in the illustration of the American boy's house-boat.

This Roof

to be finished neatly and made entirely water-proof, should be covered with tent-cloth or light canvas, smoothly stretched over and tacked upon the under side of the projecting edges. Three good coats of paint will make it water-proof and pleasant to look upon.

The description, so far, has been for a neatly finished craft, but I have seen very serviceable and comfortable house-boats built of rough lumber, in which case the curved roof, when they had one, had narrow strips nailed over the boards where they joined each other or was covered with tar-paper.

To Contrive a Movable Front

to your cabin, make two doors to fit and close the front opening, but in place of hanging the doors on hinges, set them in place. Each door should have a good strong strap nailed securely on the inside, for a handle, and a batten or cross-piece at top and bottom of inside surface. A $1\frac{1}{2}$ by 4, run parallel to the front top cross-frame and nailed there, just a sufficient distance from it to allow the top of the door to be inserted between, will hold the top



Fig. 224.—End view.

of the door securely. A two-by-four, with bolt-holes near either end to correspond with bolt-holes in the floor, will hold the bottom when the door is pushed in place, the movable bottom-piece shoved against it and the bolts thrust in (see Fig. 225, view from inside of cabin. Fig. 226, side view). It will be far less work to break in the side of the cabin than to burst in such doors, if they are well made. These doors possess this advantage: they can be removed and used as table-tops, leaving the whole front open to the summer breeze, or one may be removed, and still allow plenty of ventilation. A moulding on deck around the cabin is not necessary, but it will add finish and prevent the rain-water from leaking in.

To lock up the boat you must set the doors from the inside, and if you wish to leave the craft locked you must crawl out of the window and fasten the latter with a lock.

Fig. 227 shows the construction of

The Rudder

and also an arrangement by which it may be worked from the front of the boat, which, when the boat is towed, will be found most convenient.

The hatch should be made of 1-inch boards, to fit snugly flush

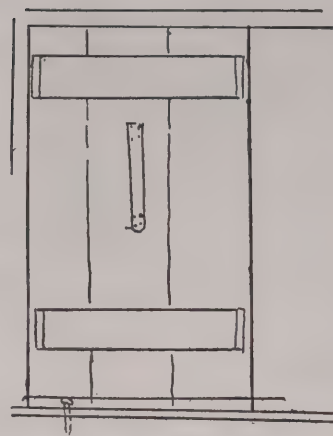


Fig. 225.—Inside view of door.

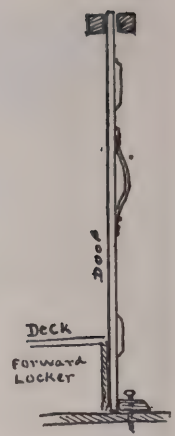


Fig. 226.—Side view of door.

with the deck, as in the illustration, or made of 2-inch plank, and a moulding fitted around the opening, as shown in Fig. 222.

A Pair of Rowlocks

made of two round oak sticks with an iron rod in their upper ends, may be placed in holes in the deck near the bow, and the boat can be propelled by two oarsmen using long "sweeps," which have holes at the proper places to fit over the iron rods projecting from the oaken rowlocks. These rowlocks may be removed when not

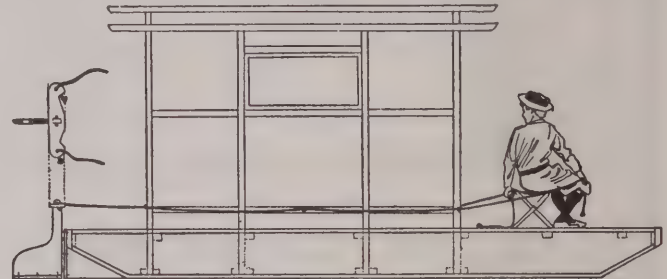


Fig. 227.—Side elevation.

in use, and the holes closed by wooden plugs, while the sweeps can be hung at the side of the cabin, under its eaves, or lashed fast to the roof.

Two or More Ash Poles

for pushing or poling the boat over shallow water or other difficult places for navigation are handy, and should not be left out of the equipment. The window-sashes may be hung on hinges and supplied with hooks and screw-eyes to fasten them open by hooking them to the eaves when it is desired to let in the fresh air. All window openings should be protected by wire netting to keep out insects.

Two bunks can be fitted at the rear end of the cabin, one above the other, the bottom bunk being the lid to a locker (see Fig. 222).

The Locker

is simply a box, the top of which is just below the deck-line and extending the full width of the cabin. It has hinges at the back, and may be opened for the storage of luggage.

Over the lid blankets are folded, making a divan during the day and a bed at night.

The top bunk is made like the frame of a cheap cot, but in place of being upholstered it has a strong piece of canvas stretched across it. This bunk is also hinged to the back of the cabin, so that when not in use it can be swung up against the roof and fastened there as the top berth in a sleeping-car is fastened. Four 4 by 4 posts can be bolted to the side-support at each corner of the bottom bunk; they will amply support the top bunk, as the legs do a table-top when the frame is allowed to rest upon their upper ends. This makes accommodation for two boys, and there is still room for upper and lower side bunks, the cabin being but six feet wide. If you put bunks on both sides you will be rather crowded, it is true, but by allowing a 1-foot passage in the middle, you can have two side bunks and plenty of head room.

This will accommodate four boys, and that is a full crew for a boat of this size.

On board a yacht I have often seen four full-grown men crowded into a smaller space in the cabin, while the sailormen in the fo'-castle had not near that amount of room.

A More Simple Set of Plans

Here the cabin is built on top of the upper deck, and there are no bottom-ribs, the uprights being held in place by blocks nailed to the bottom of the boat, and by the deck of the boat. This is secure enough for well-protected waters, small lakes, and small streams. Upon the inland streams of New York State I have seen two-story house-boats, the cabin, or house, being only a frame-work covered with canvas. One such craft I saw in central New York, drifting downstream over a shallow riff, and as it bumped along over the stones it presented a strange sight. The night was intensely dark, and the boat brightly lighted. The lights shone through the canvas covering, and this big, luminous house went bobbing over the shallow water, while shouts of laughter and the "plinky-plunk" of a banjo told in an unmistakable manner of the jolly time the crew were having.

Canvas-Cabined House-Boat

If you take an ordinary open scow and erect a frame of uprights and cross-pieces, and cover it with canvas, you will have just such a boat as the one seen in central New York. This boat may be propelled by oars, the rowers sitting under cover, and the canvas being lifted at the sides to allow the sweeps to work; but of course it will not be as snug as the well-made American boy's house-boat, neither can it stand the same amount of rough usage, wind, and rain as the latter boat.

In the frontispiece the reader will notice a stove-pipe at the stern; there is room for a small stove back of the cabin, and in fair weather it is much better to cook outside than inside the cabin. When you tie up to the shore for any length of time, a rude shelter of boughs and bark will make a good kitchen on the land, in which the stove may be placed, and you will enjoy all the fun of a camp, with the advantage of a snug house to sleep in.

For the benefit of boys who doubt their ability to build a boat of this description, it may be well to state that other lads have used these directions and plans with successful results, and their boats now gracefully float on many waters, a source of satisfaction and pride to their owners.

The Cost of House-Boats

The cost of a ready-made flat-bottomed house-boat is anywhere from thirty dollars to one or more thousands. In Florida such a boat, 40 by 20 feet, built for the quiet waters of the St. John's River or its tributaries, or the placid lagoons, will cost eight hundred dollars. This boat is well painted outside and rubbed down to a fine oil finish inside; it has one deck, and the hull is used for toilet apartments and state-rooms; the hull is well calked and all is in good trim. Such expense is, however, altogether unnecessary—there need be no paint or polish. All you need is a well-calked hull and a water-tight roof of boards or canvas overhead; cots or bunks to sleep in; chairs, stools, boxes or benches to sit on; hammocks to loll in, and a good supply of provisions in the larder.

House-boats for the open waters are necessarily more expensive. As a rule they need round bottoms that stand well out of the water, and are built like the hull of a ship. These boats cost as much to build as a small yacht. From twelve to fifteen hundred dollars will build a good house-boat, with comfortable sleeping-berths, toilet-rooms and store-rooms below; a kitchen, dining-room, and living-rooms on the cabin deck, with wide, breezy passageways separating them.

If a bargain can be found in an old schooner with a good hull, for two or three hundred dollars, a first-class house-boat can be made by the expenditure of as much more for a cabin. The roofs of all house-boats should extend a foot or more beyond the sides of the cabin.

For People of Limited Means

For people with little money to spend, these expensive boats are as much out of reach as a yacht, but they may often be rented for prices within the means of people in moderate circumstances. At New York I have known a good schooner-yacht, 84 feet over all, to be chartered for two weeks, with crew of skipper and two men, the larder plentifully supplied with provisions and luxuries for six people and the crew, making nine in all, at a cost of thirty-six dollars apiece for each of the six passengers. An equally good house-boat should not cost over twelve dollars a week per passenger for a party of ten. In inland waters, if a boat could be rented, the cost should not exceed seven or eight dollars a week per passenger.

A canal-boat is a most excellent house-boat for a pleasure party, either on inland streams or along our coast.

Information for Old Boys

On all the Western rivers small flat-boats or scows are to be had at prices which vary in accordance with the mercantile instincts of the purchaser, and with the desire of the seller to dispose of his craft. Such boats are propelled by "sweeps," a name used to designate the long poles with boards on their outer edges that serve as blades and form the oars. These boats are often supplied with a deck-house, extending almost from end to end, and if such a house is lacking one may be built with little expense. The cabin may be divided into rooms and the sleeping apartments supplied with cheaply made bunks.

Street-Car Cabins

Since the introduction of cable and trolley-cars the street-car companies have been selling their old horse-cars, in some instances at figures below the cost of the window-glass in them; so cheap, in fact, that poor people buy them to use as woodsheds and chicken-coops.

One of these cars will make an ideal cabin for a house-boat, and can be adapted for that purpose with little or no alterations. All it needs is a good flat-boat to rest in, and you have a palatial house-boat.

BUILDERS & RESTORERS!

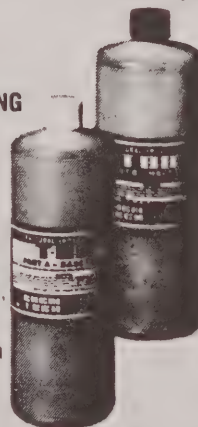
Use the epoxy professionals use.

- ★ Acclaimed by leading authorities
- ★ Scientifically developed
- ★ Over 12 years of proven service

PERMANENT BONDING POWER

T-88 STRUCTURAL ADHESIVE

- Non-critical 1:1 mix
- Cures as low as 35°F
- Clear, impact resistant, gap filling
- Cures tack-free in high humidity



SEAL, STOP LEAKS L-26 EPOXY SHEATHING SYSTEM

- Tough and resilient
- Penetrates wood as well as fabric

RESTORE SURFACES

F-9 EPOXY FAIRING COMPOUND

- Fills cracks & holes
- 1:1 Non-sag paste

Special Introductory Offer!—Send \$10 for trial kit - 8 oz. T-88 + 32 pg. Epoxy Manual. (Initial order, US only)

MAIL NOW FOR SPECIAL OFFER — DEPT. M

Name _____
Address _____
City, State, Zip _____

☐ Send information only, no charge.

CHEM-TECH

4669 LANDER ROAD
CHAGRIN FALLS, OH 44022
216/248-0770



17' SWAMPSCOTT DORY

NORTH RIVER BOATWORKS



6-C ELM STREET, ALBANY, NY 12202

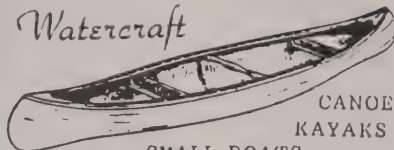
518 434-4414

Info \$2.00

Wooden Boats for Sail, Oars or Power

Builders & Restorers

Woodstrip Watercraft



CANOE,
KAYAKS &

SMALL BOATS

Built in modern wood construction.
Also Accessories, Supplies, Resto-
ration & Repair, Custom Designs.

1818 SWAMP PIKE
GILBERTSVILLE, PA
19525

AL BRATTON

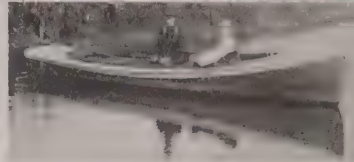
Builder

(215) 326-9282



SUTHERLAND BOAT & COACH, INC.

4th Generation Boat Builder
Builds & Restores:
wooden sail/row boats, motor
launches & "woodie" station wagons



2258 Rte.54A, Penn Yan, NY 14527
315-536-2258

10'6" ~ 20 lbs.

If the concept of a 10'6",
20 pound classic double paddle
cruising canoe appeals to you
as it did to Nessmuk back in
the 1800's, send for free info
and sample copy of my news-
letter.

Feather Canoes

3080 N. WASHINGTON BLVD.
SARASOTA, FL 34234
(813) 953-7660

The North Shore's finest alternative for
wood construction and restoration.
25 x 70' waterfront shop; carpentry and
mechanical; haul and store. WELLING
BOAT CO., 31 Green's Point Rd., Ips-
wich, MA 01938. 508-356-1123.



NIMROD 12

The Amazing 15-Pound Canoe
Incredibly lightweight and durable

A Geodesic Airolite® design by Platt Monfort

Complete Boat	\$ 895.00
Complete Kit w/plans	\$ 290.00

Shipping & Handling Extra

 **STIMSON MARINE, INC.**

RR1, Box 524, River Road
Boothbay, ME 04537
(207) 633-7252

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

65 Main St., Topsham, Maine 04086 (207) 729-7402 / 443-3533

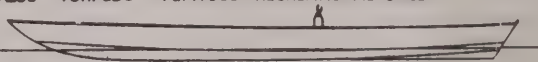



TRADITIONALLY BUILT SMALL CRAFT

SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR

HONEST BOATS AT HONEST PRICES

ALSO "TORPEDO" PLYWOOD RECREATIONAL SHELL

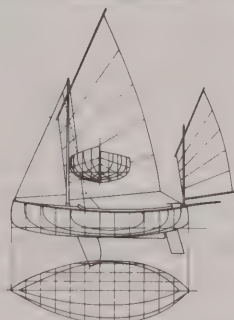


STUDY PRINT \$3 PLANS \$25

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT
ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424

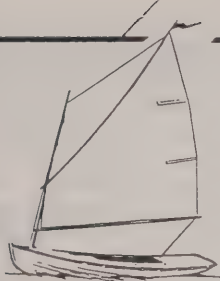
LOOKFAR 20' x 6'9" Canoe Yawl

Plans & Patterns
\$90.00



Canoes, Kayaks, Pulling Boats
Brochure \$1.00

611 Midland Avenue, Upper Nyack, N.Y. 10960
914-358-9383



O'CONNELL'S

• Traditional Small Craft •
Built to Order

345 E. Grant St.
Lancaster, PA 17603
(717) 299-1663

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY
(207) 268-4802

Rt. 1, Box 1090
Litchfield, ME 04350

Row Sail & Power

Cartopper KITS



STOP DREAMING and build this "Classy" Bolger 11'6"x4'0"x100# skiff for fun and profit. Our PRE-CUT KIT saves you TIME and MONEY \$\$\$ Do it Today!!! \$5 brings Photos and Info-Pac.

G.F.C. BOATS

RD 1 Box 417-B3 Cape May Court House, NJ 08210

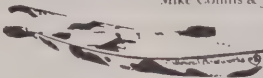
WOODEN BOATS

Canoes & Classics

Repair Restoration Upholstery
Refinishing Canvassing Custom and Stock Boats

FIDDLEHEAD BOATWORKS

Mike Collins & Jennifer Schaalsma



RR 1 Box 1060
Bradford, VT 05033
(802) 222-5583

Wood/Canvas Canoes

Restored/Recanvased

Bought/Sold



Mike Huston

Phila. PA

1-215-342-8705

Repair & Restoration

Of Wooden Boats

Custom Built Traditional Wooden Boats

HUMPHREY BOAT WORKS

45 AUCOOT RD. MATTAPOISETT, MA
(508) 758-6234



19' Garvey Workboat

Just one of the designs in our catalog of stock plans (\$3)
8'-20' Sail, Row, Power, Paddle
Modern plywood or cold-molded construction.

ROBERT W. STEPHENS WOODEN BOATS

Sensibly modern design and construction
P.O. Box 464 Searsport, Maine 04974
(207) 548-0129

HARDKNOCKS CANOE SHOP

cedar canoes



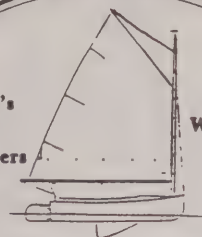
construction • repairs • recanvassing

BRITJIAN CURTAN, HOPE, MAINE 04847 • 207-763-3074



Cape Cod's
Sailing
Headquarters

And Now
Wooden Boat
Center



New and used Sailboats, brokerage, 9' and 11' skiffs, Tohatsu outboards, Professional service to O'Day boats. Fully stocked store, fiberglass repair & outboard service.

Arey's Lane off Rte. 28, P.O. Box 22
South Orleans, MA 02662
508-255-0994

WILL BUILD ON COMMISSION:

Sailing dories, daysailers or cruising boats to 30' LOA, built to your requirements. All of superior construction in wood at reasonable price. THE LANDING BOATSHOP, PO Box 1490, Kennebunkport, ME 04046. 207-985-7976.

CONTINUING THE EVOLUTION OF...
(EVER SINCE 1979)

the ADIRONDACK GUIDE-BOAT

ELEGANT LITTLE YACHTS
IN WOOD AND GLASS
-AND ALL THAT GOES WITH THEM-



STEVE KAULBACK CHARLOTTE, VT 05445
802 425-3926



The Adirondack Guide-boat

by the

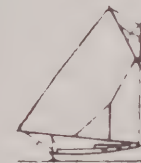
Indian Point Guideboat Company

732 Midland Avenue, Midland, PA 15059

412 -643 / 5457

Gardner Callanen, boatbuilder

We have the world's largest selection of new Guide-boats and historically correct accessories available from any source. Twelve models, in lengths of 12' to 16', construction materials ranging from traditional wood to the state of the art bi-axial kevlar. In addition, we offer reproduction oars, hardware, yokes, paddles and accessories. All of our fiberglass boat hulls are exactly reproduced from original antiques for the best rowing performance and authenticity. Our new 16' "Lonesome Bay Boat" is a modern materials version of a 1912 "Old Town Double Ended Boat" A new video is available



C. Stickney

Builder

- Wooden Boat Repair & Maintenance
- Small Boat Construction
- Custom Yacht Joiner

(207) 372-8543



"GOBY"

7'6" x 3'8" - 65 Lbs.

Cap. 350 Lbs. - Two Rowing Stations
Marine Fir Plywood and Oak
Stainless Steel Screw Fastenings
Dealer Inquiries Invited
Box 146 St. George, Me 04857



BUILD YOUR OWN CAPE COD CATBOAT

Send \$3 for new 3rd edition of the CATBOAT DESIGN BOOK-LET describing designs for 11'-29' catboats.

CHARLES W. WITTHOLZ
100 WILLIAMSBURG DR
SILVER SPRING, MD 20901

DENNIS DAVIS DESIGNS

Most states have paddlers who bought DK plans in 1990. You can join them and build an elegant round bilge kayak or recreational shell from two sheets of plywood without making a mold. Two dollar notes will bring my illustrated leaflet by return airmail.

DENNIS DAVIS
The Flat, Himbleton Manor
Droitwich, Wores WR9 7LE ENGLAND

Capt. Pete Culler's Plans

GEORGE B. KELLEY
20 LOOKOUT LANE
HYANNIS, MASS 02601
TEL. (508) 775-2679

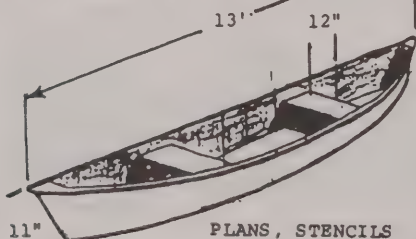
One hundred and one traditional designs from a 9-foot pram to a 125-foot Tern schooner. Send \$1 for price list.

FOLDING CANOE & KAYAK KITS

Construction uses hand tools. 6060-T6 aluminum tubing and heavy duty skins allows for expedition quality craft.

Zephyr Kits
Box 4850M, Saint Laurent Station
Montreal, Quebec. H4L-4Z5
(514) 620-3223

CAJUN PIROGUE



Lightweight, sturdy, maneuverable. Excellent hunting, fishing boat.

Send SASE for info.

269 Lake St.
E. Weymouth, MA 02189
617-335-3643

Plans

WEE PUNKIN



"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions \$36. SASE for more info.

GRAND MESA BOATWORKS
RT. 1 BOX 75 COLLBRAN, CO 81624



MOBY DINK

7'6"x3'11" - 63# EMPTY, 370# LOADED
GAFF SAIL RIG - BEGINNER PROJECT
\$15 PLANS - \$1 INFO ON 8 BOATS

JIM MICHALAK
118 E. RANDALL, LEBANON, IL 62254

COMMON SENSE DESIGNS

YOU CAN BUILD A BETTER BOAT THAN YOU CAN BUY!

Build CORSAIR



Maybe the fastest, surely the most interesting, boat you can build.

JOIN THE REVOLUTION TO COMMON SENSE!

PLEASE SEND ME:

- ☐ Corsair Plans for \$55.
☐ Study Packet for Corsair and 12 other COMMON SENSE DESIGNS, \$5.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

COMMON SENSE DESIGNS

P.O. Box 91429, Portland, OR 97291

RAVEN'S WING WATERCRAFT

BUILD YOUR OWN PLYWOOD GREENLAND STYLE SEA KAYAK. PLANS, PATTERN, MANUAL, \$40.

KITS & BOATS AVAILABLE
RR 3 BOX 845, WISCASSET, ME 04578
(207) 443-6677



Boat

Plans & Kits

- Full size patterns
- Instruction manual
- Design portfolio send \$2.00



MONFORT ASSOCIATES

RFD 2 Box 416 • Wiscasset, Maine 04578

QUALITY DESIGNS IN
TAPED SEAM PLYWOOD
BY TRACY O'BRIEN



CATALOG \$3 PPD
HEADWATER BOATS
156 BUNKER CREEK RD.
CHEHALIS, WA 98532

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

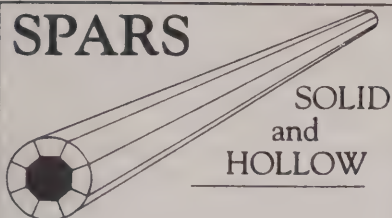
READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include lines drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473 2360

SPARS



SOLID
and
HOLLOW

D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640

Wood Canoe Hardware



CANOE HARDWARE: 1/2", 11/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available. NORTHWOODS CANOE SHOP, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426.

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4"-1 1/4". Prices: \$7.50-\$10/lb. Send \$1 for sample packet. **STRAWBERRY BANKE, INC.**
P.O. BOX 300 MB PORTSMOUTH, NH 03801

Mast Hoops

Mast Hoop Fasteners •
Sail Hanks • Parrel Beads
• Wood Cleats • Wood
Shell Blocks • Deadeyes
• Belaying Pins •
Bullseyes • Custom Bronze
Hardware

Pert Lowell Co., Inc.
Lane's End
Newbury, MA 01950
(508) 462-7409

Custom wooden masts, mast hoops,
deadeyes, parrel beads, turnbuckles

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING
(207) 236-3561
16 Limerock Street, Camden,
Maine 04843

Materials & Supplies

VOLVO PENTA

Orr's Island Boat Works

9, 18, 28 and 43 HP Diesel Engines
Smaller Size, Less Weight
Complete Package Including Reverse Gear
Old Volvo Diesels Rebuilt
Rt. 24, Box 731 Orr's Island, ME 04066
1-(800) 339-6777 (207) 833-5852
Maine only

ATLANTIC WHITE CEDAR

Flitches 4/4", 5/4", 6/4" thick to 16' long. Some other sizes available, all rough sawn. This is nice stuff. We can ship anywhere. Call or write for info.

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632 4334669
CANADIAN PATENT 1159342
OTHER PATENTS PENDING



AN HONEST
SIMPLE, RUGGED,
RELIABLE, VERSATILE,
ONE-MAN SAWMILL
SAWS ALL WOODS
Diameters 3 to 17 inches
Lengths 8 inches to infinity

THIS MACHINE IS PROVEN
PRICE COMPLETE WITH
20 FT TRACK \$4950

5 YR. WARRANTY

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

W.K. ROSS, INC.
640 Main St.,
W. Hampstead,
NH 03841 U.S.A.
603-329-6320

BOAT LUMBER

CEDAR, SPRUCE, FIR, ASH, HACKMATAK
CUT AND AIR DRIED IN N. MAINE
LENGTHS TO 20', 4/4 TO 12/4 THICK
WILL DELIVER OR SHIP

G. A. TOWLE
(203) 399-5224

Presque Isle
Maine

1218 Old Clinton Rd.
Westbrook, Ct 06488



Orr's Island Boat Works
AUTHORIZED
DEALER
9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE
Rt. 24, Box 731 Orr's Island, ME 04066
1-(800)-339-6777 • (207) 833-5852
(Maine Only)

POLYESTER RESIN (With Catalyst)

Finest Quality-Always Fresh
5 Gal. Pail 1 Gal. 4 or more 20 or more 4 pails or more
\$70.00 ea. \$15.50 ea. \$14.50 ea. \$14.00 ea. \$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE:

Mat 1-1/2 oz. 38" \$2/yd • Roving 24 oz 38": \$3/yd • Cloth 10 oz 38" \$4.05 /yd

SILICON BRONZE WOOD SCREWS — MANY SIZES FROM 3/4x8 AT \$4.80 TO
3x16 AT \$40.50. ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS — THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399 - East Longmeadow, MA 01028

Tel. (413) 736-0348 To Order Call Toll Free 1-800-333-0314
CALL OR WRITE FOR FREE PRICE LIST - WE SHIP U.P.S. ANYWHERE IN USA.



COD

THE SOURCE FOR:

WEST
SYSTEM

AWLGrip

EPIFANES®
YACHT FINISHES

HARKEN

Schaefer

3M

Micro Fico

OUTSIDE RI
800-343-9350
IN RI
401-846-8170



We accept these credit cards



58 VAN ZANDT AVE.
NEWPORT, RI 02840

FAX 401-847-4215

JT's
SHIP
CHANDLERY
Established 1907



Classified Marketplace

CLASSIC WOODEN BOATS. Sam Devlin's "Winter Wren", 23' gaff rigged pocket cruiser, slips 2 in comfort, compl equipped. Several sections of ply deck nd repair, otherwise sound. Built 1985. \$5,000. "Thistle" hull #3347, fast roomy racer or family daysailer. Hull repaired, nds paint. Compl w/2 bags sails, all rigging, alum mast, etc. Unopened 1st qual marine paint incl. \$650. "Bobcat", Bolger Beetle Cat replica, built 1989, used 6 times. Boat, sail, spars, trlr, etc., \$1,600. Cruise 'N Carry 1.5hp OB, \$195. Located on LI, NY.
C.I. THRASHER, 5 Pain Row Rd., Weare, NH, MA phone (508) 378-2560. (5)

19' POCKET CRUISER, Lightning #6540, cedar on mahog, spruce spars, 2 sets sails, cust cuddy cabin, cockpit cover, bed boards, camping cover, 2.7hp Cruise 'N Carry OB, running lts. Exc cond. On rusty scary trlr. Featured in "Boats", 8/15/87. Similar to Lightning featured in "Sail", 9/90. \$2,000.

MICHAEL BLUNT, P.O. Box 3091, Annapolis, MD 21403. (5)

8' SIDNEY NAPLES SABOT, daggerboard with banana boom, etc. Compl and in exc cond. Car top carrier incl. \$425.
JOEL DASKAL, S. Pasadena, CA, (818) 441-1420. (5)

WALL TO WALL BOATS. Wooden and fiberglass. Restore and repair. Reasonable rates.

BOB WALL, P.O. Box 277, Jonesport, ME 04649, (207) 497-2751. (4P)



FREE 17'x34" KAYAK, two person, with two double paddles and removeable seats; to the buyer of our much loved "Turtle" 19-1/2' 1976 motor home by Mobile Traveler, powered by a Dodge 318. Imagine camping the easy way with a three burner propane stove, propane furnace with thermostat, bunks for six (but four are plenty), refrigerator powered by 12 volt, 115 volt, or propane, double sink, toilet in separate room, and an FM sound system with four speakers. The kayak is clamped on the passenger side of this vehicle with the keel approximately 42" above the ground. This carrier may be removed in one minute after the kayak is removed. We have had more fun with this combination from Key West to the Thousand Islands and from Bar Harbor to Taos. \$4,800 will buy you this key to many pleasant experiences.

FRED MOLLER, Jaffrey, NH, (603) 532-7635. (4)

SHOPSMITH, like new, little used. No jointer, but a separate commercial quality scroll saw goes with it. Trade for a 14'-15' boat/motor and trailer if it's right.

E.G. RAGSDALE, Westlake, OR, (503) 997-7818. (4)

SUMMER RENTAL COAST OF MAINE. Victorian home w/panoramic view of Stonington Hbr & Penobscot Bay islands. Town hall, P.O., stores, fishing pier, Explorers at Sea, & mail boat to Isle au Haut all within 5 min walk. Sat to Sat; avail from Aug 24; min 2 wks rent, \$400/wk. 4 bedrms, bath, kitchen, deck; linens supplied. No washer or dryer. Steep driveway. Sorry, no pets or smokers.
LARRY JONES, P.O. Box 443, Stonington, ME 04681, (207) 367-5040. (5)

SUMMER RENTAL BUZZARDS BAY. House w/sep boathouse/guesthouse. Sandy beach, scenic hbr, launching ramp. Perfect for "messing about". 5 bdrms, antique wood stove, natural wicker furn. \$850/wk. Bring your boats or rent ours.
ELLEN WATTS, Boston, MA, (617) 482-1130 wklys; (508) 295-7809 wknds. (5)

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)

15-1/2' BOLGER LIGHT DORY, Type 5, Gloucester Gull variant. Fast, able double-ended rowing boat. Marine ply/epoxy constr w/glassed bottom. Compl w/ pair 7' oars, 2 pair Ashbreeze offset locks & 2-wheel dolly for solo launching. \$750.
ROBERT HAZARD, W. Newbury, MA, (508) 363-5829. (5)

ADIRONDACK GUIDEBOATS. The largest selection of guide boats and historically correct accessories available from one source. Ten models, paddles, oars, yokes, seats and hardware. Free information and video available.
INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (TF)

"SMALL BOAT JOURNAL" BACK ISSUES, Jan. '80 to June '90, in perfect condition. \$50 plus shipping.
ROLAND RODWELL, Richmond, VA, (804) 320-5714. (4)

15-1/2' MARSHALL SANDPIPER CATBOAT, new 1990. Cuddy model w/many extras; fitted covers for sail & cockpit, OB bracket, varnished teak trim & coaming. \$7,000 firm. Also new '90 galv trlr, \$400; new unused '90 2.5hp OB, \$300.
W.R. HOPKINS, 282 Oak Ct., Severna Park, MD 21146, (301) 544-3071. (5)

10'10" MIRROR DINGHY, 4'7" beam, sail # 62192. Fast fun safe sloop, ready to sail.
H. DE BOER, 24811 Rays Pt. Rd., St. Michaels, MD 21663, (301) 745-5996. (5)

15' SIROCCO, 1974. Canadian FG c/b sloop. Lg cockpit, cuddy cabin, slips 2, extremely shallow draft. New mast & rigging, OB, good galv trlr. Roller furling, other extras. Simple classic design. \$2,000 or consider interesting trades.
KIM TATE, 2376 Melonie Dr., Chesapeake, VA 23320, (804) 482-4280 eves. (5)

TRAILER PARTS, about all hdwre you'll need for a homebuilt 1200 lbs GVW trlr. 12" wheels, torsion bar springs, lights, hitch, winch, all from Northern Hydraulics. Modest use, I decided to concentrate on boat building rather than trlr building. \$150 takes all. Special bonus, a wood trailer hulk free.

DAVID BREDEMEIER, 109 Rocky Hill Rd., Rehobeth, MA 02769, (508) 252-46113. (5)

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

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

WANTED. Sail for sliding gunter rig for John Gardner skiff under construction by special education students in Wilmington, Delaware high school. Luff 12', foot 10', leech 13'9". Will accept sail that can be modified.

CAMP DIMENSION, 2304 Cherry Ln., Arden, DE 19810, (302) 475-8260. (4)

14'10" SHELL LAKE O/B RUNABOUT, c. 1955. Pretty (well, could be), dual cockpit, mahogany decks and topsides. She needs help but the shape is good. You can have the hull for \$50 or with the brass nameplate for \$80. All materials are available.

DON GAGLIARDI, New Hartford, CT, (203) 379-1510 (home), (203) 542-5081 (work). (4)

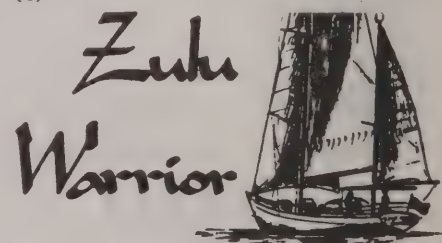
SUMMER RENTAL. House on a Maine island near Acadia National Park. Three bedrooms, bath, kitchen. View of harbor, hiking trails on property and other places on island. Fresh water swimming quarry nearby, launching sites for boats, sand beach. \$475 per week, Saturday to Saturday. Access to island by ferry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

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

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

21' CLASSIC ROWING WHERRY, fiberglass with single sliding seat. Peinert "Fast-art" in good condition. Includes snap-on canvas deck. \$750 with two sculling lessons included if needed.
L. GREW, W. Newbury, MA, (508) 363-2906. (4)

BOAT, BOOKS & MORE. Rowing shell with graphite oars, \$1,200. Boat books and woodworking tools. SASE for lists.
OWEN CECIL, Box 634, Oscoda, MI 48750. (4)



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

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

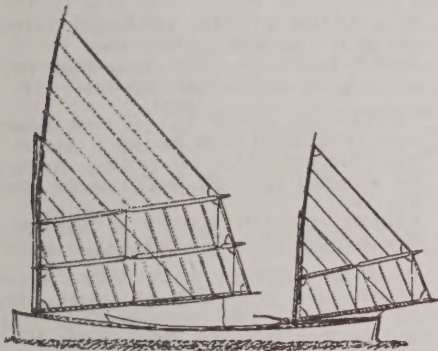
7'9" "NYMPH" DINGHY, Bolger Design #425. Outstanding qualities for fresh water fishing or just messing about. I have enjoyed her for 4 yrs. Very minor maintenance to gunwale. \$250.

DON PIGEON, Merrimac, MA, (508) 346-8479. (5)

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

1982 DOVEKIE, ultra shoal draft cruiser. 21' LOA, 6' beam, 6" draft boards up, 4-1/2' boards down. Sail in as little as 9" of water. The ultimate shallow water camp-cruising sail, row, scull or motor boat. Unsinkable glass on Airex foam construction by Edey & Duff, Ltd. Sleeps and cruises two very comfortably, three if you're close friends. Easily trailered by the smallest car; into the water and sailing within 20 minutes of arrival. Excellent for shallow bays and gunkholing. Includes modified flatbed trailer, custom 5' mahogany foil leeboards, wooden mast and sprit, tanbark mainsail, Yamaha 5hp longshaft outboard, 9' longshaft rowing oars, custom mahogany detachable motor mount and numerous other goodies. Hull is structurally sound but needs minor gelcoat cosmetic repair. Also needs new canvas hatch covers. Price reduced for quick sale, asking \$4,500 (negotiable).
CRAIG POOLE, Village Station P.O. Box 583, New York, NY 10014, (212) 620-3589/99 days, (201) 333-5857 eves. (4)

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.
JOHN MATHIEU, Bath, ME, (207) 442-7869. (4)



THREE GOOD BOATS. Beautiful old turn-of-the-century decked sailing canoe in good condition with all the original hardware and rig. No sails, \$5,000. Guideboat, old but in fairly good condition, rows like a dream, needs some minor work, paint and some recaning of seats. \$1,500. First "Moondance", fiberglass super stable daysailer and sleep-aboard cruiser for two, \$900 with trailer.

JOHN THOMSON, 405 Hazel Dr., Vestal, NY 13850, (607) 754-6305. (4)



10' SAILING DINGHY, Phil Rhodes design, FG built by Yankee Boatworks in 1990 for \$1,800. Used 3 times, now \$950.
HERB KRUGMAN, Stamford, CT, (203) 327-5226. (5)

16' CAJUN PIROGUE, all wood, built 1984, then stored. Lk new. \$250.
KEN BETZ, E. Islip, NY, (516) 277-7579 eves. (5)

10' NORWEGIAN PRAM, beaut strip dinghy by Mobile Marine. Fully equipped, sails, oars, alum cb. Never used by owner. Illness forces sale. New \$3,500, offered at \$2,000.

BILL FISCHER, 685 Boulevard, Bayonne, NJ 07002, (201) 436-1354. (5)

BOATS, LUMBER, GEAR. 18'9" Drascombe Lugger yawl rigged sailboat, fiberglass hull, varnished wood spars, teak trim. Very traditional appearance. Excellent sea boat, trailerable. With trailer, electric outboard and two deep cycle batteries, \$4,900. 17' Key-Way-Den canoe, Royalex sandwich hull is good, needs new wood trim, rails and rewebbing on seats, \$190. Air dried white and yellow cedar, several hundred feet available. Flitch cut, random widths and lengths. Much clear stock. Purchased for boat building project but now must be sold to make room. Make an offer on the lot. Ritchie compass in hexagonal bulkhead mounted binnacle. From 1920's Dawn Cruiser. With night/storm cover. Excellent condition, \$325.

STANTON SIMM, Stonington, CT, (203) 535-1337. (4)

17' MARSH HEN daysailer/camp cruiser. Green FG hull, buff decks, tanbark sail. Trlr, oars/locks, pram hood, bug screens for same, tonneau, sail cover (nds restitching), reefing gear, wind ind, anchor, compass, ballast (added because I sail alone a lot). In Navy, moving soon, too many boats. Please help me out. \$2,500 to good home (below book).
DAN MUIR, Springfield, VA, (703) 866-9420 hm, (703) 697-1961/5 wk. (5)

16' REBEL, Fg w/trlr & gd sails. \$650.
GILBERT DOUGLAS III, 1868 Patton Chapel Rd., Birmingham, AL 35226, (205) 823-3047. (5)

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 WCVTI. Sails, boom tent, outboard bracket, oars, life jackets. \$3,100.

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

15' O'DAY FLYING SAUCER, trlr, new sails, kick-up rudder & cb. A fast fun boat. \$850.

GEORGE CALDOW, Coventry, RI, (401) 821-1298. (5)

15' CAPE COD MERCURY, FG sailboat, Hull # 489 (Apr.'89) w/sails, 2hp longshaft Evinrude OB, trlr, all lk new cond used only few times. New value \$7,756, asking \$5,430.

TIM ELLIS, Chawonki Found., RR2 Box 1200, Wiscasset, ME 04578, (207) 882-7323 days, (207) 443-545 eves. (5)

25' SEABIRD YAWL, race/cruise, well blt, glass sheathed ply constr in gd cond, Ready to sail. \$12,000.

RAYMOND JAMES, Box 677D, Friendship, ME 04547, (207) 8342-6642. (5)

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)

18' RESTORED CANOE, 1965 Old Town square stern, canvas covered, \$2,295.

JOHN HUNTER, Plymouth, CT, (203) 584-060 days. (5)

17' MAD RIVER CANOE, "Minstrel", glass w/ash trim. Just like new, \$700.

JOHN HUNTER, Plymouth, CT, (203) 584-0601 days. (5)

1988 SANIBEL 18. Profiled in "SBJ" #54. Slps 4 on custom cushions; daysails family in 7' cockpit. Main, jib, genoa, Yamaha 6hp w/alt, bow pulpit, stern rail, bimini, more. Harding galv extend-tongue trlr. Photo avail.

DICK SMITH, 10213 Rounding Run, Richmond, VA 23233, (804) 741-2171. (5)

CAPE COD BULLSEYE, same hull as Herreshoff 12-1/2, built in FG by Cape Cod Shipbuilding, w/cuddy cabin, marconi sloop rig, alum mast & boom, 4 sails, main, jib, genoa, spinnaker. Hull & decks recoated w/epoxy. Anchor & line, cradle. Reduced from \$3,900 to \$3,200, or make offer.

CLIFF BUEHRENS, 494 Annaquatucket Rd., N. Kingstown, RI 02852, (401) 295-0649. (5)

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 eve. (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)

NORTHERN ADIRONDACK HOUSE, w/32 acres. Lots of canoeing, sailing, etc. \$39,500.

JEFF BROWN, Rt. 1 Box 169A, St. Regis Falls, NY 12890-9602, (315) 328-4778. (5)

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. (7P)

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)

20' FLYING DUTCHMAN, #1367, FG, trapeze, sails (incl spinnaker), rig, trlr. Fast, fun. \$1,600, make offer.

RAYMOND JONES, Box 677D, Friendship, ME 04547, (207) 832-6642. (5)

KAYAKS. Nordkapp sea kayak, FG, exc cond, watertight blkhd, onboard pump. Green & white. \$900. Perception Spirit whitewater kayak, 1k new. \$450. Phoenix Match II wildwater kayak, exc cond. \$250.

KATE MALYNN, W. Newbury, MA, (508) 363-2349. (5)

THULE RACK, perfect for cartopper boat. Fits car w/raingutters.

EILEEN DOBB, Manchester, CT, (203) 647-9002. (5)

15'6" BOLGER DIABLO OB skiff. Epoxy/marine ply. Used very little. \$500.

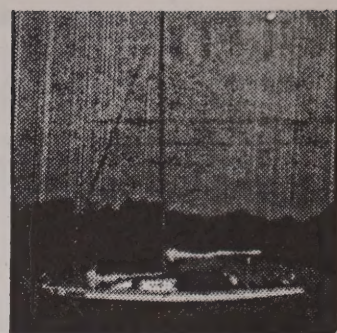
RALPH MERRIMAN, Seattle, WA, (206) 368-9716 eves. (5)

14' PEN YAN RUNABOUT, 1953, for restoration, compl w/hdwre incl orig steering wheel & bow light. \$250.

DAVE PEACH, Marblehead, MA, (617) 631-5571. (5)

16' WAYFARER, Frank & Margaret Dye's famous cruising dinghy, "Wanderer". Cruising compl. Trlr, boom tent & much more.

CLYDE GIESENSCHLAG, Miami Springs, FL, (305) 884-3504. (6)



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)

CAPE DORY 14, sailing/rowing Whitehall type, exc cond, delivery poss. \$1,750.

EARLE CALDWELL, 1558 Ridgewood Dr., Lilburn, GA 30247, (404) 564-8596. (5)

SAIL TRACK WANTED, 10' length (pieces ok) of 1/2" or 5/8", w/8 slides.

EARLE CALDWELL, 1558 Ridgewood Dr., Lilburn, GA 30247, (404) 564-8596. (5)

TARTAN 27 SLOOP in gd cond w/new sails, etc. Shoal draft cruiser w/Atomic 4 eng. \$15,000. Also 10' sailing dinghy, FG w/mahog trim, \$1,000. Trlr for dinghy, \$150.

ROBERT BOARDMAN, 163 Cottage St., New Bedford, MA 02740, (508) 993-3048. (5)

OVER 100 ANTIQUE BOAT PLANS. Plans to schooners, power and sail. Catalog \$4. J. FREEMAN, T&J Plans Service, P.O. Box 69, Fort Dick, CA 95538. (13P)

8' ESSEX CLASS SAILING DINGHY, FG w/ash gunwales & teak seating. Made in Norwich, CT, exc qual, beaut cond. \$500.

STEVEN ROSSI, Trails End, 37 Pawson Tr., Branford, CT 06405, (203) 481-0533. (5)

10'6" KAYAK, FG "Puddle Dippa" model, \$250.

PLATT MONFORT, Westport Island, ME, (207) 882-5504. (5)

ALDEN OARMASTER drop-in rowing unit w/10' oars. New, never used, \$500.

JOHN HUNTER, Plymouth, CT, (203) 584-0601 days. (5)

ROWING SHELL, Boston Advance with 10' oars. Just like new, \$900.

JOHN HUNTER, Plymouth, CT, (203) 584-0601 days. (5)

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)

16' OLD TOWN OTCA CANOE, new canvas.

FERNALD'S, Newbury, MA, (508) 465-0312. (5)



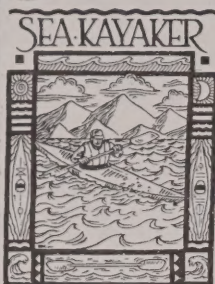
messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984 (508) 774-0906

BULK RATE
U.S. POSTAGE PAID
WENHAM, MA. 01984
PERMIT NO. 53

ADDRESS CORRECTION
REQUESTED

SEA KAYAKER



PRESENTS A NEW-FOR-SPRING
T-SHIRT!

100% White cotton with the
graphic in coral, teal, and light
blue!

Just \$13.50, including postage!

Write or call
to order a t-shirt or a
subscription to *Sea Kayaker*...

Visa and Mastercard accepted with telephone orders.

NEW SUBSCRIPTION LINE!

206-789-6413 or Fax 206-789-6392

6327 Seaview Ave. N.W., Seattle, WA 98107

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

IX-4



**STRAWBERRY
BANKE** PORTSMOUTH
New Hampshire

BOAT BUILDERS DAY JULY 21

10 A.M. - 5 P.M.

VISIT WITH OVER 50 SMALL BOAT BUILDERS, PROFESSIONAL
AND AMATEUR, AND LOOK OVER THEIR BOATS.

TOUR THE HISTORIC BUILDINGS OF STRAWBERRY BANKE AN
HISTORIC WATERFRONT COMMUNITY, ENJOY THE HOMES AND
GARDENS AND CRAFT SHOPS.

INFORMATION AT (603) 433-1100 DAYS

BOAT SHOW ADMISSION INCLUDED IN REGULAR MUSEUM GATE ADMISSION

ADULT \$9 - CHILD OVER 6 \$5 - FAMILY GROUP \$25

"Three rousing cheers for
"Messing About in Boats" and the
good people at Strawberry Banke for
putting together the nicest little
boat show I've participated in dur-
ing my 16 year career in this
trade. The "Boat Builders' Day"
was small and simple, yet had an
elegant atmosphere. The boats dis-
played represented a fascinating
cross section of attractive and ver-
satile small craft. It served to re-
mind me once again that it is the
interesting and decent people as
well as the love of good little boats
that keeps me in this business.

While at the show this year,
be sure to take in the Strawberry
Banke Museum itself, and then vis-
it the beautiful waterfront park
across the street with its gardens,
and the nearby historic buildings
of this old seaport."

Roger Crawford