



messing about in BOATS

Twice a Month!

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messing about in BOATS

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Our Next Issue...

Will include some of the design and project articles left out of this issue due to all the on-the-water stuff I used. Two major events will be featured, the Albany Boatbuilders' Show and the Adirondack Museum's "No Octane Regatta". Two other events, a Maine Island Trail Association "press reception" and the sailing of "Mayflower II" at Provincetown, MA, will also make it. Doug Goldhirsch's "Cruise of the Catboat "Grayling" will continue, but the ongoing serialization of the Dan Beard book "Boats & Boatbuilding" has finally been completed. In what room is left we will bring you some of these: "Scooter, a 15' Sailing Tri" by George Hume; "Discovering the Moth" by Scott Wolff; "Rude Dog, a 14' Camping Scow" by Joe Pallazola; and Phil Bolger's conversion of a 37' double-ended keel yacht into a power cruiser. You'll be introduced to Tony Davis' Arey's Pond Boatyard in Orleans, MA, and we may begin a serialization of R.R. Hook's tale, "Rebuilding an Old Town Dinghy". A bit of fun; Margaret Barclay's "Boats & Marriage" and Tom Fisher's "We Wouldn't Own a Boat Made of X" might fit in somewhere.

On the Cover...

Sunset on Moose Pond in Bridgeton, Maine, setting for the annual L.L. Bean Canoe Symposium. It would be hard to find a place more appropriate to a gathering of canoe enthusiasts, and a report on the event is featured in this issue.

Commentary

**BOB
HICKS**

A week apart in early June I attended two small boat gatherings of comparable size, at each over 200 people came together to share their interest in small boats. The Mystic Seaport Small Craft Weekend at Mystic, Connecticut, was the 21st such gathering of traditional small craft owners and enthusiasts and the revitalization of the event that began a couple of years ago seems to be continuing with new people and boats bringing renewed vigor to the event. The L.L. Bean North American Canoe Symposium at Camp Winona on Moose Pond in Bridgeton, Maine was the sixth or thereabouts repeat of a weekend of total immersion in all aspects of canoeing, and attendance held up despite the economic downturn.

These two gatherings coming one after the other really emphasized to me the diversity of the small boat game. At Mystic the collection of about 100 boats that were brought by their owners was as diverse as the coverage in this magazine, sail, oar, paddle powered, even a couple of antique power craft. While most were wood and of traditional design, a few were plastic and of contemporary design. To see on the water boats ranging from 8' pram to 36' schooner being enjoyed all at once in the same place was inspirational. At Bridgeton, the boats were all canoes, most supplied by manufacturers, and the purpose of their being used was not just for pleasure, but also for education.

While the Mystic event scheduled various workshops pertinent to traditional boatbuilding, the main thrust is the gathering of the boats and the opportunity to try out one another's creations and to talk about them, and about future dreams. Exposure to the work of others creates a fertile attitude for nourishing one's own dreams of building a boat. It's a rejuvenation of a perhaps tired project, or the stimulation for an entirely new one. Looking at the boats, talking about them and above all else, getting out in them, is pretty heady stuff.

At the Canoe Symposium, the common denominator of the dream is the finding out about canoeing and what it can offer. Building is a very minor aspect of it, and trying out the various canoes available is more of a shopping trip thing, the looking for the right canoe, already built, for realizing the dream. The dream that seems to be the most prevalent is that of getting away to remote waters somewhere with all one's necessary gear aboard the chosen canoe. While workshops on various techniques of paddling and on buying and maintaining the canoe and gear are included, the workshops on "trip-ping", including even expeditions to the far north, draw the biggest crowds. This is a school program rather than a gathering of a clan. Most attending are newcomers looking for guidance.

Both these events do share a common love for small boats propelled by human effort and ingenuity, and thus are exercises in attempting to recover bygone ways. The canoe even in its modern kevlar ultralight hi-tech form is still an anachronism in terms of being a form of transportation. The small boats at Mystic are totally efforts at recapturing those bygone times and their imagined rewards. The perversity, if that's the term, of people who have overcome tedious labor with modern means of transportation under power, who wish to go back to the old ways once regarded as work, is an endearing one. Now that we don't have to row our boats any more, we eagerly choose to do so.

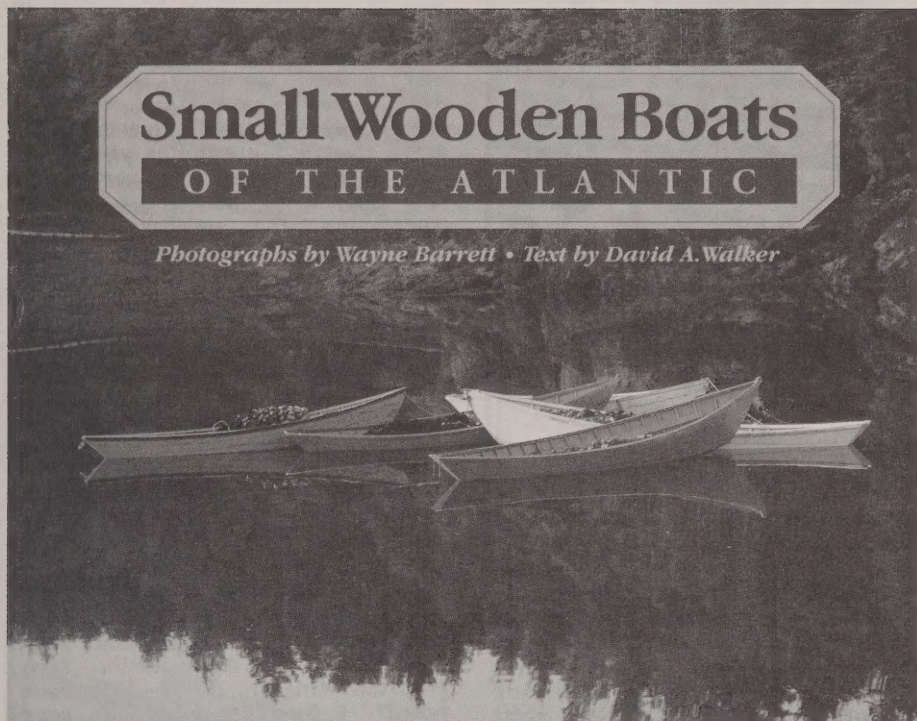
The people who were rowing and paddling and sailing of necessity when the internal combustion engine came along, were quick to abandon the old hard way as soon as they could figure out how to get that big hunk of noisy iron into their small boat. Wouldn't they be amazed were they to drop in today at the Mystic Small Craft Weekend or the North American Canoe Symposium and find us all eagerly embracing those very chores.



REVIEWS

Small Wooden Boats OF THE ATLANTIC

Photographs by Wayne Barrett • Text by David A. Walker



This is a picture book, and written for the non-boating public, but it has special appeal to anyone who loves traditional small boats,

for the superb photography and the commentary on each boat pictured is lavished on plain ordinary working boats of Canada's maritime

provinces. The boats are so basic, often crude, yet so functional, that any small boat lover cannot help but be charmed by them.

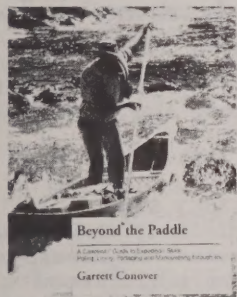
The boats, aside from the dory, were pretty much all new to me despite a dozen years of reading about and attending gatherings of traditional small boats. While they resemble our New England small working boats, they are different, reflecting the cultural and economic differences that exist between New England and Nova Scotia, Newfoundland and Prince Edward Island.

The hardcover book measures 11"x9", opening the wide way for maximum impact for many of the 96 color photos on its 104 pages. The boats are photographed in their natural environment, on the water or on the shore, and the nature of the spare coastlines is also brought out effectively.

It's not a detailed technical book on the boats, it covers the subject more like the "National Geographic" might. It's a nice book if you collect information on traditional small boats, or as a gift for someone who does. At \$24.95 + \$4.00 p&h it's expensive, from Chelsea Green Publishing Co., P.O. Box 130, Post Mills, VT 05058, (800) 639-4099.

Review by Bob Hicks

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Michael Boucher, 106 Bow St., Freeport, ME 04032, (207) 865-1988.

STORIES ARE GREAT

"Boats" is as wonderful as ever. The Sam Cox stories had me all choked up and had a female friend in tears. It's nice to have a publication with heart. The access issue about handicapped sailors was inspiring, and I treasure the stories and illustrations by Tom. All the stories are great. Recently I read two issues aloud on a long car trip (Bar Harbor to NJ on 195). The driver was really bummed out when the second issue was done. I even read all the classifieds. It's great you now have Bolger aboard.

Thanks too for introducing me to the existence of the Herreshoff Museum. My family keeps a boat in Rhode Island and they didn't know this museum existed. I stopped by recently when it was too windy to sail and I was thrilled. I even got to meet a real Herreshoff there.

Andy Follansbee, Lebanon, NJ.



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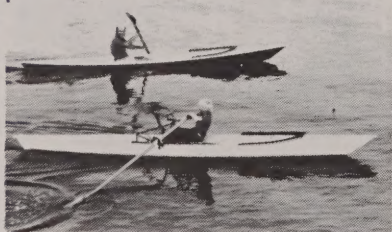
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Your Commentary

BEARD INSPIRED

As a new reader I recently read in my first issue an article by D.C. Beard on building the "Yankee Pine". I was impressed by his ability to make things understandable. He made me want to start building a small boat. Are you in the midst of a series by Mr. Beard? Is there a source for his book? It must be old since he talks of planks wider than 12" and clear of knots, not easily found these days.

Carl Whitaker, Gordonville, MO.

ED. NOTE:

The D.C. Beard series is from his book for boys published in 1911. The entire book is appearing in serial form in "Boats", it is now nearly completed in fact. Copies of the original book are perhaps available from a nautical book dealer perhaps. Any reader wishing to obtain the missing installments can obtain from me photocopies of them, as back issues are not all in stock. I will provide these at the cost of copying and postage. I may have the book reprinted this upcoming winter if interest seems to be there, inexpensive reprints in small quantities are easily obtained.

WHAT A RELIEF

What a relief to read "Boats", especially now after what has happened to the old "Small Boat Journal" and "Canoesport Journal". All your articles are different but all have the common theme about the infinite number of ways we can enjoy the boats we build and use.

The Bob Miller story "Cruising Maine's Unnavigable Waters" ("Boats" 5/15/91) really turned me on. I've been there in some of our local mangrove swamps. And the picture of O'Connell's lovely Melon Seed made me feel sad again that I sold a strip version I built years ago, a really nice boat to sail.

Mac McCarthy, Sarasota, FL.

HAVE TO BE CAREFUL

Sounds like you've been talking to my wife. Your "Commentary" in the June 1st issue sounds like I wrote it. I have to be very careful not to read too many boat books, look at too many designs, or think about any one particular boat for more than a few minutes at a time, or I'll get hooked all over again. The only thing that keeps me from increasing the numbers in my fleet, as well as completing the boats already present, is a house not yet remodeled. It's amazing how one can get bitten by this bug. It's even hard for me to read through the classified ads in "Boats".

If you think it's tough resisting George Dyson's book on baidarkas, you should try attending one of his lectures complete with slides of his beautiful boats cruising the incredible waterways of the northwest.

The June 1st issue was another great one. Thanks for the Phil Bolger articles. To John Healy of Lompoc, CA: Your dream boat might be found in Sam Rabl's book, "Boatbuilding in Your Own Backyard". I finally got my own copy. Check out "Picaroon" on page 180, she's only 18' long but has nice lines, and "Picaroon II" is designed for plywood construction.

Speaking of Sam Rabl, I'd like to hear more from Gary Clements about his plans for building Rabl's "Titmouse", as this design is one at the top of my wish list of got-ta-builds. You've already covered one of the others, "Elver".

Finally, to Tom: I've always liked your silly stories and to hell with what anybody else may say in criticism of them.

Tim Dale, Deal Island, MD.

THRILLED BY ESSEX STORY

I was particularly thrilled to see that the Essex (MA) townspeople, among them acquaintances of mine, have brought a fine ship ("Evelina M. Goulart") back to its "berthplace" ("Boats" 4/15/91). I may take a few days to return briefly to Essex this summer towing "Doryman", my 17' skiff which first touched the water at Lufkin's ramp in Essex in 1984.

Paul LeFort, Orleans, Ontario.

A MYSTIC EXPERIENCE

The first weekend in June was my first excursion into the small boat society at the Mystic Seaport Small Craft Weekend. I had a great time, there were nice folks everywhere, and never have I seen so many beautiful pieces of fine furniture out on the water in one place.

I think your "Cockleshell" has the potential for a great project for woodworking classes at the junior high or high school levels, and would love to have my students put together a small fleet of a half dozen or so.

John DeNunzio, Durham, CT.

GREAT LAKES SCHOONER INFO NEEDED

I wish to make a model or two of one of the schooners that sailed the Great Lakes during the 19th century, and need to obtain a hull profile. I have in mind a ship of about 165' with about a 170 ton displacement. Is any reader informed on this subject?

I want you to know your advertising section is very productive; thanks to it an ad I placed for my antique boat resulted in its finding a new home where it will be appreciated.

I read each issue cover to cover, and while this is in part due to my being hooked on the subject matter, it is also due to the way in which the material is presented.

W. Carl Holbrook, Box 234, RFD #, Newberry, MI 49868.



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ANTIQUÉ & CLASSIC BOATING

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

July 27. Antique & Classic Boat Rendezvous, Mystic Seaport Museum, Mystic, CT, (203) 572-0711 ext. 315.

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

August 9-11. Sail Boston Wooden & Classic Boat Regatta, Shipyard Quarters, Charlestown, MA, (617) 330-1992.

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

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

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

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

BOATBUILDING INSTRUCTION

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

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

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

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

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

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

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

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

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

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

BOAT SHOWS

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

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

HAPPENINGS

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

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

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

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

CANOEING & KAYAKING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MARINE AUCTIONS & FLEA MARKETS

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

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

MARINE OPPORTUNITIES FOR DISABLED PERSONS

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

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

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

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

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

MARITIME HISTORY

August 10-25. Whaleship "Charles W. Morgan" 50th Anniversary Celebration, Mystic Seaport Museum, Mystic, CT, (203) 572-0711 ext. 315.

August 18. Launching of Revolutionary War replica gunboat "Philadelphia, Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

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

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

"Golden Afternoons, Yachting on the Connecticut 1840-1940" exhibit is featured this season at the Connecticut River Museum, Essex, CT, (203) 767-8269.

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

Lighthouse Preservation Society. Information on efforts to save historic lighthouses is available from the Lighthouse Preservation

Society, P.O. Box 736, Rockport, MA, (508) 281-6336.

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

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

Museum of Yachting Lecture Series. A listing of Thursday lunchtime yachting history lectures is available from the Museum of Yachting, Newport, RI, (401) 847-1018.

North Carolina Maritime Museum Events. A detailed brochure of this season's scheduled events is available from the North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

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

The schooner "Spirit of Massachusetts" offers daysails throughout the summer, as well as a weekend cruise July 26-28. New England Historic Seaport, (617) 242-1414, or outside the (617) area (800) 833-SAIL.

ROWING

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

August 9-11. Gig Races, Boston Harbor, Boston, MA, Hull Lifesaving Museum, (617) 925-4826.

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

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

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

September 22. 9th Annual Mighty Merrimack Rowing Race, Custom House Museum, Newburyport, MA, (508) 462-8681.

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

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

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

SAILING

July 20. 25th Annual S.S. Crocker Memorial Race, Manchester, MA, (508) 526-1971 wkdays.

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

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

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

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

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

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

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

SHIP MODELS

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

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

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

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

TRADITIONAL SMALL CRAFT

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

August 10. Traditional Small Craft Meet, Derby Wharf National Historic Site, Salem, MA, (508) 744-4323.

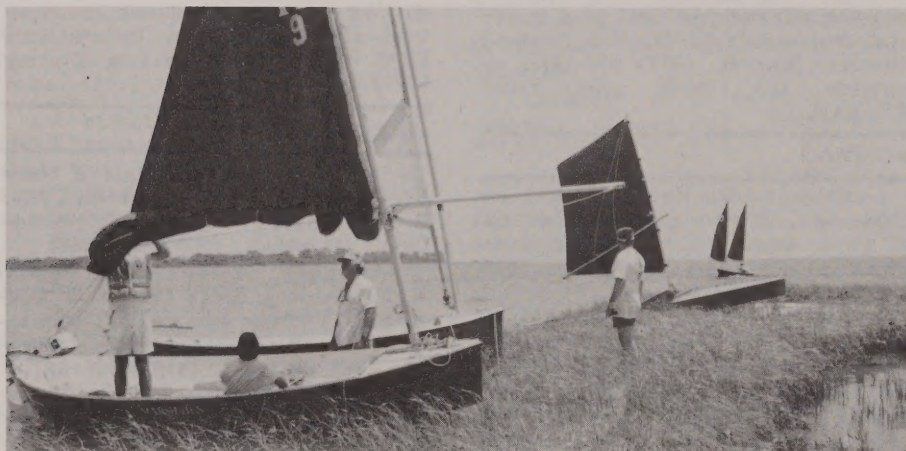
On the Water

In this issue are reports on three more gatherings of small boats. Hugh Horton sent us coverage of the annual spring meet at Cedar Key in Florida, and I took in the Mystic Small Craft Weekend and

the North American Canoe Symposium. So many small boats, so much variety, it ended up taking nine pages in this issue to do them justice. But, it is the season...



Cedar Key Small Craft Meet



Top of page: Rendezvous on Snake Key. Above: Two "Marsh Hens" and "Sugar Pine Needle" on Grassy Key. Below: A "Bobcat" and a "Drascombe Dabber" at the beach.



Wednesday, 1st of May at 4AM, Ron Sell and I coffed up and drove 21 hours from Detroit to Cedar Key. He manages Canoesport in Ann Arbor and is broadly experienced in a great variety of sail and paddle powered small craft. Atop the boat pile on the trailer was his 41 pound solo canoe, a 15'4" x 28" Sawyer Summersong, decked with 3/16" sugar pine, glassed. She has a big, comfy cockpit, nifty spray skirt, and foot operated rudder. Ron uses a 14 ounce wood paddle, single blade, bent shaft.

Thursday, Ron in his Summersong and I in a plastic Sea Runner kayak, paddled to and through Atsena Otie Key. While returning across the Main Ship Channel, Ron said he was disappointed he'd not seen a dolphin. In seconds one breathed twenty yards ahead. It rolled up again five yards off his starboard and eyed him.

My project toward developing 50/50, paddling/sailing boats involved one Russell Brown prototype ama (outrigger) mounted on a 21 foot double kayak, a Northwest Kayaks' Seascape II. She was rigged as a yawl. The ama was to port, so on port tack we were a "windward proa," on starboard tack a "leeward proa." Fun! Wet.

Friday, SSE 7-10. In the Seascape 'multiyak,' we beat S, ama flying, two and a third sea miles to Snake

Key. Mike Leiner's powerful Marsh Hen followed gaining. Back in the Channel we found a sweet Sea Pearl 28 with Rick Waldbart and Susan aboard.

The breeze was SW 8-12 knots most of Saturday and Sunday. It was sunny in the 80's. Faces grinned above gun-wales. Smiles grew under sails. Wakes bubbled over shallow, rippling channels, grass beds, sand, oysters and mud. Ibis flew, dolphins played, mullet and a ray nearly soared--- Cedar Key enchanted.

Saturday morning the Boat Meet participants met on the Town Beach acquainting and reacquainting. Chris Harkness must be commended again for arranging this. It was wonderful. Chris shouted from his surging Drascombe Dabber, "Seahorse Key?...". And that was it, enough of the formal stuff. A half dozen or so ever-swift Sea Pearl 21's and about as many others---a Hobie cat, a Lightfoot sharpie, two Bolger Bobcats, a Swampscott dory with emerald sails, a Friendship Sloop styled centerboarder with a fine verandah cockpit, and the Seascope---close reached and tacked SW two and a half miles to Seahorse. Gliding in the lee, Ron and I bird watched. Pelicans bathed mightily a boat length away. Ibis graced the air, and muttered and groaned in the greenery. Terns, frigates, egrets, herons, cormorants, kingfishers, etc. were hard at it, too.

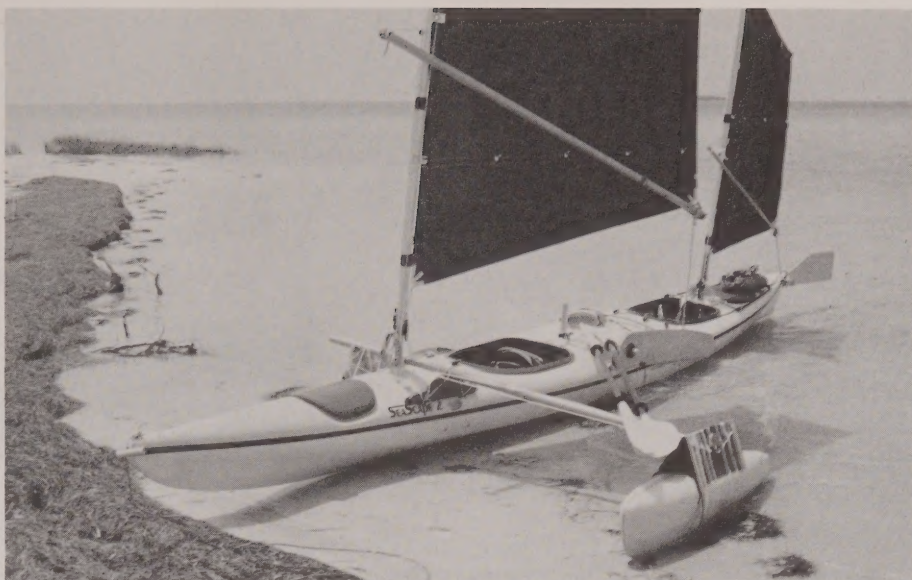
Most of the sailors next reached NNW a mile and a half to North Key and beached. Then some reached ESE three miles to Snake.

Since Ron hadn't sailed in *Pine Needle*, and wanting more comfort myself, I rigged her Sunday morning. After meeting an 8' lugsail garvey on Atsena and rendezvousing with two Marsh Hens on Grassy Key, Ron took the helm forward while I sheeted and played her leeboards. We ran jibing and tacking up through Atsena's exquisite inner channel.

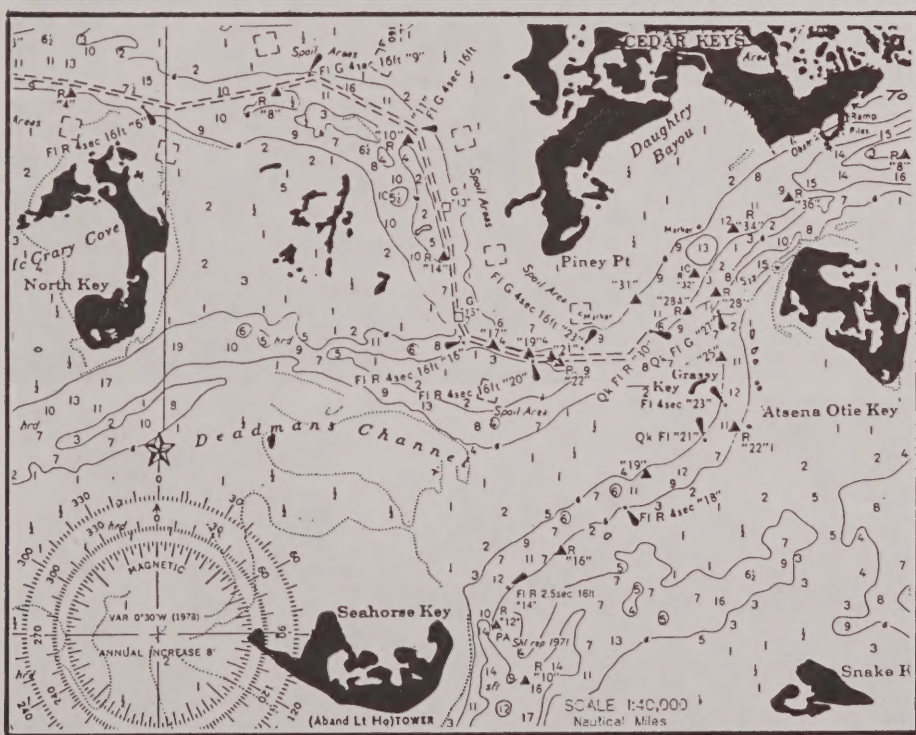
Sunday evening we paddled solo boats through Atsena Otie again. It's always different. The tidal stream reverses direction and changes shape from a marshbound lake echoing osprey to oyster terraced pools linked by riffling creeks.

Monday we drove back to Michigan talking shallow boats and practically smelling premium coffee, West Coast style, which is not along I-75.

Report & Photos from Hugh Horton



Above: The Russ Brown prototype ama on the Seascope II sea kayak, quite an equipe. Below: Time to head home to Michigan.





Small Craft Weekend at Mystic



The first weekend in June was golden here in New England and the traditional small craft folks gathered at Mystic Seaport, marveling at sunny skies and nice sailing breezes while they enjoyed looking over and trying out one another's small craft, and attending the variety of programs arranged for their pleasure this year under the direction of Small Craft Curator Peter Vermilya. Enthusiasm is still on the upswing after years of gradual decline, and new people are turning up with their fresh interest to bring back the thrill even to those of us who have been going to this event ever since the old days of the '70's.

Featured craft this year was the sandbagger "Puffin" built last year at the Rockport Apprenticeship, and she was joined by a local sandbagger for some impromptu sailing on the river to show off the huge rigs and speed of these unique racing sailboats. And looking on serenely safely moored on the Museum waterfront was the Seaport's sandbagger "Annie", all dolled up in new paint and varnish, but structurally not up to hoisting all that sail and getting out there with the others. The tech details on building "Puffin" were presented in a workshop and a slide

From the top: Two sandbaggers, "Puffin" sails by the moored "Annie". Busman's holiday, boat-builder Howie Mittleman and his wife Nancy enjoying his North River skiff. A well done Pygmy Kayak "Queen Charlotte" sea kayak built from a kit. The pleasures of rowing.

presentation, as was its history. A well rounded program focussed on this one particular boat.

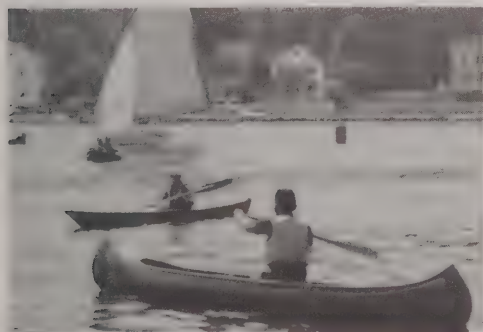
Other workshops presented included fixed seat open water multi-oared rowing activities, building the Chaisson dory tender and New Haven dugout, steam bending frames and mast hoops, the sprit rig, and trailering a small boat. All good useful stuff.

And then there was all the on-the-water fun as the small boats brought by those attending got constant use on the river all day Saturday. Then Sunday morning brought the 7 a.m. trip downriver for much of the fleet for breakfast on Mason's Island. The rewards of all this boating opportunity are best caught in pictures and so here are a few that I feel catch the overall ambiance of this still marvelous annual gathering of traditional small boat folks.

Report & Photos by Bob Hicks.

Right from the top: "Windsurfing" a flat bottom skiff, quite an art. Enjoying the fruits of one's labors, Griff Venator helped Martin Dittleman build this Bolger dory and got to row him around in it too. Kevin Rathbone (center in hat) holds forth on sprit rigs. Tim Weaver's "Patina" once graced the pages of "Boats" back in '83 and '84.

Below: Interesting lineup, the Seaport catboat "Breck Marshall", an unidentified sailing skiff, Bob Foster's "Seatamer" sea kayak, and a traditional canoe. Two young men in small boats, under oar and paddle.





Left from the top: "Gimme shelter!" Lance Lee (wearing watch cap) pulls an oar on the "Vernon Langaille" Tancook schooner. Early morning arrivals at Mason's Island include Betsey Woodward in her geodesic canoe and Griff Venator and Martin Dittleman in Martin's Bolger dory. Three's not too much of a crowd in this lapstrake double ender.

Below: A New Haven sharpie arrives at Mason's Island under "Seagull" power. This young woman stands to row this big banks dory. Talking about boats on the beach.



Right from the top: The Kennedys, father and son, heading downriver in homebuilt kayaks. Breakfast time in Sunday morning's mist. The LaVertue brothers in "Cockleshells", Scott in the foreground built his own. Another "Puffin", this a modified Culler "Good Little Skiff" built for Michael at the oars by his dad Mike McEvoy of Battenkill Boatworks.



Below: Glen Goltz came all the way from San Diego to participate, here he views a Monfort geodesic skiff. Peter Vermilya, organizer of the weekend this year, can relax on Sunday with all going well.





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The array of workshops and demonstrations presented at the L.L. Bean North American Canoe Symposium at Camp Winona on Moose Pond in Bridgeton, Maine, is comprehensive, to put it conservatively. One can find out just about anything desired about what canoeing has to offer, as Bean spares no effort nor expense in order to get the top people from all aspects of this sport as lecturers and instructors. And canoes of about every description are on hand from a variety of manufacturers available for tryouts. Topping it all off for the 235 people who signed on this year was the wonderful food and the "old timey" summer camp ambience provided by Camp Winona.

Surveying the various workshops over the two full days as they took place, I was able to determine where the major interest was in pursuing the canoeing dream. No question at all, it was in "tripping", the getting away in a canoe to remote waters for adventure and recreation. The Peake brothers from Canada presented a three-part workshop on expedition canoeing in the far north and drew the biggest crowds of any of the workshops by far. Their Saturday evening slide show was a compilation of tripping they had done in the arctic and played to an enthusiastic full house.

This yearning for "tripping" was truly revealed at the impromptu follow-up slide show that evening presented by Garret Conover. It wasn't even on canoeing, but on a winter snowshoeing/sledging trip of 60 some days Garret and Alexandra took in Labrador last winter, following a frozen river for a couple of hundred miles totally alone and self-contained in the arctic cold. The Conovers had expected a handful of people might stay on after the Peakes finished to view their

The Conovers demonstrate their "Northwoods Ways" paddling techniques.

L.L.Bean[®] NORTH AMERICAN *Canoe* SYMPOSIUM

show but the hall was over half full, and at the conclusion of the breathtaking collection of slides and Garret's understated commentary, the ovation for this effort was impressive. Somehow the Conover's dedication to tripping in the wilderness, canoeing or sledging, came through as a marvelous inspiration to many who would love to do such things.

The weekend was a good one for weather, although the wind breezed up Saturday enough to drive most of the canoes off the pond by mid-afternoon and hamper some workshops on the water. It wasn't easy to demonstrate free style canoeing with gunwales awash when a wind whipped chop was charging into the demonstration area. Teaching would-be sailors how to sail also was rendered out of the question, but the experienced sailors on hand relished the breeze and eventually were about the only canoes on the pond. And tentative efforts by would-be paddlers to master the somewhat tippy

craft were discouraged by this wind, even the better paddlers found it no fun to go out into it.

While this is really a school for those who wish to learn more about canoeing in all its ramifications, the event still attracts a contingent of experienced paddlers who come to it as a sort of reunion to see others like themselves and indulge in renewing old acquaintances. With so many of the people regarded as the leading lights in the various ways of enjoying canoeing all in one place, it is a great forum for the continued exchanging of ideas and experiences. Anyone contemplating canoeing from scratch, or improving some aspect of an already existing participation in the sport, can load up on so much good information that this has to be a must affair. The brand new novice need not feel intimidated for the experts are on hand to serve his needs.

Report & Photos by Bob Hicks

George and Marion Scanlon on their first ever canoe outing, battling against the increasing wind.



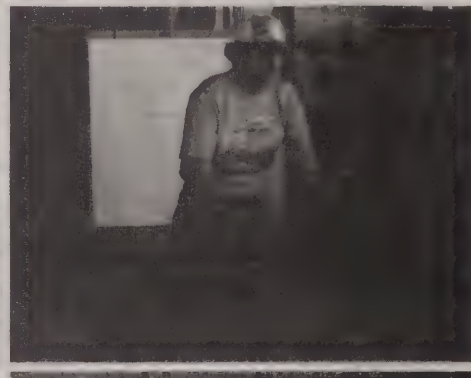


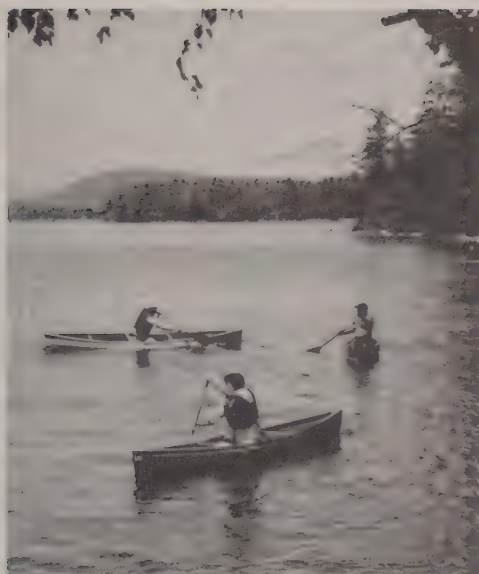
Left from the top: Charlie Wilson demonstrates freestyle paddling. Bruce Winterbon carries his 15', 26 lb. strip canoe past Geoff Burke and Annie with their lapstrake version. The war canoe race saw the Camp Winona crew beat out the L.L. Bean team. Late on Saturday the wind ruled the pond.



Below: Ah, those many paddle strokes one must learn. Jerry Stelmok talks about wooden canoe building. Jim Bowman enjoys the breeze, too windy now to teach sailing to newcomers.

Opposite page left: Practicing up on freestyle technique, beginners above, the teachers below. Right: Bart Hawthaway demonstrates his paddling techniques. Sunset was golden, view from Camp Winona waterfront.





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Cruise of the Catboat "Grayling"

By Douglas Goldhirsch

At the conclusion of Part III Doug Goldhirsch had arranged to leave "Grayling" at a marina in Greenport on the eastern end of Long Island while he made an overland trip back to New York to take care of some business before resuming his cruise.

MESSING AROUND THE EAST END

Well, it was only Friday afternoon. I didn't have to be back in the City until Sunday night, so having made arrangements for "Grayling" for the coming week, I took her out again and motored across to Shelter Island. There in Dering Harbor, they are pretty picky about where transients may anchor. But I found this huge (40') catboat "Selina II" moored on the eastern side of the harbor and figured that a fellow catboater wouldn't give me any grief. I settled in for the night and did indeed have a pleasant and unhassled evening in between some very loud and violent thunderstorms.

Saturday morning I arose to a sunny and beautiful day. During the night Peter and Nancy Jenkins had arrived in their catboat "Nutmeg" and anchored nearby. They pulled alongside before departing for a friend's place on Shelter Island. I had decided to sail down to Three Mile Harbor down on the South Fork.

I started the engine and began pulling up the hook. Before I could get much anchor line on board I heard that awful sound of the engine alarm sounding. I'd heard it once before when I had started the engine with the sea water intake valve shut. It meant overheating. This time I looked over the side and indeed there was no cooling water going through the system. Time to shut down the engine and get out the tools. No, nothing clogging the line. No leaks in the hose. The impeller shaft is spinning. But, what's this? The bronze bushing glued to the impeller has come unglued! The bushing is spinning but the impeller is not. Good thing I've got a spare impeller aboard. Dont I? Where is that

thing? I know it's here somewhere. Port side? Starboard side? Ah, here it is. Put it back together, and away we go. Let that be a lesson to all you would-be small boat cruisers. Know your boat. Know your power plant. And carry spare parts and tools. A little over an hour after the problem arose, I set out for my next port of call.

It was a long hot passage. The wind died until just outside the harbor. On the way I got so hot that I put the engine in neutral and jumped over the side. A bit of a nerve wracking thing to do when you're out by yourself, to leave your vessel unattended. But it was fun, cool and refreshing. And then just outside the harbor entrance the wind came up from just the right direction for me to sail into the narrow passage. "Grayling" and I put on a good show as we weaved into the narrow channel against the tide with heavy traffic all around. Sailboats and motor vessels coming and going, all under power. And "Grayling" charging in under her huge gaff main in a now healthy breeze. We skimmed over some thin spots to keep out of the busy channel and thoroughly enjoyed the looks from the million dollar yachts confined to the deeper channel. Just for kicks I sailed her to the very end of the harbor, there is a narrow creek of sorts leading to some marinas at the head of the harbor. I had fun short tacking in the confined waters, but once reaching the head of the creek, I turned her around and headed out to anchor.

Next day I awoke and headed back to Greenport. By now these passages of 15 miles or so were beginning to seem routine. I was actually becoming familiar with the waters, and the clear skies and air

made navigation easy. An uneventful and fast trip back to Greenport earned me some spare time at the dock there. Four hours to train time, let's paint. "Grayling" had come out of the winter in top condition. Only the cockpit had not been thoroughly refinished. I desperately wanted to get a coat of paint on the cockpit staving before going to Mystic, and here was my chance. So I painted furiously and then raced away to make my train back to Brooklyn. I'd be back on Thursday for the trip to Mystic. So much fun already and the adventure had just begun!

FINALLY, ON TO MYSTIC

July 4th was my sister's birthday and I thought it would be nice to spend the day with her. Usually I am away on summer holidays, on the boat or otherwise adventuring. But with "Grayling" safe in Greenport I could spend some time with my baby sisters (birthday girl 11, the other 4).

Then on July 5th my Mom and my best pal, Peter Bachmann, met me for the drive to Greenport. They had "signed on" for the trip to Mystic and I was glad to have them both. Mom is an avid sailor, having sailed her Rhodes 19 on Long Island Sound for some 25 years. I find that she is one of the best shipmates I have, as she keeps things tidy, steers straight, and knows her way around a boat.

Peter and I have known each other for over 25 years. Over those years we have played in many boats, power, sail and paddle. We grew up together in these boats. But I took to the water much more enthusiastically than he. In our adult years he always enjoyed sailing with me on my boats, but until "Grayling" came on the scene, I

think his frame of mind was that of a guest. For some reason, Peter was captivated by "Grayling". I think it has a lot to do with the quality of the sailing experience aboard this "little ship". On a day-sailer, the boat is so light and there's so little to worry about that its easy for visitors to feel like guests. On "Grayling" there's more to do. You CAN run hard aground. It takes a good amount of work to raise and lower sail. Anchoring and coming to the dock are more involved maneuvers. In short, while it is possible to single-hand her (and I do often) it is also easy to involve your guests in the handling of the vessel. Peter and his wife Laurie have sailed with me often in the past four years and Peter has really turned into a capable and enthusiastic first mate. I was glad to have him along.

So just after noon on July 5, "Grayling", well provisioned and well staffed, left the dock at Greenport. Because of a brisk SW wind, we tucked in two reefs and ran toward The Race. Before long, however, the wind moderated, reefs got shaken out and jibs hanked on. Before we got to The Race, we were under full main with both jibs flying, and still just barely holding our own against a tide running against us. But through The Race we went, tide or no, and as the wind again freshened "Grayling" began to show us how she loves to sail. She loves moderate air and calm seas and that was exactly what came our way as we approached Fishers Island and Mystic harbor.

We romped on, revelling in the pure loveliness of the day. To be on the water on a perfect Thursday wondering what the poor working stiffs in NYC were doing. Hell, we didn't care. Peter and I took turns jumping over the side to cool off, and the water was unusually COLD! We made good time, and upon sighting Mystic, began to prepare to sail into the harbor.

A long beat through a crowded harbor with a steady breeze and flat water is what "Grayling" was born to do. She loves to show off and so that's what we did. We took our time beating up Mystic Harbor, enjoying the beautiful boats and landscapes. Fishing boats, motor and sailing yachts of all descriptions. Old classic homes and modern new estates, as well as the inevitable "built in the eighties" condos. It was a lovely sail that ended at the mooring of my friend George Dunnington.

George and his wife live in the most charming little house on the water near the head of the harbor at Mystic. They bought it for a song some years ago, and George and his family did all the necessary repairs. Quite a job, to hear him tell it, and one believes him

when he shows you the tools he has in his garage. Quite a handy guy. They did a magnificent job. They also have a little power boat. This wouldn't be noteworthy except that they use it to tend the five lobster pots they set out at the mouth of the harbor.

LOBSTERS, AN UNEXPECTED TREAT

After cocktails and just before sunset, George, Mom, Peter and I piled into the power boat and went out to see what was for dinner. None of us except George had ever hauled a lobster pot before. But haul we did, and lobsters we did find. Of the ten we pulled from the traps, three were keepers. What fun for Peter and I to haul the traps, re-bait them, and drop them back in, quite a thrill for us lobstering neophytes.

Well, we may have thought that the day had already brought us more pleasure and pleasant surprises than we could have hoped for, but it wasn't over yet. The boat ride from the lobstering grounds was enhanced by one of the most breathtaking sunsets any of us had ever seen, and that's saying something for people used to NYC's pollution enhanced sunsets seen from Long Island. We kept looking at each other, "pinch me, this must be a dream!" What a perfect day, and a fresh cooked lobster and local corn still to come.

Finally though it was time for bed. Mom to her hotel and then back to LI in the morning, and Peter and I on "Grayling". The next day was also to be an exciting

one, into Mystic Seaport Museum along with over 100 other catboats. This was the pretext under which I orchestrated our entire voyage. "Mystic 100", a celebration of over 100 years of catboats in America. At the annual meeting of the Catboat Association the past winter, over 100 catboats had been signed up to take part. Everyone was excited, and my entire summer had been planned around being able to be in Mystic on July 7th.

(To Be Continued)

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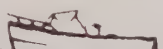
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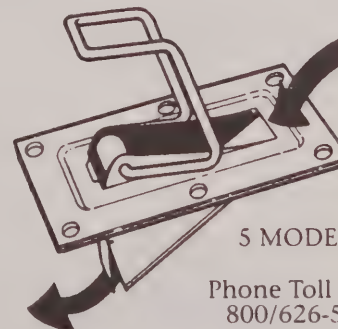
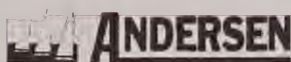
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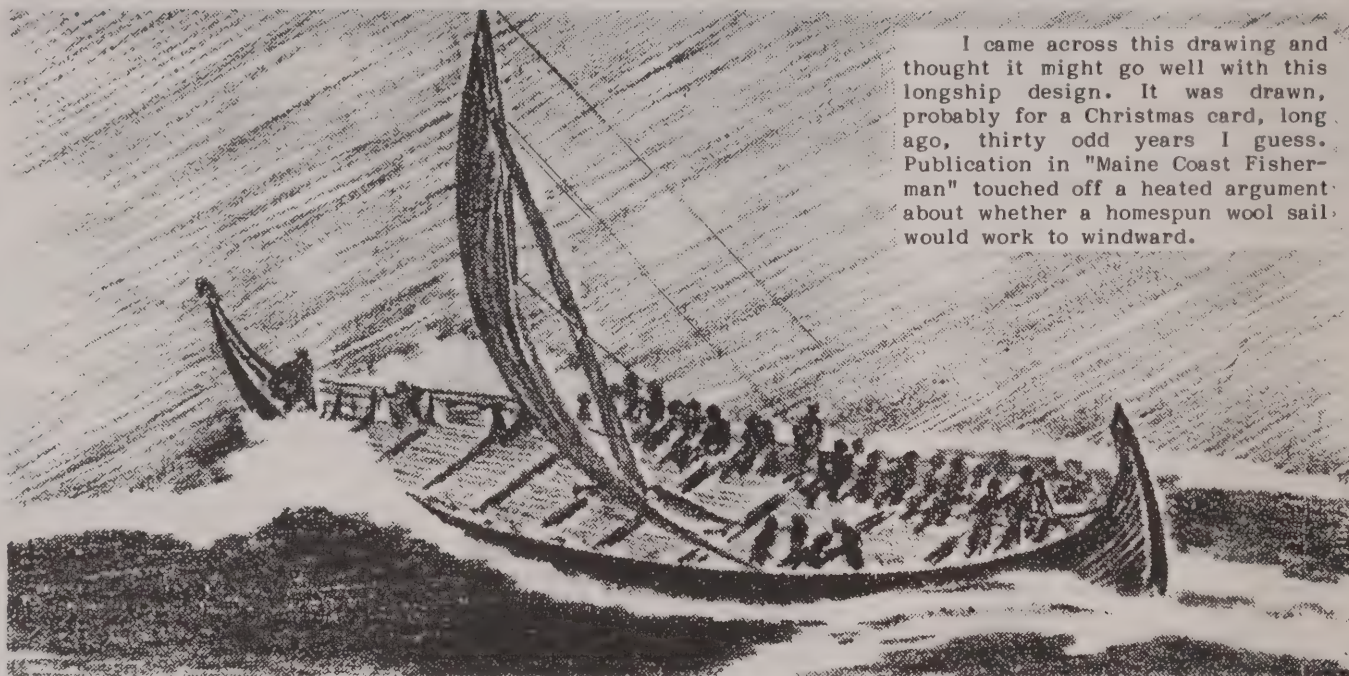
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Bolger on Design

38' Viking Longship



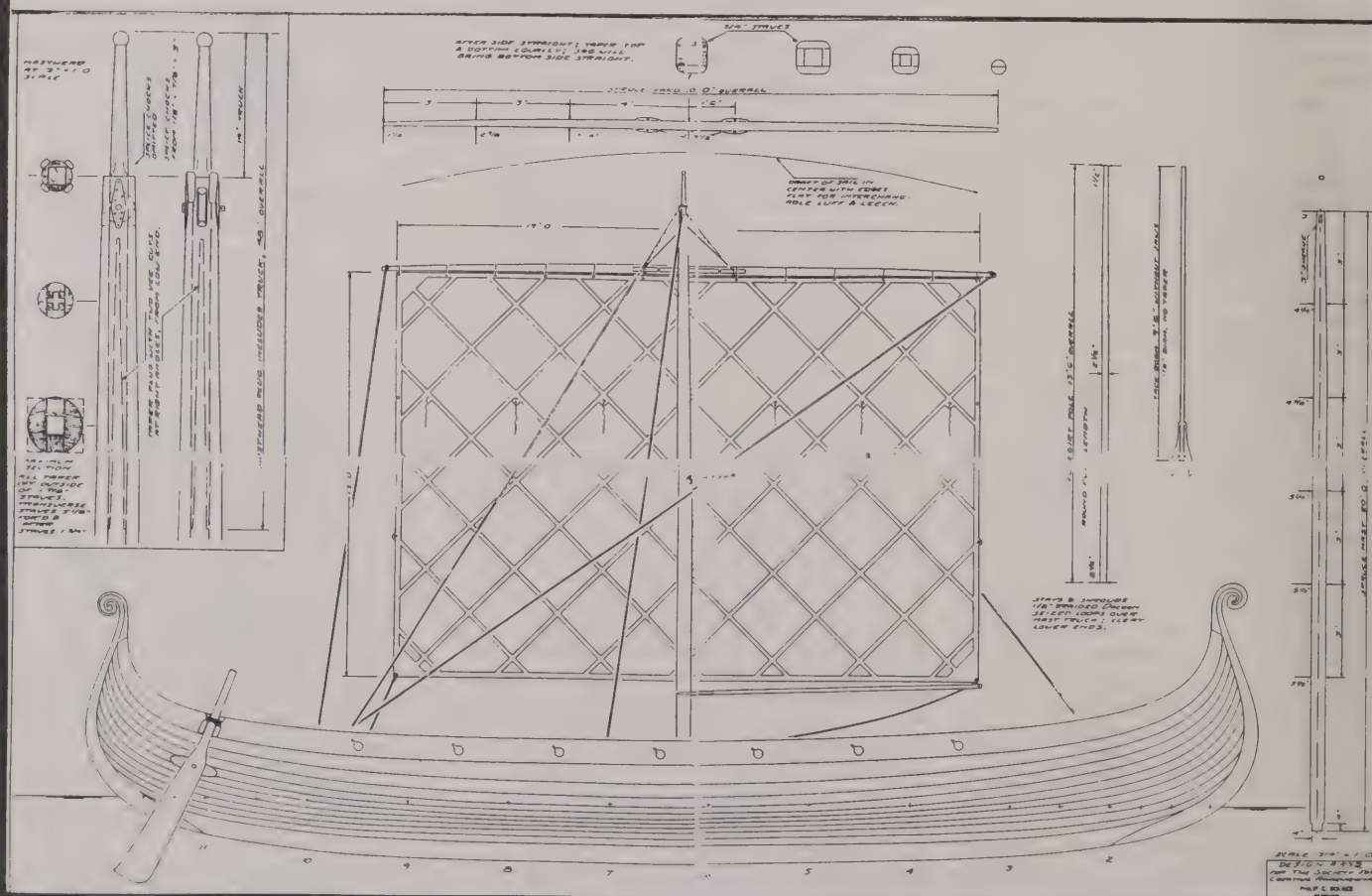
I came across this drawing and thought it might go well with this longship design. It was drawn, probably for a Christmas card, long ago, thirty odd years I guess. Publication in "Maine Coast Fisherman" touched off a heated argument about whether a homespun wool sail would work to windward.

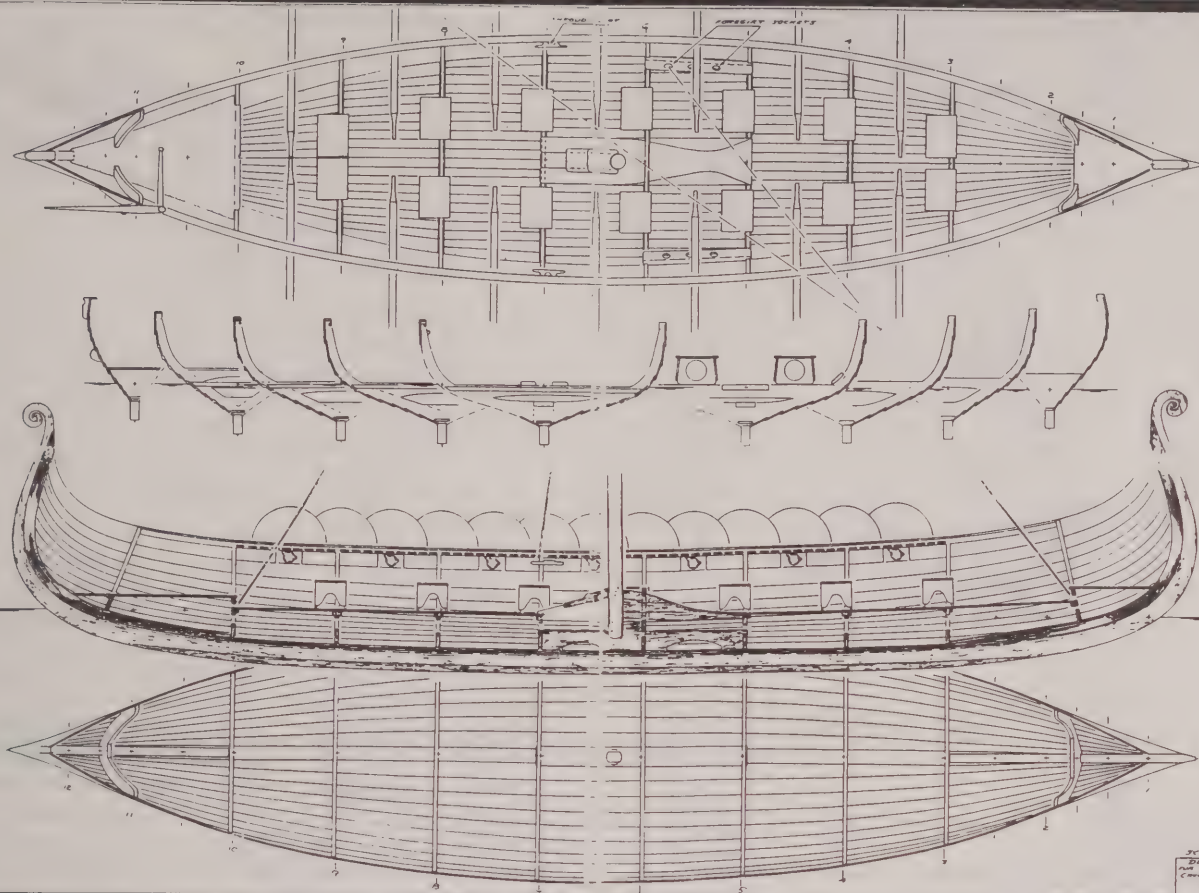
This Viking longship #572 is a recent design for the Society for Creative Anachronism of San Antonio Texas. She's based on the Gokstad ship with touches of Oseburg, scaled down to be moved on a highway legal trailer. As the

builders have limited access to forests of natural crook timber, she's intended to be planked with 1/2" plywood on laminated frames. The pattern on the sail represents leather re-inforcement of homespun wool, but I don't think they plan

to carry the pursuit of authenticity that far. With a craftily shaped dacron sail I think this ship will go to windward quite respectably. She certainly will go like a bat out of hell before a strong breeze.

(Next issue, 37' double-ended power cruiser.)





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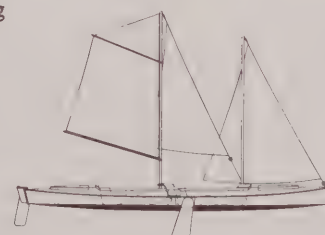
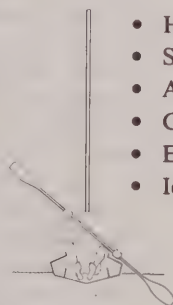


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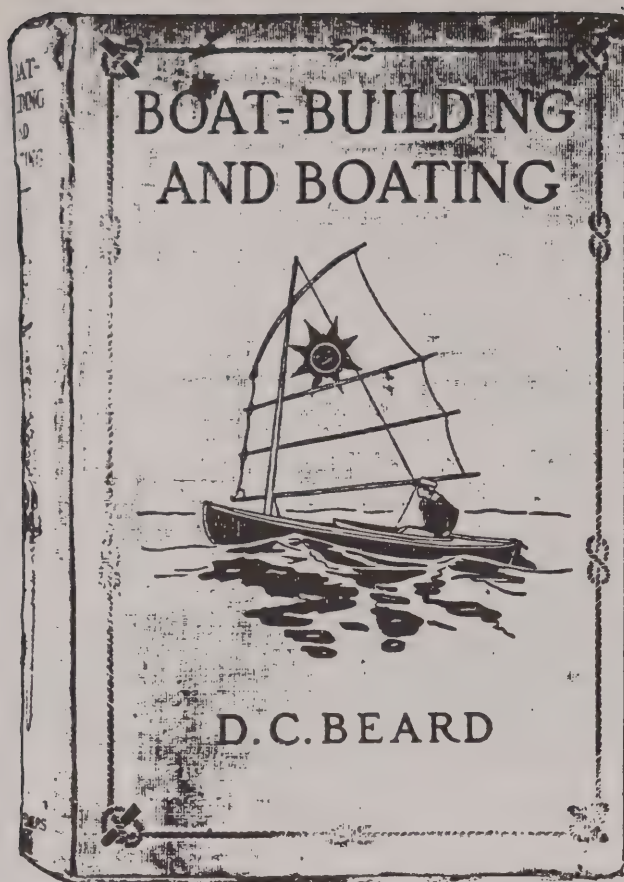
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CHAPTER XV

A CHEAP AND SPEEDY MOTOR-BOAT

How To Build the Jackson Glider—A Very Simple Form of Motor-Boat, Which Will Hold Its Own in Speed With Even Expensive Boats of Double Horse-Power

THIS boat is intended to slide over the top of the water and not through it, consequently it is built in the form of a flat-bottom scow. Order your wood dressed on both sides, otherwise it will come with one side rough. For the side-boards we need two pine, or cedar boards, to measure, when trimmed, 14 feet (Fig. 228), and to be 16 or 18 inches wide.

The Stern-Board

when trimmed, will be $2\frac{1}{2}$ feet long by 1 foot, $8\frac{1}{2}$ inches wide. It may even be a little wider, because the protruding part can be planed down after the boat is built (Fig. 229).

To make the bow measure from the point E (Fig. 228) 1 foot $8\frac{1}{2}$ inches and mark the point C. Measure along the same line $13\frac{1}{2}$ inches and mark the point D. Next measure from B down along the edge of the boat one inch and mark the point F. Again measure down from B, $5\frac{1}{2}$ inches and mark the point G. With a carpenter's pencil draw the lines F D and G C and saw these pieces off along the dotted line (Fig. 232). The bow can then be rounded at the points A and B with a sharp knife or jackplane.

To get the proper slant on the stern, measure from H $4\frac{1}{2}$ inches to L and saw off the triangle LHK. Make the other side board an exact duplicate of the first one, as in Fig. 228. Next set these two boards on edge, like sledge runners (Fig. 230), and let them be 2 feet, 6 inches apart (the boat will be safer if made six inches wider, and its speed will be almost as great), which can be tested by fitting the stern-boards between them before nailing the temporary boards on, which are to hold them in place (Fig. 230). Do



Fig. 228.

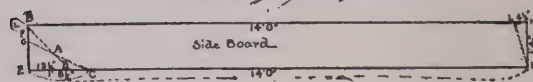


Fig. 229.

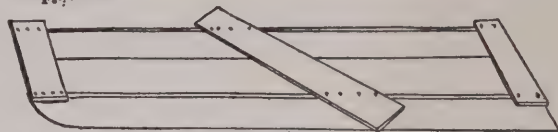
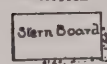


Fig. 230.—Parts of motor-boat.

not drive the nails home, but leave the heads protruding on all temporary braces, so that they may be easily removed when necessary.

Now turn the boat bottom side up and nail the bottom on, as already described in previous chapters (Fig. 232). The bottom-boards are to be so planed upon their edges that they leave V-shaped grooves on the inside of the boat to be calked with candle-wick and putty (Fig. 231). Next make a shaft-log by cutting a board in a triangular piece, as shown in Fig. 233, and nailing two other pieces of board on it, and leaving a space for the shaft-rod, over which is nailed a duplicate of the bottom-board, as shown in Fig. 234. Make the shaft-log of three thicknesses of 1-inch plank. To make it more secure there should be a board nailed on the inside bottom of the boat, as shown in Fig. 235 by the dotted lines.

This board is put there to strengthen the bottom and allow us to cut a slot through for the admission of a shaft (Fig. 236) which

is drawn on a scale shown below it. With the engine comes a stuffing box, through which the shaft passes and which prevents the water from coming up through the shaft-hole. The stuffing boxes, which are furnished to fit upon the inside of the boat, are expensive, but one to fit upon the stern of the shaft-log costs but little, and will answer all purposes.

Of course, when attaching the shaft-log to the bottom, it must be in the exact centre of the boat. Find the centre of the boat at the bow and stern, mark the points and snap a chalk-line between them. Now place the

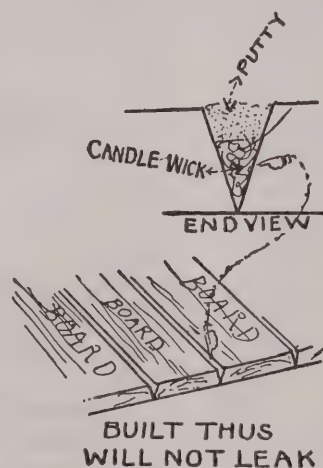


Fig. 231.

shaft-log in position on this line and while holding that there firmly, mark around it with a carpenter's pencil. Next lay the shaft-log flat on its side with its edge along this line and with your pencil mark on the bottom of the boat the exact place where the shaft-hole must be cut to correspond with the one in the shaft-log. As may be seen by Fig. 236, the shaft runs through at an acute angle; hence the hole must be bored on a slant, or better still a slot cut through the floor long enough to allow for the slant.

The leak, which would naturally occur here is prevented by the stuffing box which is fastened on to the stern-end of the shaft-log where the latter protrudes for the propeller. To set the engine in the boat it is necessary to have an engine-bed. This is made of two pieces of board cut diagonally, upon which the engine rests.

Fig. 232.

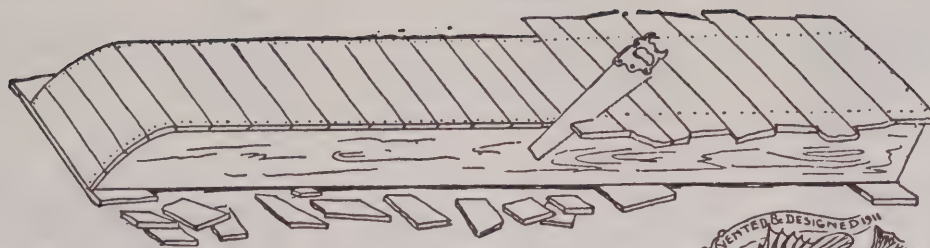


Fig. 233.

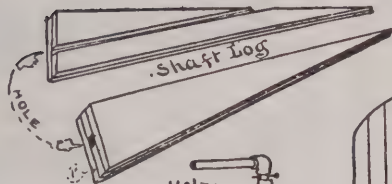


Fig. 234.



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Fig. 239.



Fig. 235.

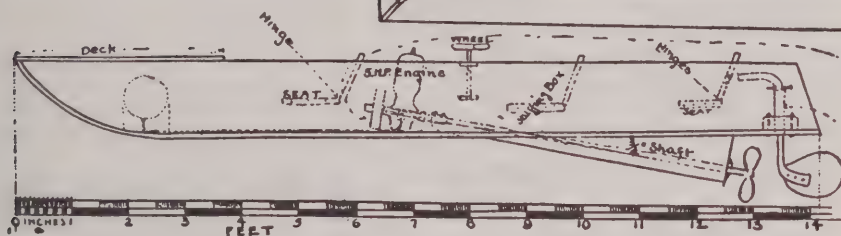
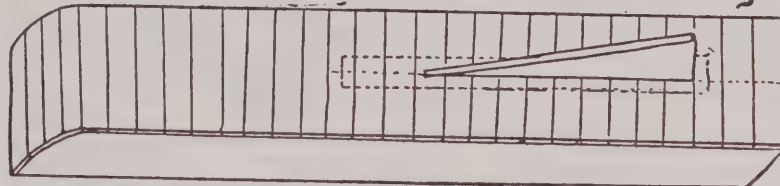


Fig. 236.

Details of motor-boat.

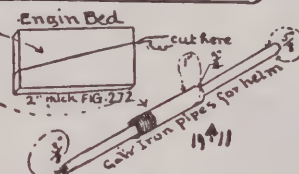


Fig. 237.

Fig. 238.

Fig. 237 shows a piece of 2-inch board and a method of sawing it to make the duplicate pieces to form the engine-bed. The dimension of these pieces must be obtained by measuring the width of the engine rest, which is to be installed. The angle, of course, must correspond to the angle of the shaft.

Make your own rudder of any shape that suits your fancy, square or paddle-shaped, of a piece of galvanized iron or of wood, as shown in the diagram; or you can simply fasten the rudder-stem to the transom (stern-board), as is often done on row-boats and sail-boats. If you desire to make your rudder like the one shown here, use two pieces of galvanized pipes for your rudder-posts, one of which fits loosely inside of the other. Make the rudder-posts of what is known as $\frac{3}{8}$ -inch (which means literally a $\frac{3}{8}$ -inch opening) and for its jacket use a $\frac{1}{2}$ -inch pipe, or any two kinds of pipe, which will allow one to turn loosely inside the other. The smaller pipe can be bent easily by hand to suit your convenience, after it has been thrust through the larger pipe.

First bend the lower end of the small pipe to fit your proposed rudder, then remove the larger pipe and flatten the lower end of the small one by beating it with the hammer. To bore the screw-holes in the flattened end you will use a small tool for drilling metal. One of these drills, which will fit any carpenter's brace, can be procured for the cost of a few cents.

Drill holes through the flattened end of your pipe for the reception of your screws, which are to secure it to the rudder. It is now necessary to fasten a block of 2-inch plank securely to the bottom of the boat upon the inside where the rudder-post is to be set. This block might best be secured on with four bolts. A hole is then bored through the block and the bottom of the boat a trifle smaller than the largest piece of pipe; the latter is supposed to have screw threads upon its lower end (Fig. 238) so that it may be screwed into the wood, but before doing so coat the threads with white lead and also the inside of the hole in the block with the same substance.

When the larger pipe is now screwed into the block until its lower end is flushed with the outside bottom of the boat, the white lead will not only make the process easier, but will tend to keep out the moisture and water from the joint.

From the outside thrust the upper end of the small pipe through

the hole in the bottom until it protrudes the proper distance above the larger pipe, and with the point of a nail scratch a mark on the surface of the small pipe where it issues from the big one. At this point drill a hole through the small pipe to admit a nail which is to act as a peg to keep the helm from sliding down and jamming in its bearings.

If you choose, a small seat or deck may be inserted in the stern, through which the helm extends and which will help to steady it. The top of the helm, or protruding ends of the small pipe may now be bent over toward the bow, as shown in the diagram, and by holding some hard substance under it, the end may be flattened with a hammer and two holes drilled through the flattened end for the rudder-line, as in Fig. 239. These lines work the rudder and extend on each side of the boat through some clothes-lines pulleys, as shown in Fig. 239.

If you slice off the ring from a common rubber hose and slip it over the inside pipe before you fasten it in place, it will prevent the water from spurting up through the rudder pipe when the boat is speeding.

Any boat will leak if not carefully built and the simplest kind of a craft carefully put together is as water-tight as the most finished and expensive boat.

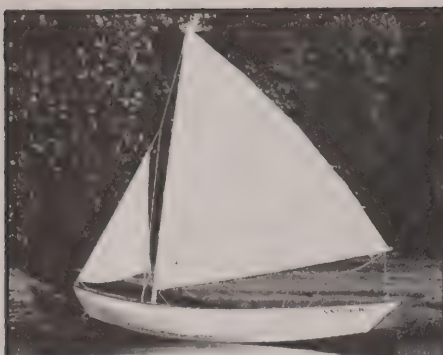
For a gasoline tank any good galvanized iron vessel will answer if it holds five gallons or more of gasoline. It can be placed in the bow on a rest made for it. Of course the bottom of the tank must be on a level or higher than the carburetor of the engine; the tank is connected by a small copper, or block-tin pipe, which you procure with the engine.

This boat, if built according to plans, should cost ten dollars or less, not counting the cost of the engine. The cost of the latter will vary according to the style of one you use, and whether you get it first or second hand.

A ten-horse power engine drove a boat of this kind at the rate of eighteen miles an hour.

For beginners, this is as far as it is safe to go in boat-building, but thus far any one with a rudimentary knowledge of the use of tools can go, and, if one has followed the book through from chapter to chapter he should be a good boat-builder at

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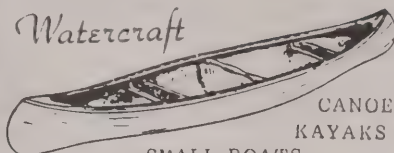
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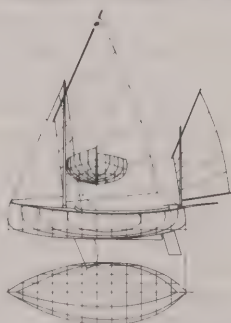
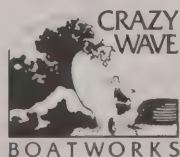


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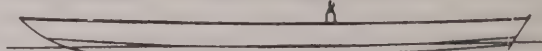


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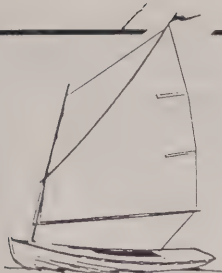
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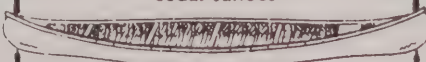
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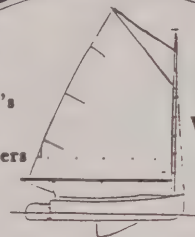
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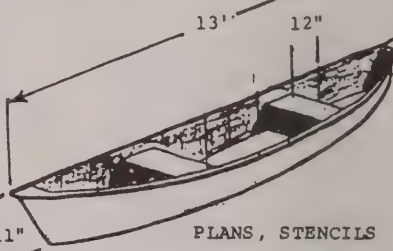
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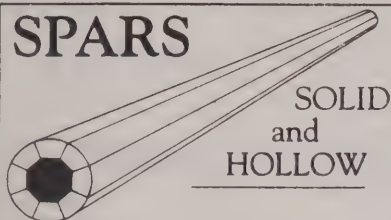
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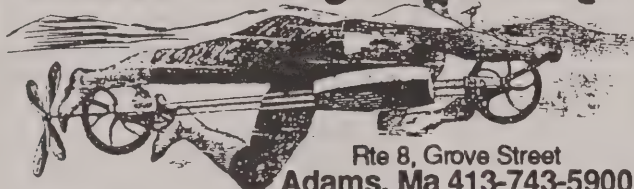




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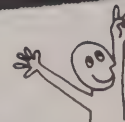
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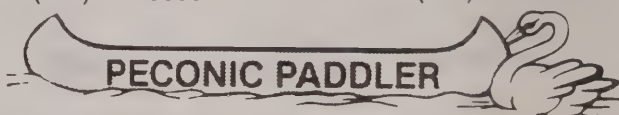
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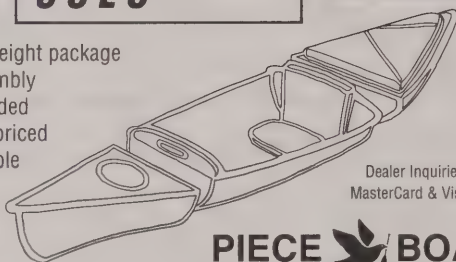
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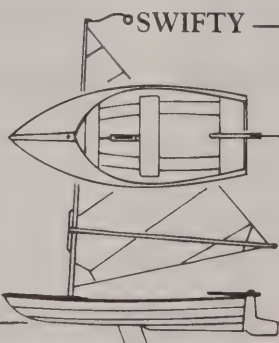
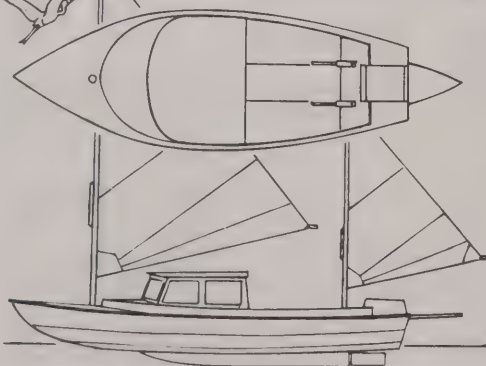
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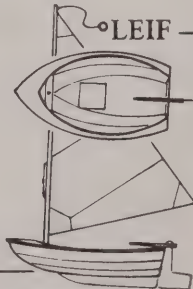
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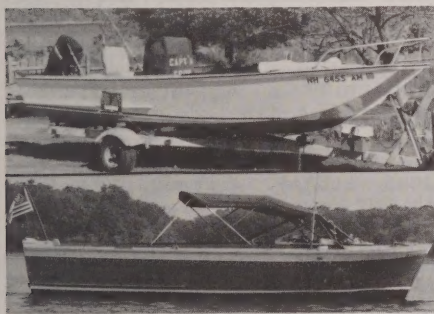
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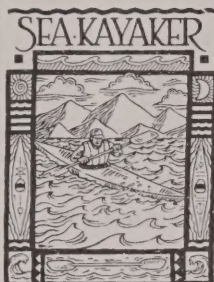
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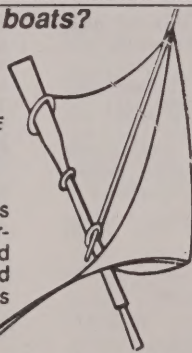
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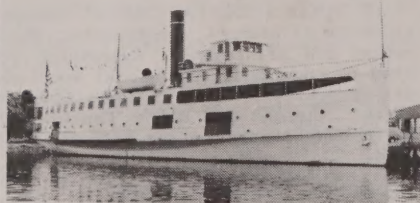
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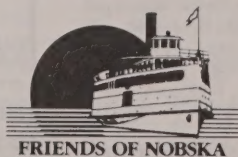
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