



messing about in BOATS

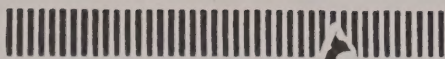
Twice a Month!

PEABODY MUSEUM OF
LIBRARY

Volume 9 - Number 7

August 15, 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 include our report on the Wooden Canoe Heritage Association annual assembly in the Adirondacks, Tammy Venn's report on the Blackburn Challenge race, and a look in on the Strawberry Banke Boatbuilders' Day. We'll also have Mike Badham's story on "Piccolos & Ransomania" supported by A. Bennett Wilson's chronicle of a cruise on the Norfolk Broads, home country for the Ransome books ("Swallows & Amazons" and others). And Andre Venables tells us about the "Missed Race", while Doug Goldhirsch continues on his "Cruise of the Catboat "Grayling". R.R. Hook's detailed discussion of the "Resurrection of a Classic", an Old Town dinghy, is our "project" article, and several articles on designs are led off with Mike Badham's report on the spring meeting of the Amateur Yacht Research Society's first New England meeting; followed up with Muriel Short's "Variations on the "Great Pelican Design", and our look at John Bolduc's sleek new home built ocean racing kayak. Of course Phil Bolger's creations continue with a 29' keel catboat.

On the Cover...

Bill and Mary Lewis in their century old original Adirondack guideboat capture the spirit of the Adirondack Museum's "No Octane Regatta", held at Blue Mountain Lake, New York, in late June. Our report and photo coverage is featured in this issue.

Commentary

**BOB
HICKS**

Well, the Coast Guard has announced its final rulings on the "user fee" program enacted by our Congress last winter, and while it gives relief to those of us who paddle or row boats over 16' in length, those who sail such craft are stuck with the new tax. The only exception for sail is any craft with an "unsupported mast", meaning, in effect, windsurfers. They do not say "unstayed", but "unsupported", like if you let go, the mast tips over. The over-16' sailing craft, even kayaks and canoes fitted with sails, will get stuck with the \$25 annual fee. As the boat's size grows, the fee goes on up to \$100.

This is all in effect right now as you read this, but the Coast Guard is phasing it in and not descending on hapless small boaters with the threatened \$5,000 fine just yet. By September, only a couple of weeks away, you're supposed to be displaying the required decal, but who knows how to get one yet? Well, you can get one from most Coast Guard land bases, or easier yet, just phone the toll-free boating hotline, (800) 368-5647 to request the application form. When you get the form, you fill it out and send it with the necessary fee to: U.S. RVE, P.O. Box 740169, Atlanta, GA 30321-0169. Or you can charge it to Visa or Mastercard by phoning (800) 848-2100. The decals will arrive in three or four weeks. To allow for the delays in implementing all this, anyone cited for non-compliance before October 1st will have a 30 day grace period during which to show proof they have sent in the fee.

Of course, this all comes at the end of the 1991 season, so right away at year's end, you will get hit again for the 1992 fee. If it were to do any real good for our staggering economy, and were it a more equitable form of taxation, we could accept the added \$25 per boat per year to our cost of boating. But all the under-16' powerboats, jetskis, etc are home free, even though most are far costlier vessels than our small daysailers and pocket cruising boats that are affected, and use the waters in far larger chunks. And the fact that a Donald Trump pays only \$100 for a megayacht while Tom's old Townie gets hit for \$25 is hardly equitable. And all the money anticipated by Congress is but a tiny drop in the vast bucket of waste our government is responsible for.

Another aspect of the "get the yachties" focus that Congress had

as part of its budget balancing charade, the so-called "luxury tax" on various expensive toys, is backfiring in a manner that our Congressmen in their wisdom did not foresee. In the case of boats, any boat over \$100,000 in cost is subject to a 10% tax on its cost over that figure. Thus a \$250,000 yacht would be subject to a \$15,000 tax. The "soak the rich" approach might seem to have earned public support, but what has happened is that the "rich" have stopped buying these boats, while they wait to see if the current efforts in Congress to repeal the tax come to pass.

The firms that build these luxury craft are getting no orders, so no tax is being collected. Faced with this drought, some firms have already gone into bankruptcy, others have cut way back on payroll while they try to wait it out. The government is getting little in luxury taxes, and is losing the income taxes withheld weekly from the wages of the people who built these boats who are now out of jobs. And these unfortunates are also collecting from the unemployment dole. So it's a net loss situation..

Efforts by the marine trade to get this message across in Congress seem to be futile to date, as the whole issue of boats is but a tiny one in the big picture, if the entire boating industry went out of business it would be nothing as compared to the debacle of the savings and loan mess that we are being taxed to bail out, and the impending collapse of much of the insurance and banking industries as well. Our economy is so overblatened with funny-money, go now pay laterism, that what happens to boating is inconsequential. Except to those engaged in it as a living.

Our small boat builders are hurting too, their problems are individual ones and thus get no attention whatever from the powers that be. All of our peripheral activities that revolve around recreational boating are being hurt, and it surely is going to be retrenchment time this decade. Those of us who are "do-it-yourselfers" will be least affected as we are already pretty low budget players in the game, and that's where the least impact of a collapsing economy will be felt. It will get less costly in some ways to mess about in boats as what remains of the trade scrambles for business, and for those who can do their own thing. Maybe even enough to cover that \$25 user fee each year for each boat!

BOOK REVIEW

OCCASIONAL PAPERS OF THE BAIDARKA HISTORICAL SOCIETY

I enjoyed your review of Dyson's "Baidarka", and I am taking the liberty of sending you my reviews of the two "Occasional Papers" of the Baidarka Historical Society.

Bruce Winterbon, Deep River, Ontario.

"The Baidarka as a Living Vessel" by Joseph Lubischer, and "Form and Function of the Baidarka" by George Dyson, are "Occasional Papers #1 (1988, 28 pages) and #2 (1991, 46 pages) of the Baidarka Historical Society, P.O. Box 5454, Bellingham, WA 98227-5454.

Many boaters are tinkers to the core, spending almost as much time, and having almost as much fun, messing about WITH boats as messing about IN boats. As a paddler, my tinkering options are limited; I can make accessories or add a few gadgets to one or another canoe or kayak, or I can be radical and design and build my own boats, tinkering with hull shape and construction. If I blow it I haven't lost much. Whenever I read anything from the Baidarka Historical Society, I get the urge to build another boat, to try something at once both old and new.

As Bob Hicks wrote in his recent review of Dyson's book "Baidarka" ("Boats, June 15th), Dyson is fascinated with the Aleut baidarkas, and he has studied them historically, tried to reproduce them, and tried to understand them from a scientific or engineering point of view. The Baidarka Historical Society is devoted to this study. Besides an occasional newsletter, members have received two "occasional papers" from the Society, both of them scholarly: A study of an aspect of baidarka construction (Lubischer) and an overall review (Dyson).

The boat of interest is the stuff of legends. It could be carried by a seven year old child, paddled (not by that child) at sustained speeds of up to ten knots, and by 1840 it had already disappeared. We have historical records to be searched out and interpreted, and a few bits and pieces which come from that tradition, if not from that time. Among these fragments are pieces of bone and ivory which were used in the boat frames.

Lubischer writes about how and why these pieces were used. He makes a good case that they were either (one type) sliding bearings to prevent wear, or (the other type) roller bearings to allow flexing. He discusses several conjectural reasons for using these bearings, but he doesn't come to

any firm conclusion. His writing is clear and careful, but more enthusiastic than formal.

Dyson attempts to put together what we know about these marvelous boats, with interpretation in the light of contemporary scientific and engineering knowledge. His breadth of erudition is impressive; readers of "Sea Kayaker" magazine will recall the many old accounts he has translated from the Russian, and here he is also selecting and translating from contemporary technical writing only nominally in English. He decides, and persuasively argues, that Lubischer's bones increased the flexibility of the baidarka to reduce its resistance in a head sea.

His writing style is that of the formal part of "Baidarka", which by academic standards is not very formal at all, and the enthusiasm is there, along with the satisfaction of putting pieces together, with a certain amount of reasonable conjecture, into an understandable whole. A major purpose of the booklet is to inspire others to join in and test some of the ideas he puts forward.

He's certainly aroused my enthusiasm again. My next boat will be a little bit different from reading these "occasional papers" and re-reading Dyson's book, and maybe after that I can try to build a flexible boat with bifid bow and broad truncated stern, of aircraft dacron stretched over a lashed wooden frame, a boat that is "not outdistanced by birds..."

Baidarka Historical Society membership is \$20 a year, and the two booklets are included. The booklets are available to non-members, I believe at \$6.50 and \$12, but inquiry will bring you the exact costs.

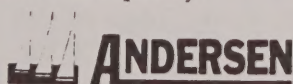
BAY VIEW BOOKS
595 Fireplace Road
East Hampton, NY 11937

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

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.



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



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 •



Row anywhere—anytime.

Call for our free brochure.

(800) 477-1507

MARTIN MARINE COMPANY
BOX 251-I KITTERY POINT, ME 03905
Dealer Inquiries Invited

ON DISPLAY
INDOORS

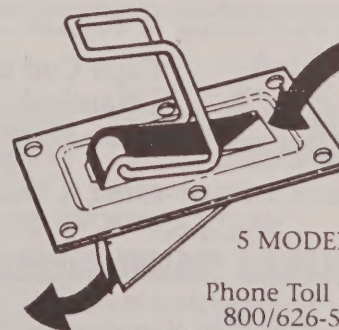
LOTS OF
PRE-OWNED
SAILBOATS



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



5 MODELS

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

BOATS WANTED BUILT SERVICE

I would like to suggest a feature that might prove interesting. Like many people throughout this nation, I find myself in a geographical location that fails to lend itself to my finding boatbuilders. In fact, shopping for a small sailboat in my area is a lost cause. The builders, no doubt, are finding it equally difficult to locate buyers.

I suggest, therefore, that you consider space for "Boats Wanted Built". Each submission by a prospect for a boat would consist of a brief description of the desired boat, and any builder who reads it and feels capable of meeting the listed requirements could contact the prospect and describe what he has to offer.

Here is a description of my "perfect boat":

"Trailerable, easy to rig, approximately 20', overnight accommodations for two. A boat I can launch in the Passaic River, motor down to New York Harbor, sail around the harbor, anchor to watch fireworks, go to bed, and come home next day. An outboard on a bracket is strictly prohibited."

Hopefully this type of feature might bring builders and buyers together and help the builders prosper. It would also be educational to learn what is involved in having a boat built by someone a couple of hundred miles or more from home.

John Smith, 194 Greylock Parkway, Belleville, NJ 07109.

WORTH A DOLLAR AN ISSUE

When you consider that cigarettes (I don't smoke) cost \$2 plus a pack, soda from a machine costs \$.75 a can, and a decent loaf of bread costs \$1.65, "Messing About in Boats" ought to be worth \$1 an issue. Herewith my check for \$25 to renew my subscription for another year. I really enjoy the magazine and appreciate all the effort you put into it. Don't make it any bigger, it's just the right size. I have particularly enjoyed the Beard serial.

Leo Jones, Rio Grande, NJ 08242.



ABOUT YOUR COMMENTARY

I am constantly encouraged and invigorated by your letters enthusiastically supporting the magazine. I print many of them not just to bask in the glow but because I send sample copies of every issue to selected lists of potential subscribers in my ongoing effort to build circulation. Your letters are the most effective persuasion I can think of for catching new reader interest. There's no better salesman than a satisfied customer. Thank you all for your ongoing support.

Bob Hicks, Editor & Publisher

TECH COMPARISONS WANTED

Would you please find someone who would compile a short (ha!) article comparing the various possible combinations of fiberglass cloth, dynel, and vectra, with the epoxies from West, Chem Tech, System 3 and Cold Cure? I would like to learn about how these possibilities would compare in cost, ease of application, durability, peeling and puncture resistance, added strength, ease of finishing and painting.

My daughters and I are finishing a 6-1/2' Bolger Tortoise and are painting it simple. No more expensive paint for me. I would like to learn more about other's experiences using cheap boat paint or regular house paint. Latex vs. oil. Gloss vs. semi-gloss vs. flat. Number of coats. What's underneath. Will anyone write about these too? If anyone cares to write to me on these subjects, successes, failures, details, I could perhaps compile I suppose.

Gregg Shadduck, 3508 45th Ave. S., Minneapolis, MN 55406, (612) 729-1292.

ED. NOTE. These assignments are way beyond the capability of this one-man publication. Perhaps they have been done in bygone issues of main stream boating magazines.

SUCH A PLEASING MOMENT

Such a pleasing moment when I go to the mailbox, open it, and there you are. Every care goes away. My head is full of rushing pictures, of smells, of sounds, of boats and water. The gurgle on the waterline, the feel of cordage, wood and sailcloth, fresh paint, varnish. All of these and more waft out from between the pages to carry me outward bound on deck

I stagger towards the house and my own 2/3rds finished "Bird-watcher". I finally get control of myself, go inside and sit down with my treasure looking first for "Tom", hoping to travel along with him and "boat", feeling the kinship and hearing my own "Gitana" whispering to me, "let's finish me soon and we will talk about where we will go sailing."

There is no known cure for boats (thank God), but you and "Gitana" are the only medicine I need. Now I must go and read the print right off the ads looking for those items I must have for my very survival. Fair winds!

Fred Grable, Bellingham, WA.

GENERATION GAP?

We had a good time at the Lake Champlain Boatbuilder Show early in July exhibiting our modified MacGregor sailing canoe "Greyhound". We found that there seems to be a generation gap in sailing canoes. One man in his 80's told us about his canoe that he regularly sails on lake Champlain. Another couple in their 70's knew and appreciated sailing canoes too. On the other hand, most of the young "sports" decked out in roller blades and mountain bike gear seemed unable to imagine themselves in a sailing canoe.

Tony Dias, M.D.C. Woodwork-ing, Wallkill, NY.

BAIDARKAS, BOLGER & WHARRAM

I just finished reading your review of "Baidarka", and you've convinced me I need a copy. I will be very interested in hearing how your project building one progresses.

Plans are in my hands for Phil Bolger's "Martha Jane" but I have no near term construction ambitions as yet.

I would like to find someone who has built, or is building, one of James Wharram's "Tiki 26" or "Tiki 21" catamaran designs.

John Gerty, 211 Deacon Haynes Rd., Concord, MA 01742.

TOM & HIS STORIES

Just adding to the praise for Tom and his stories. This last one in the June 1st issue was the best yet. Keep them coming 'til you hear "the other hand clapping".

Fred Browning, Jamestown, NC

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



ABOUT THOSE CLIPPER SHIPS

Your recent review about the clipper ship era prompts me to send you this photo of my half model of Donald McKay's "Lightning", plans for which I obtained from the Smithsonian, from a plate in the book "Search for Speed Under Sail". The model is on a plaque that measures 6' long by 2' high. A local lawyer bought it from me so now I have to do another one for myself.

Mac McCarthy, Feather Canoes, Sarasota, FL.

ODDBOATS FOR ODDBALLS

Even though I know that kayaks evolved from the medieval dunking stool and are presently enjoyed only by people who have been permanently affected by the excessive consumption of salt water, I am glad you include them in the varied mix of craft you cover. Your magazine has made me realize that for each different oddball on the water there is, thank heaven, a correspondingly oddboat. Nothing is more boring than a harbor full of fiberglass ski boats, except a roomful of fiberglass ski boat owners.

Being a perfectly normal person, I like catboats, which brings me to the reason for writing. At the Webster Lake Spring Messabout, did you get other photos or information about Don Bett's 7'6" catboat? It looks (you had the right word) "cute". Could Mr. Betts be cajoled into telling us a bit about the boat?

Thanks for entertaining me every two weeks (on the average).

Peter Pfister, Belle Mead, NJ.
ED. NOTE: We'll see if Don cares to enlighten us on his latest creation.

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

LEEBOARD FITTING

Wherever I've taken my Adirondack "Goodboat", people have been interested in its leeboard fitting. I used to obtain these from the Copper Nail in Sacramento, CA, but now I've designed a stronger fitting for my boats and have had a bunch of them cast. I will gladly sell them to anyone interested, and take them back if they do not fit the boat involved. I think they will adapt to a range of lightish low-sided boats upwards in size from canoes, with sail rigs up to 75 or 80 sq. ft., and with foil shaped elliptical leeboards like that fitted to my "Goodboat", 4'x11" or a bit larger even.

The fitting consists of a plate that fastens on the inside of the gunwale, the main fitting itself, and a washer and lever-nut. The main fitting has a strong shaft which goes down through a hole in the inwale plate and fastens to a block in the bilge. Flanges on the main fitting rest atop the inwale plate and bolt to it to align the leeboard with the centerline. The upper part of the fitting elbows level outboard and flares into a circular flange. A length of threaded stainless rod extends from this. The leeboard pivots on this rod and is tightened in any desired position by the washer and lever-nut. Except for the gunwale plate and bilge block, everything comes off the boat when not in use.

Mason Smith, Adirondack Goodboats, Box 44, North Point Rd., Long Lake, NY 12847.

DRAGONWORKS, INC.

Importers of the Islander

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

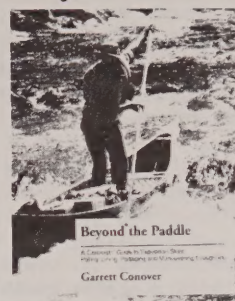
Accessories • Tours • Instruction

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

Beyond the Paddle

\$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

Canaan Canoes

& BOAT SHOP

HAND CRAFTED CEDAR STRIP CANOES
BOAT RESTORATIONS - RECANVASSING
REPAIRS & CANING

RFD 2 BOX 2757, CANAAN, ME 04924

RAY REITZE, JR.
Registered Maine Guide
(207) 426-8138

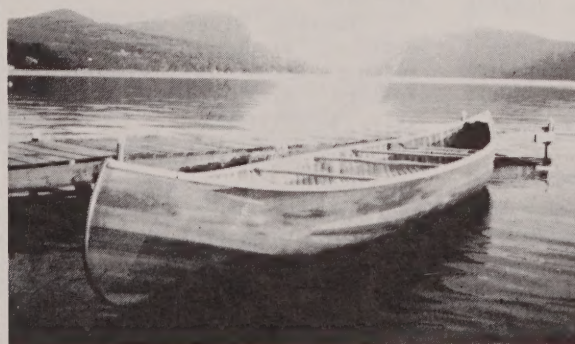
PADDLES & OARS



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

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

ANTIQUE & CLASSIC BOATING

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.

August 30-September 1. 12th Annual Classic Yacht Regatta (with a Small Boat Division this year), Museum of Yachting, Newport, RI. Maggie Martin, (401) 847-1018.

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

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

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.

HAPPENINGS

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 & Kayakers Info-Line. Computerized recorded paddling info/advice, free for phone call to Metropolitan Canoe & Kayak Club, New York, NY, (212) 260-7909, 9am-6pm daily. Send SASE for computer access code directory to MCKC, P.O. Box 021868, Brooklyn, NY 11202-0040.

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.

Sea Kayaker's Hotline, Craig Poole, (201) 333-5857.

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.

Whitewater Hotline, Larry Stone, (516) 482-2752.

MARINE AUCTIONS & FLEA MARKETS

October 5. Country Auction incl. boats & nautical items. Connecticut River Museum, Essex, CT, (203) 767-8269.

MARINE OPPORTUNITIES FOR DISABLED PERSONS

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.

November 2. 11th Annual Symposium on Southern New England Maritime History, Mystic Seaport Museum, Mystic, CT. (203) 572-0711, ext. 313 or 349.

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

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

September 7. Minot Light Roundabout Race, Cohasset, MA. Jack Hubbard, (617) 383-0586.

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

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

September 28-29. Fall Traditional Small Craft Meet, Rockport, ME. Rockport Apprenticeship, (207) 236-6071.

October 4-6. Mid-Atlantic Small Craft Festival, Chesapeake Bay Maritime Museum, St. Michaels, MD. (301) 745-2916.

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

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

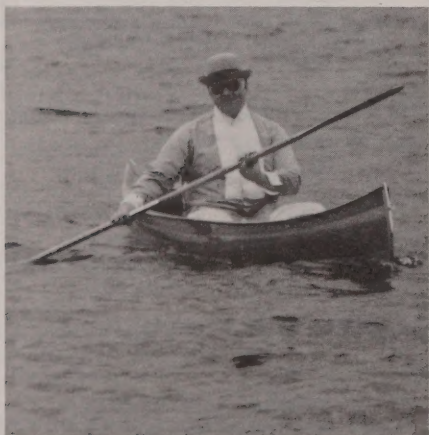
P. O. BOX 631
KENNEBUNKPORT, ME 04046
(207) 967-4282



NO OCTANE REGATTA: A WOODEN BOAT CLASSIC



It was Hallie Bond's idea to host a traditional wooden boat gathering at Blue Mountain Lake in the Adirondacks in June. She had completed a four-year project as curator of the Adirondack Museum creating an all-new exhibit of indigenous small boats and wanted to give it a big sendoff for this summer's season at the Museum. And it was her idea also to entitle the gathering the "No Octane Regatta".



Dave Baker's turn-of-the century Rushton "Igo" is the only known survivor. But Dave uses the beautifully restored craft regularly.

It all worked, what a success. Over 100 privately owned classic small human and sail powered boats, crafted of wood, on a beautiful mountain lake with a good breeze for sailing and cooling temperatures chasing away a heat wave. The town beach was the nominal site, but the overflow of boats would hardly fit, so an adjacent waterfront motel offered the use of its waterfront lawn and beach for the display and launching of the boats. The town made it a big affair with the nearby Art Center hosting a boatbuilder show for the day, and a shuttle bus was set up to relieve parking congestion. It was some affair.

The event was divided neatly into two distinct events, with Saturday devoted to the on-the-water activities and Sunday to an all day series of seminars and a boatbuilder show at the Museum itself, perched high on a hillside overlooking Blue Mountain Lake. The division into two clearly defined days of activities focussed things nicely, the always present temptation to try out the boats did not exist on Sunday to compete with the more scholarly seminars and the Museum's "Boats & Boating in the Adirondacks" exhibit.

The Saturday on the water not only provided a showcase for the hundred or more beautiful small boats and the opportunity for enjoying them informally, but also had scheduled a series of organized activities of a non-serious nature, except maybe some of those in the guideboat race might have viewed it as serious. Quite a sight, twenty guideboats on the starting line on one lake. The jousting in canoes provided comic relief, and was the only intrusion of non-wooden watercraft, the plastic canoes were thought more suitable for potential collisions that might occur in the course of the contest. Sailing canoes also raced, as did paddle-powered canoes, the latter in short sprint type races.

The climax of Saturday afternoon's activities was the parade of boats, organized with each participant displaying a number from which Hallie could tell the crowd what the boat was and who it belonged to. Some of the participants had gussied up in period costume for this event and it went off exceedingly well, even some of the sailing craft were able to sail by close in. At day's end many were saying, "we've gotta do this again next year!"

Sunday events were all on the Museum grounds. A toy boat event in the Museum pond for the kids attracted a number of youngsters, and a builder show was set up on the green, about a dozen builders taking part. Indoors a series of seminars took place on the "Care and Feeding of Your Old Boat" with various experts in restoration of classic old boats talking about shopping for an old boat, judging its merits, choosing a restorer, and maintaining the boat once it becomes a member of the family. And this was the occasion to view the "Boats & Boating in the Adirondacks" exhibit, to fill in your knowledge as to where all these great small boats had come from and why they had come into existence.

Report & Photos by Bob Hicks

Right from the top: The Rushton "Princess" sailing canoe is indigenous to the Adirondacks, but what's this Swampscott dory doing here? The crowd really enjoyed the jousting at moments like this. End of the guideboat race, serious stuff. A couple of "period" performances; a guide in a canoe and another in a guideboat.



Below: Kind of a nice little boat by Wood Duck Boats, yet another small boatbuilder hopeful.

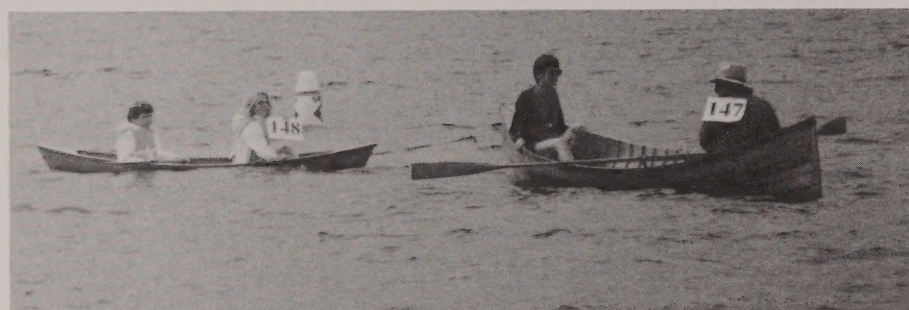




Above: The Jeromes carefully launch Nancy's 100 year old St. Lawrence skiff, "Scherzo".



Left from the top: At ease under sail. Dick and Jean Rybinski get into the spirit of the occasion. This looks like a family entourage. A unique outrigger canoe is readied for launching



Below: The kids had quite a fleet of rubber band powered boats at the Museum pool Sunday.



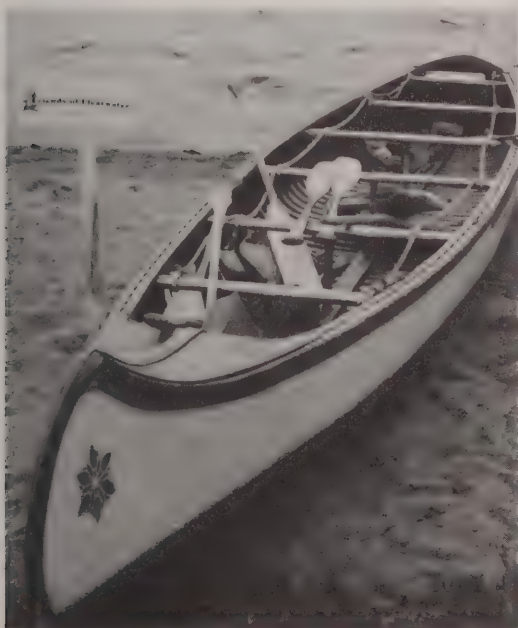


Above: This old skiff was subject of an "is it worth fixing up" presentation.

Right from the top: Mike Hanna and Jack McGrievy discuss the salvation of an old canoe. The Lake Champlain Maritime Museum was present in authentic craft and costume. The McEvoys of Battenkill Boatworks talk about Michael's "Good Little Skiff" with a Museum visitor. A classic Adirondack guideboat is followed in the parade by the modern plywood sailing kayak of Dan and Hedda Leonard of Windhorse Marine.



Below: One of the war canoes apparently belonging to "Friends of Clearwater".



"Boats & Boating in the Adirondacks"

"In this Venice of America," wrote E.R. Wallace in his 1895 "Guide to the Adirondacks", "nearly all the travelling is done by means of boats." Less than a century later, when lakes and villages throughout the Adirondacks are connected by paved roads, this statement gives pause. Historically, how important were boats as a means of transportation in the region? Were they used primarily for utilitarian purposes or pleasure or both? Who made them? How were they adapted to the waterways that thread the Adirondack mountains and forests?

"Boats & Boating in the Adirondacks, 1840-1940", a completely renovated exhibit at the Adirondack Museum at Blue Mountain Lake, New York, answers these questions and others. Four years in the making, the exhibit, recreated by Museum curator Hallie Bond, opened in May, 1991, and presents a new interpretation of the small craft so important to the region's development.

These are primarily canoes, rowing craft and power boats, fifty-one of which are on display, including the 10-1/2 pound "Sairy Gamp", made by builder J.H. Rushton for that diminutive but undaunted traveller George Washington Sears, aka "Nessmuk", and two famous racing power boats, "Skeeter" and "El Lagarto". Also on view is an interior modeled after the Rushton boat shop in Canton, New York, as well as a typical guideboat builder's shop containing many tools and patterns from the Grant shop in Boonville, New York, active from 1881 to the late 1950's. A life-sized diorama shows a rare example of a decked cruising canoe with its fitted canoe tent, both products of the Rushton shop.

In each of its three main sections, "Boats & Boating" traces the evolution of the particular watercraft on display. "Canoes" shows the stages of development of canoes in the Adirondacks from birchbarks built by native Americans to cruising canoes (the poor man's yacht) popular in the 1880's, through racing canoes and the formation of the American Canoe Association. Also displayed are the more utilitarian open paddling canoes and wood/canvas canoes introduced by Maine builders as a solution to the short supply of birchbark. Aluminum canoes built and popularized by Grumman after World War II, paper canoes, and finally fiberglass canoes, are all represented.

The small steamboats and launches that plied Adirondack water-



ADIRONDACK • MUSEUM

Blue Mountain Lake, New York

VISITING THE MUSEUM

LOCATED on Routes 28N and 30 in Blue Mountain Lake, New York, two hours north of Albany, two hours northeast of Utica, three and one-half hours south of Montreal and two and one-half hours southwest of Burlington, Vermont.

HOURS are from 9:30 a.m. until 5:30 p.m. daily from Memorial Day weekend through mid-October. Admissions close at 4:30.

ADMISSION is charged with special rates for children and senior citizens.

TOUR GROUPS are welcome and given special group rates with advance notice.

FACILITIES include a cafeteria and gift shop on the grounds. Exhibits are accessible to the handicapped.

MEMBERSHIP offers unlimited admission to the museum and most special programs for a full year, substantial discounts, use of the Members Cottage, bi-annual issues of GUIDE*LINE. Inquiries are welcome.

THE ADIRONDACK MUSEUM
(a not-for-profit educational institution)
Blue Mt. Lake, New York 12812
518-352-7311

During the weekend we spent at the "No-Octane Regatta" we toured this new exhibit. Despite the number of boats on display, it can be completely reviewed in a couple of hours, and the way it is organized carries you right along through the history of the region.

My attention was caught by the presence of an original Greenland eskimo kayak set amongst all the indigenous craft, and I later asked Hallie how come this outsider was included?

"You didn't read the little sign, did you?" she responded. I had to confess that I hadn't. Some journalist. It seems it is viewed as the "model" for MacGregor's double-paddle canoes, which in turn influenced Rushton in his development of such craft in the Adirondacks. And, this particular kayak had belonged to James Audubon and used by him during summer holidays in the Adirondacks.

So, if you can visit the Museum and enjoy the new "Boats & Boating in the Adirondacks" be sure to read the signs.

Report by Bob Hicks.

ers at the end of the nineteenth century were contemporary with the region's influx of tourists whom they provided with easy transportation and an opportunity for recreation. The Lozier launch "Eagle Nest" built in Plattsburgh, New York, started life as a pleasure boat for a private camp on Eagle Lake and ended her days booming logs for lumbermen. Dominating the power boat display are "Skeeter" and "El Lagarto", the latter the winner of the 1933, 1934 and 1935 Gold Cup Races at Lake George. Video clips show "El Lagarto" in action and speak of her mechanics, Walter (Smokey) and Bob Gates of Bolton Landing, who kept her in top form for thirty-four years.

In 1909, Bess Evinrude's advertisement, "Don't Row! Throw the Oars Away" introduced an era of outboard motors which by the 1930's had revolutionized boating not only in the Adirondacks but across the country as well.

The heart of "Boats & Boating" can be found in "Rowing Craft" where examples from the Museum's guideboat collection, the most comprehensive of its kind, are displayed. The evolution of the Adirondack guideboat, a rowing boat by definition, is somewhat obscure, but it is thought to have derived from European boat types such as the bateau. A type of guideboat began to appear in the Adirondacks as early as the 1830's. A guideboat was light enough to be carried on the shoulders of one man between lakes, but large enough to transport two men and their duffle, or, when used by the Adirondack guides for whom they were named, a guide, the "sport" and a deer.

After the 1880's, guideboats were essential to Adirondack hotel fleets and became lighter in weight and more finely finished. Many were raced and are still considered to be the fastest of fixed-seat traditional rowing boats. Although guideboat building declined sharply after the introduction of outboard motors and synthetic boats, in recent years it has enjoyed a revival. The guideboat is a true Adirondack artifact. In its transformation from a work boat to an object of beauty, it reflects the changes, however subtle, in the region's social history. The Adirondack Museum's exceptionally large collection of guideboats gives the boating aficionado as well as the culturally curious, an opportunity to witness a one-of-a-kind exhibition in "Boats & Boating in the Adirondacks".

"Greyhound"



Designer-builder Tony Dias (left) and Howie Mittleman enjoying "Greyhound" in the parade at Blue Mountain Lake.

The sailing couldn't have been better on Saturday at the "No-Octane Regatta" for our new "Greyhound". We lost our first ever round-the-buoys race through sheer inexperience, but the boat showed itself to be as fast as any of them when the sailing canoe fleet sailed about the lake later in the afternoon "in company". Our experience in getting to know our new boat prompted us to name her "Greyhound", long and fast.

"Greyhound" varies slightly from the MacGregor design, especially in the added beam and the deck construction. She is 15'7-3/4" long, 33-1/4" beam, 12" depth of body, 3" to 16" draft, the latter with leeboard and rudder extended, and has 62 square feet of sail, 50 in the main and 12 in the mizzen. She weighs approximately 100 pounds.

The hull is built of 6mm Bruynzeel occume ply, the deck is of 3mm, all glued up and coated with System III epoxy. This prototype is finished out in Honduran mahogany and birdseye maple. There are bulkheads fore and aft which provide dry storage and flotation beneath the decks.

The steering is with a yoke and push-pull tiller, and the leeboard is of a super-simple type. It is held by a lanyard clipped to the keelson and is just "thrown" overboard from side to side when tacking. If it is needed it stays in place, if not, when off the wind, it just pops up and tells you it's time to bring it inboard as no lateral resistance is required. The hardest thing about it is convincing people on land that it works that simply. It does.

Another difficulty we found is in convincing people that they do not have to be Olympic athletes or circus acrobats to sail the boat. With a crew of two adults aboard, hiking out is optional in anything less than 15 to 20 knots of wind. You sit down in the bottom of the boat and just shift your weight from side to side and lean your elbow on the weather rail. It has much more of the easy chair about it than the tightrope. This ease is accompanied by quite a sensation of speed, however, as you are only inches from the water. Sailing single-handed is a bit more athletic, but no more so than on a Sunfish, and it is much drier.

We are now set up to offer this as our "production" boat to be built to a customer's specifications as to type of trim and finish. I am also busy working on my own designs for daysailers and pocket cruisers which we will soon offer as building plans or as complete boats.

Tony Dias, M.D.C. Woodworking, RD 1, Box 106F, Wallkill, NY 12589, (212) 581-2569 or (914) 895-9165.



BLUE HERON KAYAKS

"Let us help you select the right kayak"

Sea Kayaks by: Gillies, Mariner, Northwest, Wilderness Systems

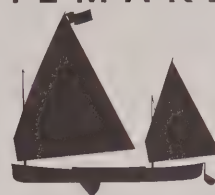
Paddles by: Lendal, Mitchell, Sawyer,

Accessories by: Current Designs, Mariner, N*NE, NRS, Wilderness Systems

Hours by appointment

Lyme, CT 06371 (203) 434-7835

DOUGLAS FOWLER SAILMAKER



Small Craft Dacron & Cotton

Canoe Sails

Sunfish Sails
in stock \$145

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

AFFORDABLE SLIDING SEAT ROWING

Build your own drop-in rowing rig for use in canoes, skiffs and shells. Lightweight and standard options. Detailed construction plans and manual, \$23. Ball-bearing wheel kits available. Plans and manual for lightweight sculling oars (9'9"), \$17. Both the rowing rig and oars utilize common, inexpensive materials. No unusual tools or woodworking skills required.

OWEN CECIL
P.O. BOX 634
OSCODA, MI 48750



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

Cruise of the Catboat "Grayling"

By Douglas Goldhirsch



ON TO NANTUCKET

Monday morning the fog was very thick, and we decided to wait to see what would happen on Tuesday. The time was productively spent cleaning and organizing the boat, especially the galley. Liz was great at organizing and things got properly set up. She's really left a lasting mark on "Grayling", and every time I work in the galley and know exactly where to find stuff, I think of her. We also explored Edgartown and visited a local beach when the sun came out in the afternoon. That night the mosquitoes were fierce, and even though it was still foggy, we decided to make the crossing to Nantucket.

In and out of fog banks all the way to Nantucket, we managed to stay in the clear long enough to see most of the buoys we needed to see. It was impressive to see the fog banks hovering all around us, threatening to close in at any time. This was a far cry from sailing on the Great South Bay. Currents, shoals, open water swells, large vessels all around. This was navigating in the real world. All the variables to be considered. All the dangers to be weighed. All the pleasures to be enjoyed.

All my friends had predicted that I would love Nantucket, and they were right. Just sailing in, I found it a friendly looking place. Large well protected harbor, and beautiful old homes all around. Having grown up on a barrier beach (Fire Island), I found Nantucket looked very much like what I am comfortable with. It is essentially just a pile of sand dumped in the middle of the ocean. The topography and the vegetation seemed very familiar to me. I liked it from the moment I saw it.

We tacked "Grayling" through the crowded harbor a bit and I made Liz quite nervous with how close we came to some of the boats moored there, but "Grayling" and I were getting good at this and there was no real danger. Finally we headed back to Maggie's place near Brandt Point. There, next to their classic little sloop "Quohog", Maggie and Roger provided us with a mooring and offered us the hospitality of their home. The next three days were spent exploring Nantucket. It rained most of the time I spent there, but I explored the town, and with a local acquaintance did some great body surfing on the swells generated by Hurricane Bertha which was still well to the south and far out to sea. Liz had to go back to Boston, but her departure was soon followed by the arrival of my cousin Jessica.

Jessie and I had kind of grown up together, having spent many summers of our youth together on Fire Island. Jessie was always very straight, but it was great to have her around while my friends were experimenting with various mind-altering drugs in the 1970's. I remember thinking how strange some of those evenings (often running into mornings) must have been for her. But she seemed to enjoy herself, and she and I have been close ever since.

We spent a couple of more days on Nantucket, exploring some more, and just relaxing and enjoying the setting. Maggie and Roger and their young sons, Nat and Finley, provided hospitality, good companionship and fun, and the time passed too quickly. But finally it was time to move on. The next port of call was to be Osterville, where my friend Townie Horner was throwing his annual

catboat party. I know Townie through SEA where he served many years as Chairman of the Board. We were shipmates on the trans-Atlantic voyage of the "Corwith Cramer" and it is coincidental that he is also a catboat enthusiast.

A HOMECOMING PILGRIMAGE

The passage to Osterville was uneventful unless you consider Jessie's seasickness an event. But upon entering Osterville Harbor we did enjoy a sunset worthy of the locale. The sun had set by the time we ghosted to our anchorage amidst the other cats already arrived. It was a quiet and lovely evening, and "Grayling" seeming to know where she was, swung happily at her anchor.

Osterville is the place where, 92 years ago, "Grayling" first slid out of Wilton Crosby's boatshop and into the water. This was another emotional homecoming. I would give anything to hear "Grayling" speak about how it felt to come home like this. She had covered many miles since her birth here close to a century ago. Since then the world of man has changed so much as to be almost unrecognizable from what it was then. Violent times and peaceful times, depressions and booms, several technological revolutions. The harbor where "Grayling" first played upon the waters was now crowded with many of "them new-fangled fiberglass" boats. Most of "Grayling's" sisters are now gone. But here in Osterville you still see many classic old wooden boats and the descendants of the men who so finely crafted my little ship still walk the streets and ply the waters of this quaint little town. Many things have changed over many years, but the wind still blows and the waters

still rise and fall, and to "Grayling" this means that all is the same. She cares not about the economy or territorial conflicts. Just so long as she gets her proper care, all she needs is a little wind and a firm hand to steer her, and she's always willing to go. She returned to her home ready to frolic in the wind and waves for another 92 years, and it was uplifting to be able to visit this place, the source of her life, in the proper manner; arriving by sea after a long, fair journey.

The next morning it was greetings ashore and get Jessie to her car in Hyannis. That left me seemingly alone for the cruise around Grand Island. But at the last minute, "Catboat Cal" Perkins ("Cape Girl") and Bob Luckraft ("Sara Hope") arrived by land with some liquid ballast (beer). Also joining us for the afternoon was "Bad" Bob" Reddington and his wife, catboat sailors of some renown. And so it was that we set out for a lovely day sail around Oyster Harbors and Cotuit Bay. "Grayling" sailed middle of the pack until we reached the western end of the island, when we decided to set our big jib off the bowsprit. We began to make our way up through the fleet. Even though it's not really fair to sail a catboat with a jib, it was thrilling to pass the fiberglass cats in our classy old gal. The others headed back to the anchorage but we were having so much fun that we kept on sailing for quite a while after the others had gone.

Upon again anchoring, I learned that my friends Dave and Sandy Courtenay had come down from Portsmouth. We all enjoyed a fantastic cookout at Townie's, and I made a date with my newly arrived friends to sail on the morrow.

When time came to sail on Sunday, not only did Dave and Sandy and their kids show up, but much to my surprise, my old friend and teacher Loring Wordell came over from Hyannis to find me. Back in the winter of 1979-80, before going to the Webb Institute, I apprenticed in Loring's Phoenix Boatshop Cooperative in Hyannis. I learned something about wooden boat construction and enjoyed an introspective winter on the Cape. I was always very fond of Loring, as he was a good teacher and a fine human being. With this distinguished crew I set out once again to sail around Grand Island. This time we intended to take pictures (Dave is a photographer) and hopefully fly the spinnaker for the first time since leaving Long Island.

As luck would have it, we met a Crosby family member in his power boat who agreed to take Dave aboard to take the pictures. When Ted Crosby learned that we were

going to fly a jib and spinnaker, he joked that his forebears would spin in their graves. I began to rig the spinnaker, no easy task. Before long, however, we were ghosting along under an impressive spread of sail. Loring steered while Sandy tended lines and I managed the foredeck. We were quite a sight, truly something out of a bygone era, as "Grayling" skimmed quietly along through the protected waters around Grand Island.

From the 1890's until the start of World War I, catboats were a popular and competitive racing class. On Massachusetts Bay in those times the "D Class" catboat was the rage. The traditional Cape cat hull was refined to maximize speed. Builders like Hanley and Crosby enjoyed keen competition as to who could design the fastest cats. The sail plans these boats carried became extreme. Typically the 1890's vintage catboat sported a boom half again as long as its hull, a bowsprit half as long as the hull, and a spinnaker pole as long as the boom. From these lengthy spars, impressive spreads of canvas were hoisted. Photos of races involving these boats are truly impressive, and were indeed my source of inspiration in trying to replicate this type of rig on "Grayling".

"Grayling", as it happens, is the sole surviving "D Class" cat-

boat. While she raced in this class after the heyday of the "expanded" rigs, I was always fascinated by the old boats, and what fun it must have been to put up such an impressive spread of canvas. I wanted to recapture some of the awe and grandeur of those days long gone by. So in the restoration of "Grayling" I added a bowsprit (removeable), a spinnaker pole, and the sails that are supported by them. Some catboaters do fly spinnakers, but I think it has been many decades since the world has seen the type of rig we exhibited that day. A 22' long hull supporting a 45' long sail plan. For a few hours we enjoyed a sort of quiet excitement as "Grayling" bubbled along under a billowing cloud of sail.

That evening, after the others had left, I enjoyed the hospitality of the Horners at a delicious dinner. The next day, Monday morning, I was to set out on the long trip back to Great South Bay.

(To Be Continued)

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

FOR ENJOYABLE EXERCISE ON THE WATER

ROWING SHELLS - SEA KAYAKS - CANOES - DINGHIES

THE SMALL BOAT SHOP
144 WATER STREET
SOUTH NORWALK, CT 06854
TEL: 203-854-5223

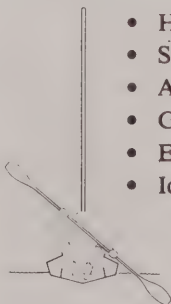
On water demonstration. Instruction. Open weekends. 150 Small Boats in stock with accessories, clothing, books and magazines. A retirement hobby we would like to share with you. Ed Rogers & Gaeton Andretta.



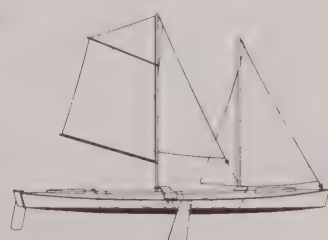
All-wood Sailing Sea Kayaks

- 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



WindHorse Marine



91 Library Rd • South Britain, CT • 06487



Above: On the beach at Sampson's Island.



Above: Carl Kirkpatrick adjusts his bandana preparatory to manning the oars of his peapod while his wife waits patiently.

Below: Just when we thought it was safe to go out on the water again, the Jenness boys show up with an even bigger dory.



On Pleasant Bay

On a perfect Sunday, June 18th, seventeen rowing enthusiasts from the Cape Cod Vikings, and a dog, descended on Tony Davis' Arey's Pond Boat Yard in Orleans for the first row of the new season. Thanks to Tony's generous offer of the use of his two ramps as a put-in, ten boats went into the water without a hitch. At 8:30 we followed the narrow Namequoit River out into Little Pleasant Bay on a rising tide. We strung out along the bay but gathered back together at the southern tip of Sampson Island for donuts and coffee provided by club president Bernie Smith.

The line up of boats pulled up on the beach was a short history of traditional small rowing craft; banks dories, gunning dory, Gloucester Gulls, Whitehall, peapods, and a little Herreshoff dinghy built by Dan Secor and rowed by Tony Davis, who had delivered his Arno Day designed skiff to its owner the week before.

The flotilla then made its way up Hog Island Creek and on to a circumnavigation of Sampson Island, and on to conclude the seven mile row back at Arey's Pond, accompanied by ospreys, sea chanties and a lack of stink potters. Anyone interested in joining with us on Cape Cod Viking rowing outings is invited to call Bernie Smith at (508) 378-2301.

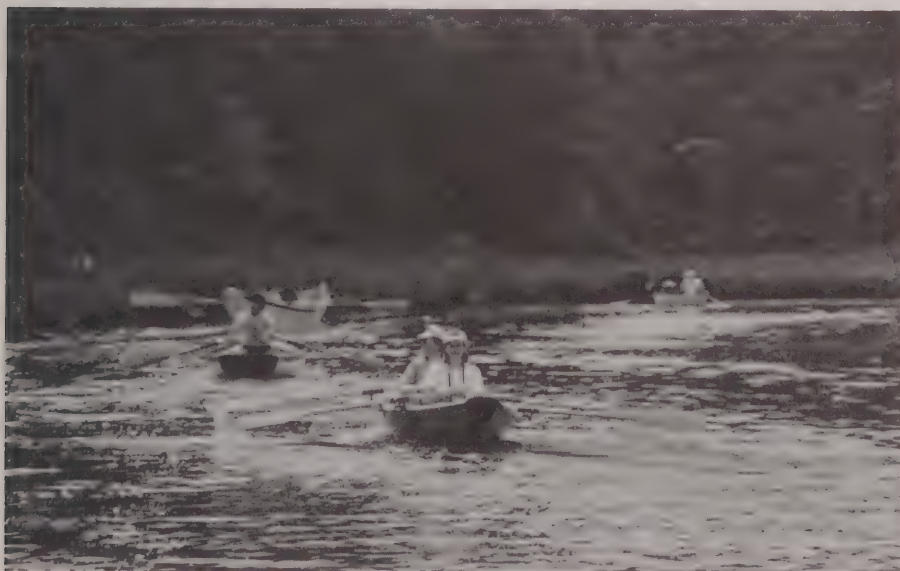
Story & Photos by Barry Donahue



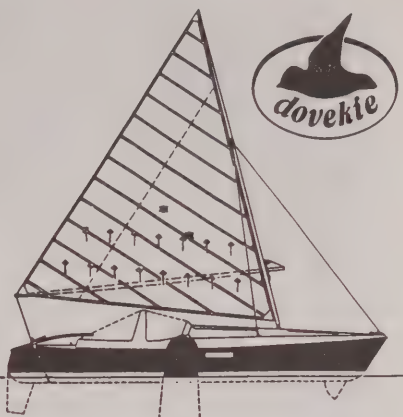
Tony Davis checks out some possible boatyard work the old fashioned way.



Left: Dave Stookey in his gunning dory. Right: At rest ashore on Little Pleasant Bay.



Heading down the Namequoit River.



DOVEKIE is uncomplicated — That's not to say unsophisticated! Although she needs neither electronics, hydraulics, winches, nor more than a one sail wardrobe, she is a true sailing cruiser. With a length of 21'5", weight of 850 lbs. and a minimum draft of 4 inches, she can be launched and sailed virtually anywhere!

For the complete DOVEKIE and Ultra Shoal Draft Story, send \$5.00 to:

EDEY & DUFF, LTD.

128 Aucoot Road, Dept. DKN, Mattapoisett, MA 02739
508-758-2743

SALTMARSH 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



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

15175 HAMILTON
DETROIT, MICHIGAN 48203
(313) 868 7900

**CAPE ANN
SMALL CRAFT**

Portable,
Affordable Boats,
Trailers and Accessories

(508) 768-7411

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



Ambition Fulfilled

There is a sense of perpetual motion about G. Anthony "Tony" Davis, the new owner of Arey's Pond Boat Yard in South Orleans.

As he sits and chats on his dock in the hot noon-day sun, his hands are constantly moving, forcing a wooden tool through the tight weave of a large nylon rope. It is attached to a heavy iron mooring he is readying for a client. He threads the separate ends of the rope into the holes he has made and pulls them taut. It is a neat job. The rope will rot long before it unravels.

The phone in the office rings and Davis jumps to his feet to answer an inquiry. On the way back he yells an instruction or two to the three men who work for him, preparing to launch boats that were stored for the winter.

Davis, at age 32, owns a going concern. Arey's Pond Boat Yard has been around for more years than he has lived. It was first owned by Jim Kidd, who started the yard in the early 1940s. Bradley Fisk bought it from him 25 years ago. Davis bought it from Fisk last fall.

"It's only had three owners," Davis says proudly.

The boat yard fulfills an ambition Davis has had since he was a teenager. It was the sea and boats that beckoned to him during those formative years, not college and books.

His father, who owns a successful landscape business, introduced him to the sea in a major way when he was just a youngster. Young Davis crewed with him on a 50-foot ketch from the Bahamas to Ireland, a trip

that started the week after he was graduated from high school and lasted a year and a half. He and his brother stayed in Europe with the boat while his father flew back and forth to the States on business trips. Most of that time was spent exploring the inland waterways in France, a thrill at any age.

When Davis arrived back in Florida, he got a job as a rigger in a boat yard (although he says he painted and scraped bottoms of boats mostly). That job lasted for three years and during it he became fascinated by the work done by the boat builders at the shop. He decided that was what he wanted to do.

His father, supportive and sympathetic, apprenticed him to a master wooden boat builder, Arno Day on Deer Isle, Maine. Davis spent the next five years making lobster boats as well as his own 29-foot cutter, a handsome single-masted sailing ship he calls *Syrinx*, now moored to his dock in Arey's Pond.

The experience of serving as apprentice had many rewards.

"I gained all my confidence as a boat builder with Arno and established a wonderful friendship and working relationship," he says.

When the apprenticeship ended, he again crewed with his father, this time from Maine through the Panama Canal and across the Pacific to Tahiti on a 50-foot ketch designed by the late Chatham boat designer, F. Spaulding Dunbar.

"My father needed help for the Pacific crossing and I had always wanted to do that," he says.

But he regrets he could not spend more time in the

area; he flew back to the States soon after they arrived in Tahiti while his father continued on to Hong Kong.

Davis especially likes sailing on the open seas. He says sailors on small craft in mid-ocean spend most of the time making sure the vessel is always in topnotch shape.

"Navigation and routine take up most of the day," he explains. "By the time you have the routine down pat, you hope you never make land again."

He adds it is important to stay rested and well fed so that in the event of an emergency "you have what you need."

Asked about the perils of the sea such as being nearly run down by a tanker at night, as many small vessels have experienced, he is nonchalant.

"Oh yeah, that happens," he says. "You just have to get out of the way. Often those boats are on auto-pilot."

Davis describes his most harrowing experience as the time when a propeller shaft broke loose while sailing off Cape Hatteras during a storm. For four exhausting days, with only shortened sails to control the boat, he and the crew kept the vessel from beaching in heavy winds and seas.

Davis, prior to coming to Cape Cod last year, worked in Charlestown as director of the Boston Boat Shop owned by New England Historic Seaport which constructed the *Spirit of Massachusetts*, the replica of a Gloucester fishing schooner that travels the east coast as a kind of state ambassador. Davis worked on the vessel itself prior to its launching in the mid-1980s. He spent four years at Charlestown, teaching boat building and lofting — the term given to laying down architect's lines preliminary to building a boat.

Which brings us to Davis's ambitious program to make Arey's Pond Boat Yard a workable economic investment for him and his young family. (Davis is married to Dr. Robin Davis, a biochemist who specializes in eye research. They have two young daughters, Skye, age four weeks, and Brooke, two and a half years old.)

Davis stores and maintains from 60 to 100 boats at the yard in the winter, almost all of them sailing vessels, for owners from the Orleans area to Provincetown.

He takes orders for custom-made cat boats which he and his crew make during the winter months, from a 12-foot "kitten" to a new "Arey's Pond" 18-foot cat boat still on the drawing table.

"We like to call ourselves the sailing center of Cape Cod," Davis says, and that includes lessons in sailing and in the art of wooden boat building. In late winter, he conducted his first course in wooden boat building at the boat yard. It was held Saturdays from March to May.

During the workshop students (he has room for a class of four), working as pairs, make a rowing tender that could be rigged with a mast and sail. The boat is made of mahogany plywood with solid mahogany finish, bronze oarlocks and bronze stem eye. Last year, the course cost \$500 and students could buy the finished product for another \$575 to cover cost of materials. Davis also teaches lofting.

He says the only requirement for his boat building course is experience in working with hand tools.

"I don't want to have to stop and show someone how to sharpen a tool," he says. ♦

Reprinted courtesy of the
"Cape Codder", Orleans, MA.
Story by Joyce Johnson.
Photos by Barry Donahue.

Opposite page: Tony checks out a just completed "Arey's Pond Kitten" catboat. Below: The launching of a student built Arno Day skiff.





With the new lateen sail pulling in a light breeze, Steven sails the Rude Dog on a mountain lake.

My friend Steven wanted a new boat to replace the old *Sailfish* he had used for a while. He was willing to build one to my design if I drew in the features he wanted. Foremost among these was the requirement that the new boat should be able to carry some cargo, for he wanted to use it a couple of times a year to ferry him and his camping gear to a favorite island in a Sierra lake. His old sailboard had to carry all of the load on deck, laboriously lashed to the grabrails, leaving her top-heavy, sometimes awash, and crowded, with the cargo susceptible to soakings.

The *Sailfish*'s fully-decked hull also had some pesky, hard-to-fix leaks that gradually made her heavier and heavier the longer she was in the water (She couldn't be bailed, and her one drain, at the transom, was inadequate to ventilate the hull). While camping, this required a nightly hauling ashore to keep the hull as dry as possible. And it made for a heavier boat to carry back home after a camping trip. All in all, Steven thought he'd be better off with a new boat rather than fix the old *Sailfish*.

He especially wanted to be able to use the sail rig, rudder and daggerboard from the *Sailfish* on his new hull so as to save the expense and bother of acquiring new ones. That the hull be simple and cheap to build was also on his list, for he didn't have much time or money to spend for something used so infrequently as this boat was intended to be. If it should weigh not much more than the old sailboard hull, so much the better, for Steven carried his boat on a roof rack on top of his truck's cab, and the *Sailfish*'s dry weight (110 lbs.) was about as much as he cared to handle, even with assistance. Finally, the new boat should be fast and fun to sail, and preferably better for his purposes all around than the one it was to replace.

DESIGNING

I thought a bit about the assignment and turned once again to the published work of my mentor, Phil Bolger, for inspiration. This time I took a closer look at his *Archaeopteryx* sailboard design. Bolger's discourse about the sailing virtues of a hull shaped like this convinced me that this was just the thing for Steven, with a few modifications to fit his wish list. That Bolger's no-lifting upside-down assembly method could be applied was a bonus — it fulfilled the simplicity requirement. Only instead of the chine logs Bolger specified, I opted for stitch-and-tape construction to simplify building.

First I roughly scaled down Bolger's design from its 15'6" length to just under 14', and reduced the beam more or less proportionately. This was done in order to make the new hull about the same general dimensions as the *Sailfish* in plan view, to ensure rig compatibility as much as possible. The big "picnic seat" of the *Archaeopteryx* was discarded and a cockpit was fitted instead into the hull between fore- and afterdecks. Unlike the shallow *Sailfish* hull, this deep-bellied shape had enough freeboard to give her some useful in-hull space and the possibility of dryer, more comfortable sailing. I designed the cockpit big enough to be relatively spacious for solo sailing and adequate for an added crew when Steven wanted company aboard, or for carrying his copious camping gear. The cockpit opening measures 42 1/2" long by 29 3/4" wide, and the hull is over 12" at its deepest point, an adequately useful space for Steven's purposes.

The decked areas fore and aft were sealed off from the cockpit by solid bulkheads, so that in the event of a knockdown the enclosed volume would float the boat high

The Rude Dog

14' Camping Scow

Design & Commentary
by Joe Pallazola

Berkeley, California

SPECIFICATIONS:

Length:	13'11"
Beam:	37"
Draft:	
Board up:	4"
Board down:	24"
Weight (hull only):	115 lbs.
Sail area:	81 sq. ft.

even with the cockpit flooded. (This capability would later prove useful!) I had wanted to fit her with a pivoting, kick-up leeboard (similar to the lashed-strut model I'd used successfully on my *Pick-up Punt*) to go with her kick-up rudder, but Steven insisted on re-using the sailboard's mahogany daggerboard in a conventional centerline-mounted case. It was to be his boat, after all, so after offering my opinion on the matter I provided a little advice about where to place the daggerboard relative to the sailplan, let him do as he saw fit, and that was that.

I'm one of those guys Bolger refers to as "would-be sharpie designers," and one who takes very seriously his teacher's advice about the side-flow and eddy-making aspects of a hard-chined hull shaped like this. In *Rude Dog* I did as Bolger did with *Archaeopteryx* — I matched the curve of the sides to that of the bottom rocker for smoothest flow along the chines. When this was done, the stern transom's height as designed came to about five inches.

But the *Sailfish*'s cast bronze kick-up rudder mount, which Steven wanted to reuse, was made to bracket a shallower transom, one only about three inches high. To accommodate the discrepancy, Steven proposed to put a sharper curve in the bottom where it rose to meet the transom. I had some qualms about this, fearing that the shortened waterline would shave some speed off, the "mismatching" of the sides and bottom would introduce some unwanted eddy-making, and the reduced buoyancy aft might make her squat too much in her own waves when driven at hull speed.

After much mulling over of alternatives, I decided that doing as he suggested was a

not-too-objectionable solution to the problem, so I drew a revised profile and he went ahead with it. To my eye the resultant curve looked a bit extreme, but it turned out that I needn't have worried; it worked out quite well in use. (More about that later, under SEA TRIALS.)

BUILDING

Drawing up the basic shape to scale and providing some dimensions and building suggestions was about all that I had to do, for my friend is a very capable woodworker and was able to handle construction details himself. With some 5mm lauan plywood salvaged from a remodeling job, he quickly stitched and taped his new boat together, using polyester resin and 4" fiberglass tape. She came out to weigh a bit more than the *Sailfish*, mostly because Steven built her stronger and more elaborate than my original design specified. But she was still a manageable car-topping weight.

Steven decided to cut openings in the decked spaces for stowage, adding hatch coamings and fitting hatches to keep out the wet. The foredeck's hatch opening was sized to fit his ice-chest, and another hatch was installed abaft the cockpit. Now he had a boat that could carry him and his gear inside instead of lashed on deck.

On either side of the cockpit he built sturdy, narrow side-decks, or washboards. These are just wide enough to provide a modicum of comfort for one's bottom (and a place to hook one's toes under on the lee side) when hiking out in a breeze. He made a beautiful circular mast partner out of mahogany, and when the hull was completed and all sealed with resin, the decks looked so pretty that he decided to varnish them bright. He used a dark green semigloss alkyd floor-and-deck paint for the sides, bottom and cockpit, and it has proven to be a very durable finish in rather rough usage around rocky shores and snags.

SEA TRIALS

Rude Dog's maiden sail on an uncharacteristically balmy day in San Francisco Bay was altogether anticlimactic; most of the time there was scarcely enough wind to move smoke. She floated buoyantly, to her designed waterline with two aboard, and in the occasional catspaws she glided serenely. But it was scarcely a demonstration of her sailing abilities.

That came later, when Steven took the *Rude Dog* camping up at the island for the first time. He reported that she was a great success, doing what she was designed for in an exemplary manner. On her third "voyage" I was again present to watch her perform, and I must say I was quite pleased to see her in action at last. She footed and pointed well, and spun through her tacks quickly and easily.

One thing that I thought could stand some improvement was her sail shape. The old soft nylon lateen sail from the *Sailfish* looked too baggy and stretched-out, and I suggested that a "proper" lateen sail, that is, one made



The loaded scow, with ice chest snugly fitted into the hatch opening, reaches toward an island in the California Sierras. This lake is about 7,000 feet above sea level.

by an experienced sailmaker of stout Dacron and with an appropriate shape to it, would make her really step out.

Subsequently Steven bought a new lateen sail from Harold Payson, one made for Bolger's *Zephyr* design. Although the new sail was about the same size in square footage as the old one, it had different dimensions, being higher and more sharply peaked (and shorter on the foot) than the original. It meant making new spars, but since the original boom had already been broken and patched, Steven didn't seem to mind making new sticks for her, which he did from mahogany "closet poles," tapered at the ends and finished bright.

The brilliant white of the new sail and the varnished mahogany spars improved her looks. But the improvement in performance compared to that of the old rig was the most remarkable difference. *Rude Dog* sparkled with the new sail! She was better balanced on the helm, with a feeling of good control. The new sail gave her more thrust forward and less to leeward than the baggy original, so she moved faster and was easier to keep on her feet. In short, her behavior under sail was better all around.

AFTERTHOUGHTS

About the only quibble I still have about her is the daggerboard — it has been known to occasionally fetch up on submerged rocks and ledges, stopping the *Rude Dog* rather violently. After experiencing a few of these exciting episodes, Steven learned where the obstructions were, and mostly avoided them from then on.

I myself prefer lateral plane that kicks up out of harm's way in such circumstances, such as pivoting centerboards or leeboards. But I must say that the *Rude Dog's* compact daggerboard installation as built is aesthetically more pleasing than leeboards, and less crowding than a centerboard trunk would

be, so I guess it's a good tradeoff. In use it seems to provide adequate lateral plane, even though it looks too small at first glance. I'd guess that the boat's speed has much to do with the daggerboard's effectiveness.

As for her cargo-carrying ability, I've seen her loaded up with ice-chest, tent, sleeping bag, cooking equipment, clothing, cartons of food and what-have-you, and sailing confidently out to the island from our launching place. Her shape may look crude, but she does exactly what she was designed and built to do, and she does it well. (Results like this are good for the egos of both designer and builder/owner!)

If some readers would like to build their own versions of *Rude Dog*, they could try writing me at 1420 Grant Street, Berkeley, CA 94703. I might be persuaded to print up plans and instructions if there's enough interest out there. The same goes for my *Pick-up Punt* design (see the "Messing About in Boats" issue of August 1, 1990).

Thanks again to Phil Bolger for his instructive and encouraging books and articles, and to Bob Hicks, for his example in designing, building and writing about his *Cockleshell* kayak (and for his willingness to publish reports from readers about their projects), from a grateful student of demystified small-boat design.

My next article will be about *Gato*, a 14' x 2', 36-lb. kayak inspired in part by reading about *Cockleshell* in this magazine and studying her building instructions, and then designed by borrowing liberally from Bolger's ideas once again. Stay tuned.

"Scooter"

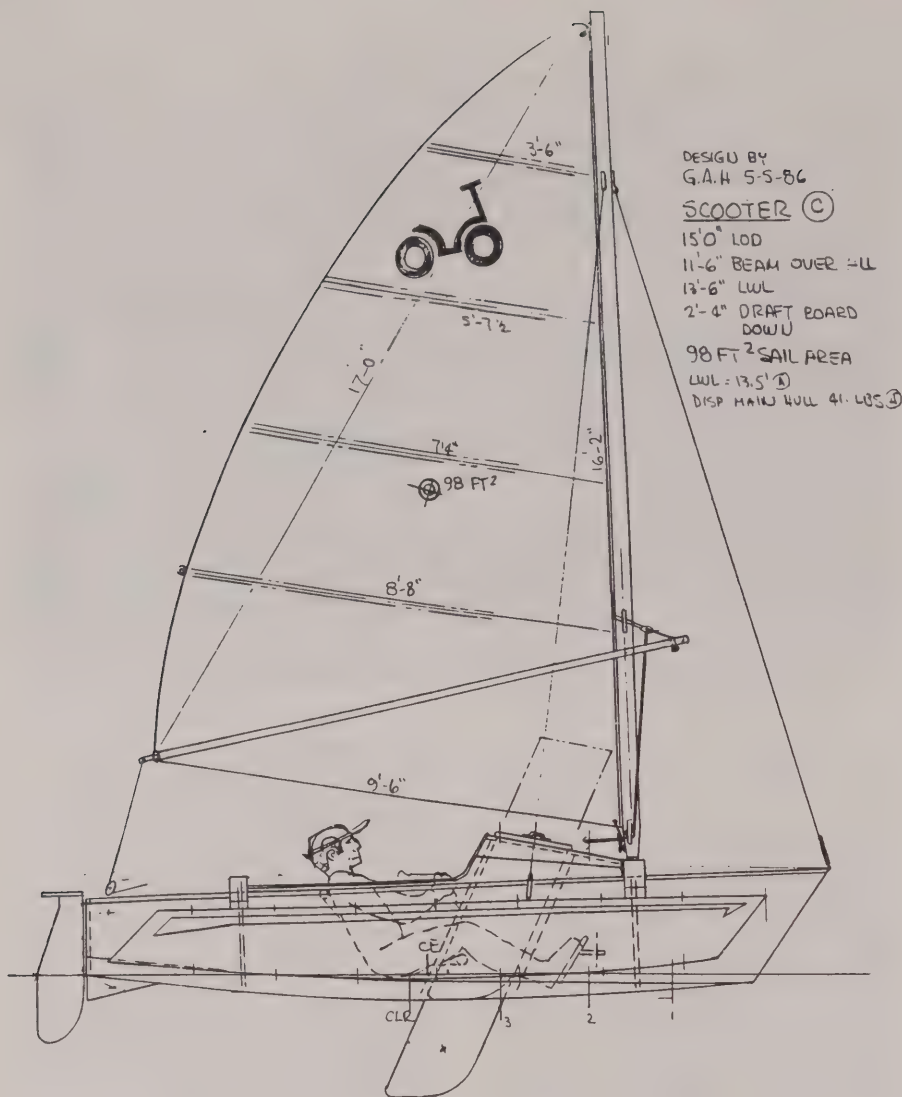
Imagine my surprise when I saw Phil Bolger's "3 Meter Tri" in your April 15th issue. Back in 1985 I designed a similar tri, but 15' long rather than 10', in quest of more speed. I had seen the toy 12 meters then being displayed at the Long Beach Sailboat Show, and liked the idea of a fixed-seat pedal-steered boat, but I didn't like the heavy lead ballast in the copy of the 12 meter boat and also felt they were too short.

A few months after that show I came up with my 15' tri, and now, after seeing Mr. Bolger's "cartoon", I have updated mine a bit. I use a canvas seat like the old fashioned lawn chairs. The back support can be adjusted to different angles to suit different people. Perhaps a second person could sit behind on the floor with their legs alongside the skipper like the seating in the old Piper Cub aircraft.

The construction is taped seam plywood. The displacement to the LWL of the main hull is 411 pounds approximately. The amas will support about 500 pounds submerged. The main hull is basically flat bottomed but with a double chine "V" portion to reduce wetted area.

I haven't made detailed drawings except for lines as yet. If interest warrants I will do them up. I think this boat would be loads of fun on San Diego Bay or Marina Del Rey in L.A.

George Hume, 22906 Ward Ct., Torrance, CA 90505.



SEA KAYAKS
603 868 5634

DURHAM BIKE
PETTEE BROOK LN
DURHAM NH
03824



SEDA * WILDERNESS SYSTEMS * SAWYER

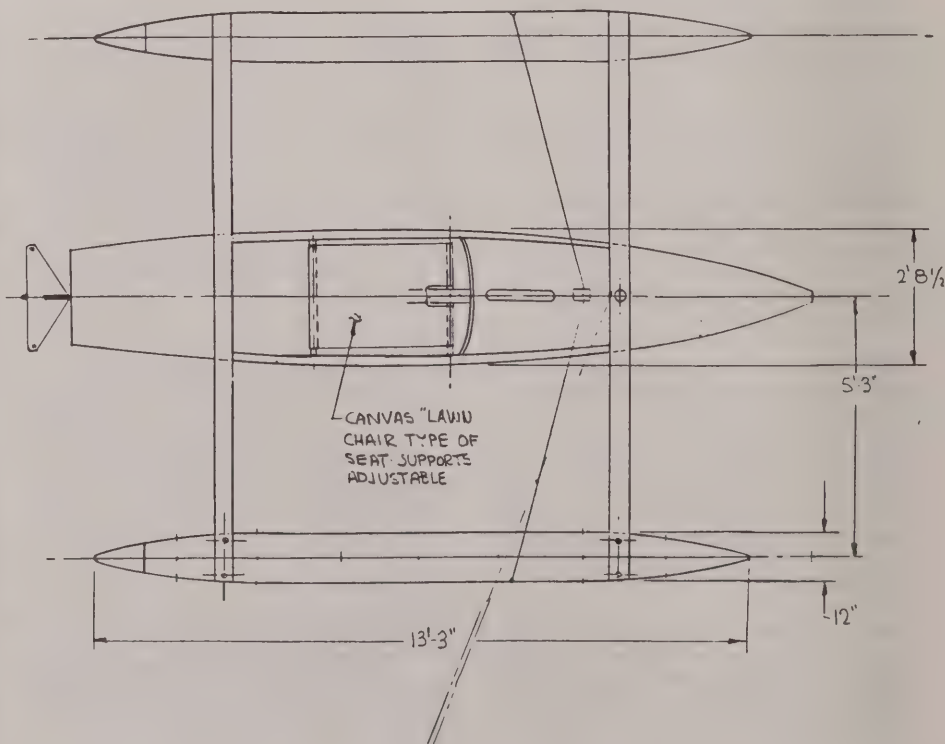
MAINE COAST KAYAKERS....
Make our Inn your head-quarters when exploring the coast of Mt. Desert Island and the streams and lakes of Acadia!

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

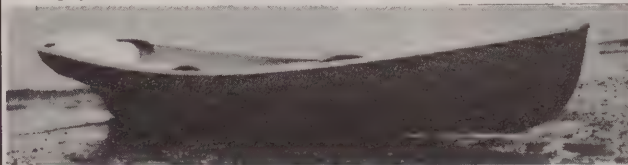
Solid Spruce - Ash Oars from 5' to 16'
Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

FREE **WATER POWER PRODUCTS** BROCHURE

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

INTRODUCING

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

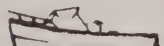


Ultra-Light 14', 95 lbs., 6 chine rowing skiff. Our new **Wineglass Dory** is the ultimate in computer-produced kit technology. For free brochure write:

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



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



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



Wouldn't you really rather sail a TOWNIE?

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.

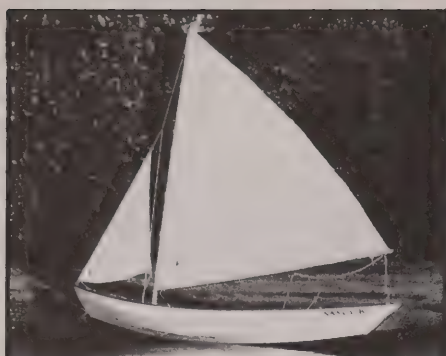
Sailing a TOWNIE will bring those smiles to your face in most any sailing conditions, from ghosting a calm to tromping along in 20 knots. It's a boat that's been making people smile since 1932 when it first was built for summer camp fleets. Over the past 55 years more than 2,000 TOWNIES have been built 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.



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

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY
(207) 268-4802

Rt. 1, Box 1090
Litchfield, ME 04350

O'CONNELL'S



Melonseeds • Dorys
Whitehalls • Catboats

Built to Order

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



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

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.

Woodstrip Watercraft



CANOES,
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

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

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

NIMROD 12

The Amazing 15-Pound Canoe
Incredibly lightweight and durable

A Geodesic Airlite® 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

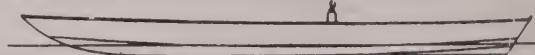


TRADITIONALLY BUILT SMALL CRAFT

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



GREENLAND TYPE SEA KAYAKS
Dunn's Custom-Built Kayaks
 8991 S State Rd, Eden, NY 14057
 PH: 716-992-3941
SEND \$1 FOR INFORMATION



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

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.

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

WOODEN BOATS
 Canoes & Classics
 Repair Refinishing Restoration Upholstery
 Canvassing Custom and Stock Boats
FIDDLEHEAD BOATWORKS
 Mike Collins & Jennifer Schaafsma



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**

RAVEN'S WING WATERCRAFT
 BUILD YOUR OWN PLYWOOD
 GREENLAND STYLE SEA KAYAK.
 PLANS, PATTERN, MANUAL, \$40.
 KITS & FOATS AVAILABLE
 RR 3 BOX 845, WISCASSET, ME 04578
 (207) 443-6677

HARDKNOCKS CANOE SHOP
 cedar canoes



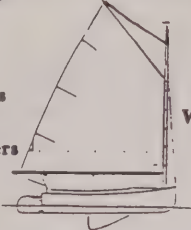
construction • repairs • recanvassing
 1814 NIAN CULIDAN HOPE, MAINE 04847 • 207-763-3074

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 newsletter.

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

AREY'S POND



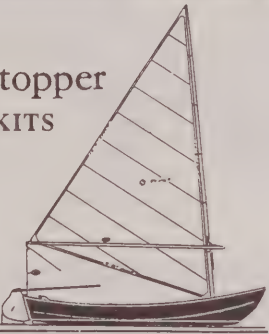
Cape Cod's Sailing Headquarters **And Now Wooden Boat Center**

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

Repair & Restoration
 Of Wooden Boats
 Custom Built Traditional Wooden Boats
HUMPHREY BOAT WORKS
 45 AUCOOT RD. MATTAPOISETT, MA
 (508) 758-6234

Row Sail & Power

Cartopper KITS

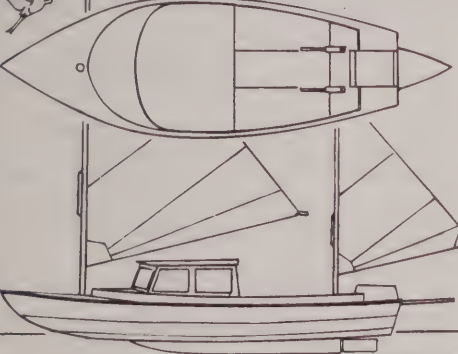


STOP DREAMING and build this "Classy" Bolger 11'6"x4'0"x100# skiff for fun and profit. Our PRE-CUT KIT saves you TIME and MONEY \$\$\$ Do it Today!!! \$5 brings Photos and Info-Pac.

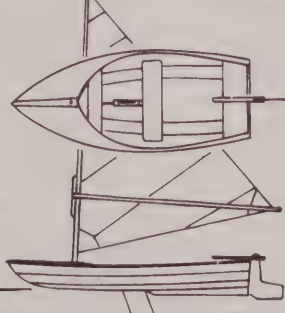
G.F.C. BOATS

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

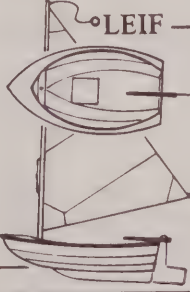
° GREAT BLUE HERON — 19 Ft., 650 lbs — \$6600 KIT \$3550



° 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

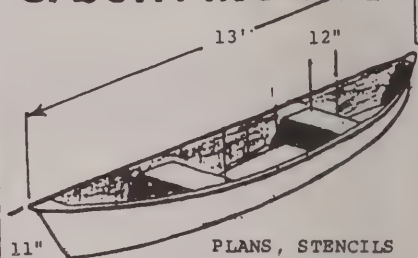
WEE PUNKIN



"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

CAJUN PIROGUE



PLANS, STENCILS
Lightweight, sturdy, maneuverable.
Excellent hunting, fishing boat.
Send SASE for info.

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

Plans



Boat

Plans & Kits

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

MONFORT ASSOCIATES

RFD 2 Box 416 • Wiscasset, Maine 04578

COMMON SENSE DESIGNS

YOU CAN BUILD A BETTER
BOAT THAN YOU CAN BUY!

Build Birdwatcher



BIRDWATCHER, the boat for those who have vowed to tread lightly on the earth. A family boat for the canoeist and kayaker. Join the revolution to

COMMON SENSE.

PLEASE SEND ME:

- ☐ Birdwatcher plans for (\$85)
☐ Study packet for Birdwatcher and 12 other COMMON SENSE DESIGNS, \$5.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

COMMON SENSE DESIGNS

P.O. Box 91429, Portland, OR 97291

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



Moondance

a car top, sleep-aboard
cruiser for two honest

The 5'2" beam (on 11'3" LOA) gives the room and stability for day sailing four comfortably, or sleeping two safely. And it doesn't seem to affect performance at all.

Finished boat--\$1800

Kit--\$900

Study plans--\$4

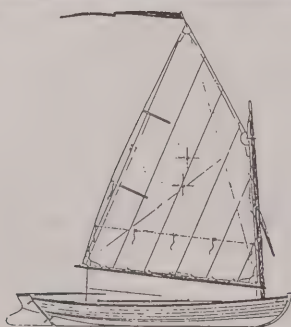
Plans--\$45

(Plans include super clear, illustrated instructions, and full sized patterns for easy stitch and glue construction.)

THOMSON SMALLBOATS
Box 670, Vestal N.Y. 13851



MELONSEED



Build a Classic!

Glued lapstrake construction.
Step-by-step construction manual.
Complete planking offsets, sail plan
and other details.

Study Kit: \$7.00

Construction Plans: \$65.00

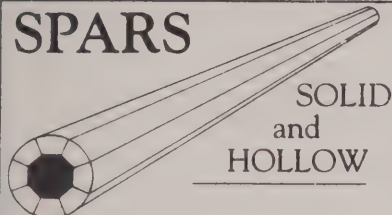
Pre-Lofted Plans: \$90.00

O'CONNELL'S

345 E. Grant St. • Lancaster, PA 17603

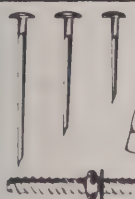
(717) 299-1663

SPARS



SOLID
and
HOLLOW

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



Wood Canoe Hardware

Brass oval headed canoe tacks, oval faced brass stem bands, clinching irons, 3/16" bronze carriage bolts, quality canoe canvas and canvas filler, cedar ribs and planking, canoe plans. Brochure 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 made to order. All items made in USA.

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 06498



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

EPIFAHES
YACHT FINISHES

HARKEN

Schaefer

3M

Nicro Fico



OUTSIDE RI
800-343-9350

IN RI

401-846-8170

FAX 401-847-4215

We accept these credit cards

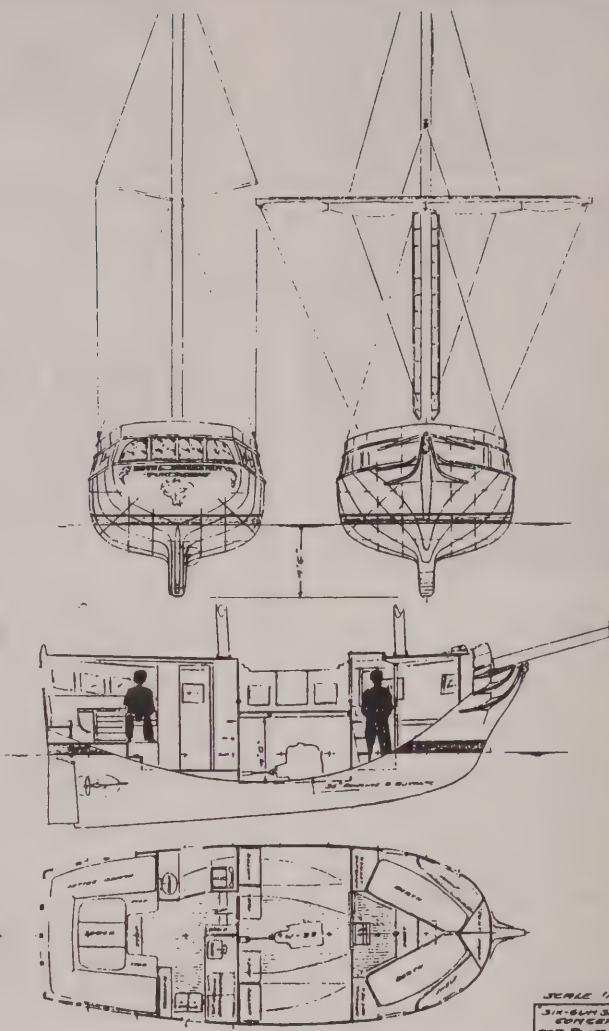
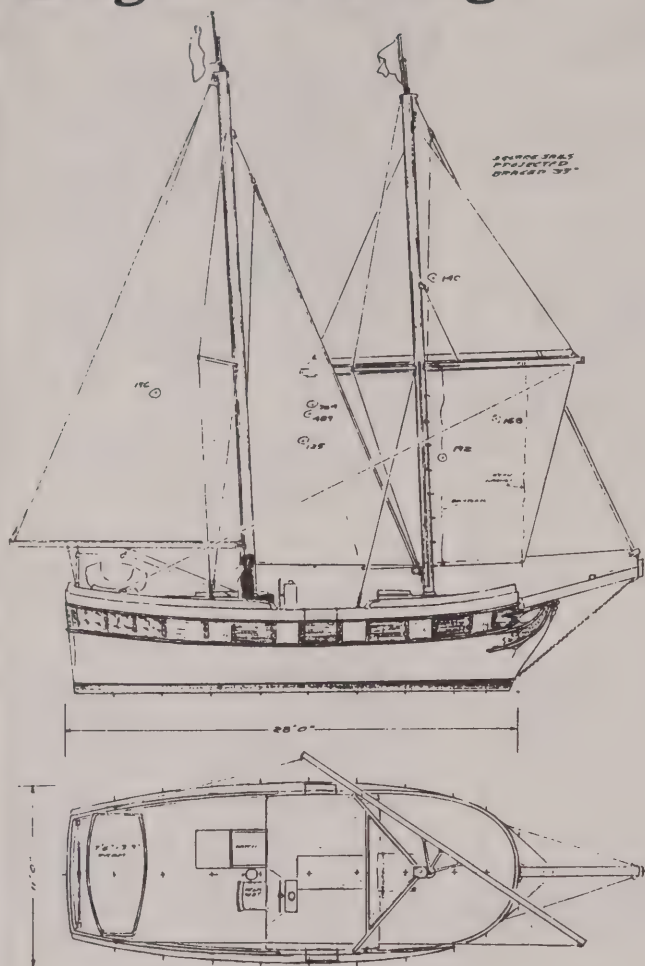


58 VAN ZANDT AVE.
NEWPORT, RI 02840

JT's
SHIP
CHANDLERY
Established 1907



Bolger on Design



This "Six-Gun Ship of the Line" (so-called by Jim Betts whose brainstorm this was) I called "Royal Sovereign". It was supposed to be a weekender with intrinsic interest, of production fiberglass construction. I went to a good deal of trouble to make the square rig

Six Gun Ship-of-the-Line

(which I call a brigantine, pedants otherwise notwithstanding) legitimate. Actually, the layout and capabilities don't suffer much from the affectations and it was supposed to look a lot more expensive than it really was. Nothing came of the scheme.

Catch A Wave...



"WAVE EXCEL" 19' x 18.5"

Try a "WAVE SERIES" performance ocean kayak or a "SEAFARER SERIES" sea touring 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

Classified Marketplace

18' PLASTIC BARGE! MFG Bowrider, 1987 60hp Mariner, in exc cond, many extras, \$2,500

JOHN HINCKLEY, Gloucester, MA, (508) 546-7122 days, (508) 283-7786 eves. (7)

21' BOSTON ROWING SHELL, fiberglass, w/Piantadosi oars, \$500.

HERB KRUGMAN, Stamford, CT, (203) 327-5226 wkdays, (203) 792-2590 wknds. (7)

FOLDING BICYCLES. Two SS folding Hons, 3-speed w/cases, \$200/pr.

P.L. KENNEDY, Providence, RI, (401) 274-7200 days, (401) 781-6669 eves. (7)

27' FRIENDSHIP SLOOP FREE. Registry #97 is one of the oldest Class A sloops still in existence, built 1903. Call or write if interested in rebuilding and preserving this boat.

WILL COLLYER, 10 Holly Ln., Mattapoisett, MA 02739, (508) 758-2573. (7)

FOLDING CANOE & KAYAK KITS. Construction uses hand tools. 6060-T6 aluminum tubing and heavy duty skins allow for expedition quality craft. Kayaks: Double \$400 U.S., Single \$365 U.S. Canoe: \$385 U.S.

ZEPHYR KITS, Box 4850M, St. Laurent Sta., Montreal, Quebec H4L 4Z5, Canada, (514) 620-3223. (9P)

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

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

14' CHAISSON SWAMPSCOTT DORY, double-ended, original blt ca 1930 as tender for schooner "Yankee Girl". Yacht sank at Marblehead in '38 hurricane, raised by Fred Dion, dory unharmed. Well maintained by present owner for over 35 yrs, mahogany trim & seats painted over for all weather use. See John Gardner's "Dory Book", 1978. \$2,300. Condo restrictions in Sarasota, FL force sale.

ELIOT CHAPPLE, 101 Amherst Ave., Sarasota, FL 34232, (813) 371-2942. (8)

16' PETERBOROUGH "GULL" PULLING BOAT, cedar lapstrake, Model 1420, S/N 8639. Mint orig cond incl brass name plate & decals. Spruce spoon blade oars. Available info suggests mid-'40's manufacture. Serious offers over \$4,000 U.S. ROBERT OCHENAS, P.O. Box 451, Maumee, OH 43537, (419) 893-6912. (8)

WANTED. Photos or copies of literature which will assist me in restoring deck, gunwales & covering boards on 16' Grady White mahogany "Pamlico" lapstrake boat. I'll cheerfully pay for your time or expenses. Not sure of date of manufacture but guess early '60's.

ROBERT OCHENAS, P.O. Box 451, Maumee, OH 43537, (419) 893-6912. (8)

"RUDDER" MAGAZINES from the '40's, '50's, '60's, '70's & '80's. Not complete set but about 300 total. In exc cond to be sold as collection only. Other early boating mags also. Best offer.

ERNIE BARKMAN, Athens, NY, (518) 943-5079, lv message. (8)

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

"FOUR MONTHS IN A SNEAKBOX", classic book by Kephart. \$50.

CHUCK SIFERT, Lima, OH, (419) 224-2010. (8)

BOAT PLANS. Complete set of prints in very gd cond for 25'x9' auxiliary design by Masterson & Schlegel, gaff rigged skipjack type, \$20. Complete set of prints for 23'6"x22'x8'x11' Atkin design gaff rigged auxiliary cruiser, \$10.

JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206. (7)

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) 543-5457. (TF)

16'6" SELKIE SEA KAYAK, all red, w/pump, skeg, hatch cover & neoprene spray skirt. Like new, \$1,425.

LEE HOUGHTON, Wallingford, VT, (802) 446-2833. (8)



20' ELVER, unballasted strip planked canoe yawl by Steve Redmond. "Ammophila" has been modified w/gaff mainsail, 110% jib w/roller furl & larger mizzen. I have lovingly sailed and tuned this boat for 8 seasons. She performs w/grace & speed, turns heads, and is easy to care for. \$2,950 incl 4hp OB, galv trlr & lots more. In the water at Salem, MA. JAY MOORE, 12 Higgins Rd., Marblehead, MA 01945, (617) 631-9454. (7)

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)

17' FOLDING SEA KAYAK, Russian Taiman II double. Weighs 50 lbs, aircraft aluminum frame, canvas deck, rubber hull. Keel strip, rudder & foot pedals. 2 duffles, 2 alum paddles. Spare hull fabric. Well engineered design. Fast, efficient. \$750 + shipping.

SUSAN SCHMIDT, NCSSM, P.O. Box 2418, Durham, NC 27715, (919) 286-0369 aft 8/16. (8)

10' VIKING ALUMINUM JON BOAT, gd cond, nds oarlocks. Makes a gd dinghy. \$90.

DICK JOHNSON, Newburyport, MA, (508) 462-8414. (8)

14' WOOD/CANVAS CANOE, hand-crafted by Bob Barry of Sandwich, NH ca 1973. Mint cond, used abt 6 times. Buyer will acquire many hours canoeing pleasure and pride of ownership. \$1,200.

MARY ANN LEWIS, Cedar St. Contoocook, NH 03229, (603) 746-3533. (8)

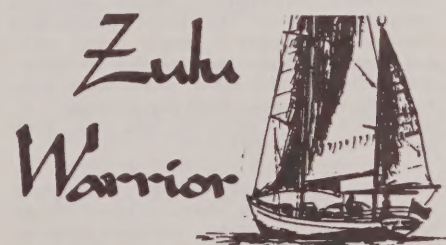
11'6" CLASSIC PENGUIN RACING DINGHY, 135 lbs, 72 sq ft sail, Harkin hdwre, kick-up rudder, bright int, West System throughout, crew of 2. \$650, \$900 w/trlr. JOHN NORMAN, Prescott, AZ, (602) 778-5686. (8)

15' WEST WIGHT POTTER, famous "Fearless" FG pocket cruiser featured in Larry Brown's "Cruising on a Micro Budget". White w/full set tanbark sails. Cockpit comfort for 4, cabin slps 2. W/trlr easily towed by compact car. \$3,000 or b.o.

GARY ANDERSON, Sandwich, MA, (508) 833-1010. (8)

18' HARTLEY TRAILER SAILER, except gd cond, original bldr/craftsman/owner. Aluminum mast, boom tent, sail cover, 4.5hp Merc O.B. Boyer trlr. Located Chautauqua Lake, NY. \$3,200.

ROGER SHERMAN, 176 Vernon Dr., Pittsburgh, PA 15228, (412) 563-3875. (8)



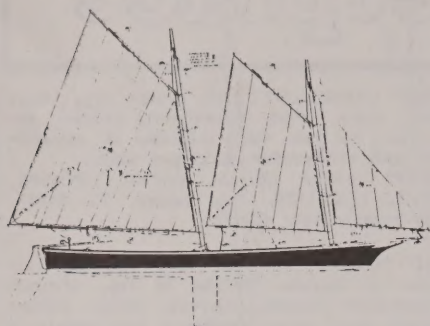
SAIL THE VIRGINS. Beautiful, fast, sea-kindly, reasonable, Gallant 53' ketch "Zulu Warrior". Chartering in the Virgins 17 years.

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

32' RAISED DECK COASTWISE CRUISER, wooden 1952 displacement hull w/6cyl exc motor & trans. Comfortable cruising from another era. In water in Ipswich River.

JOHN BEIRNE, Ipswich, MA, (508) 356-7485. (7)

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)



BOLGER LIGHT SCHOONER. Fun & fast, really turns heads. Lovingly built by owner, lightly used, in near mint cond, ready to sail. Nice cust alum trlr. \$5,500 or swap for Bolger Micro and/or Oughtred MacGregor sailing canoe plus cash. Call for photos & more.
CHARLES ANDREWS, P.O. Box 3135, Kent, OH 44240, (216) 678-3010. (8)

"THE WAR TIME ADVENTURES OF AN ENGLISH SEA PUPPY" by Mike Badham. A 50 page illustrated booklet recounting the WWII experiences of a Royal Navy midshipman in North Atlantic & Mediterranean waters. Available from the author for \$8.95 incl p&h.
MIKE BADHAM, Bay Shore Rd., Bath, ME 04530. (TF)

19' LIGHTNING, wooden, #5921, 3 sails, vg cond w/trlr. \$1,200.
JOHN MEISSNER III, Pottstown, PA, (215) 469-0387. (7P)

17' VENTURE SAILBOAT, slps 4, new tanbark sails, full batten main w/dbl reef lines, gd trlr, \$2,995.
JOHN BAINBRIDGE, Erie, PA, (814) 825-2002 days, (814) 796-6900 eves. (8)

25' MAC GREGOR, 1985.
MARTIN DEVINE, Brockton, MA, (508) 588-9167 (lv message) (7)

18' FREE OUTBOARD BOAT, great for work or pleasure.
JOHN WHEBLE, Kingston, MA, (617) 585-6962. (7)

WANTED, 6" JOINTER, any age, any cond, must be reasonable (cheap).
JOHN WHEBLE, Kingston, MA, (617) 585-6962. (7)

LEEBOARD FITTINGS. Newly designed castings used on the latest Adirondack Goodboats to mount a single board without significant obstruction of crew space. Adaptable to many other small boats w/up to 75-80 sq ft sail. Send for details.
MASON SMITH, HCR 01 Box 44, Long Lake, NY 12847. (7)

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. (8)

WANT TO BUILD A CANOE? I will be happy to loan a 16' canoe mould to someone interested in building a wood/canvas canoe. Mould built by Ed Sturges of Charlotte, VT and used to produce numerous canoes incl one I just pulled off for myself.
DUNCAN CAMPBELL, Woodford Rd., Bennington, VT 05201. (8)

CANOE SAIL RIG. Old Town, new, virtually unused, compl. Aluminum spars, dacron sail, mahogany leeboards and tip-up rudder, round-the-boat steering line. Incl fwd seat w/blt-in mast partner, step, SS rudder gudgeons and halyard block. \$550.

MASON SMITH, HCR 01 Box 44, Long Lake, NY 12847. (7)

18'9" PETREL C/B SLOOP, meticulously blt in '40's by owner who died 1990. LWL 14'5", beam 6'11", sail area ca 200 sq ft. Exc cond, nds cosmetic attention. Trlr w/2 new tires & mast ext incl. Located Chautauqua Lake, NY. \$2,800.

BYRON MC CULLOH, Pittsburgh, PA, (412) 371-3880. (7)

14' WHITEHALL PULLING BOAT, wooden, blt by Wash. Co. VoTech. Well maintained, mahogany seats & trim, w/new Cox trlr. \$2,200. Best offers cons.

MICHAEL KELSO, 70 Brave Boat Harbor Rd., Kittery Pt., ME 03905, (207) 439-4635. (8)

DRASCOMBE LUGGER, West System blt by East-West Boats, w/ new 5hp Honda, trlr & gear, ready to go, \$5,500. Best offers cons.

MICHAEL KELSO, 70 Brave Boat Harbor Rd., Kittery Pt., ME 03905, (207) 439-4635. (8)

17' CHRIS CRAFT MAHOGANY RUNABOUT, 1947. Runabout, not a BARRELBACK, nor utility model. Complete with original "K" engine, drive train, controls, most of the chrome fittings in excellent shape, some instruments. Topsides have been refastened. Bottom was professionally fiberglassed, but needs some replanking in forefoot. No interior, seats, etc. New deck needed, mahogany planking planed to correct thickness is included. This is a project, but most everything included. \$2,000 firm, as is where is and I will not part it out. No trailer, delivery can be arranged.

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

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)

OUTBOARDS. 3.5hp Sprint long shaft w/ int tank, \$250. 3hp Honda reg shaft w/ int tank, \$400. Best offers cons.

MICHAEL KELSO, 70 Brave Boat Harbor Rd., Kittery Pt., ME 03905, (207) 439-4635. (8)

26'7" JULLIEN RACE TRAINER, 1987 single scull, 40 lbs. Exc cond w/UV resistant cover & transport rack. Asking \$1,500.

DAVE HINSMAN, 67 Algonquin Park Dr., Plattsburgh, NY 12901, (518) 561-7386. (8)

14' PENN YAN RUNABOUT, exc cond, wood/canvas w/mahogany deck. Two owners since 1954. Incl newer 3hp Sears O.B., trlr, cover, cushions, etc. Asking \$1,695, first to see will buy.
STEVE BLAZEJEWSKI, Adams, MA, (413) 743-5900. (8)

MIRROR DINGHY, cat or sloop rig sail, row, motor. In gd shp on Sears trlr. \$795.

JOHN BAINBRIDGE, Erie, PA, (814) 825-2002 days, (814) 796-6900 eves. (8)

O'DAY SPRITE DINGHY, cat or sloop rig sail, row, motor. New trlr. \$995.

JOHN BAINBRIDGE, Erie, PA, (814) 825-2002 days, (814) 796-6900 eves. (8)

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

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

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

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

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

ALDEN SCHOONER PRINTS. Limited number of prints of John Alden's finest schooner, "Mandoo". 21"x15-3/4" plus margins. Original oil by well known British naval artist Leslie A. Wilcox. \$25 each.

INGA WILMERDING, Suite 237, Red Hook Plaza, St. Thomas, VI 00802.

WANTED, 14' WOOD CANVAS CANOE, any make, any model, any condition, but reasonably priced.

RALPH NOTARISTEFANO, 3 Jay Ct., Northport, NY 11768, (516) 757-3087. (7)

20' MAST W/BOOM, roller furl jib, SS rigging, w/extras. Send SSAE.
DUKE DUQUET, P.O. Box 823, Solomons, MD 20688. (7)

STAINLESS BEER KEG, welded rings each end, \$5.

JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206. (7)

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)

16' OLD TOWN CANOE, 1988 Discover model, in like new cond, red hull w/cane seats. Cost new abt \$600, will sell for \$395.

JOHN BAINBRIDGE, Erie, PA, (814) 825-2002 days, (814) 796-6900 eves. (8)

"MAVERICKS IN PARADISE" by Fritz Seyfarth. Sixteen stories about Caribbean rascals, renegades, adventurers and thieves. Soft cover, \$6 postpaid. Free list of other Caribbean cruising books.
SPANISH MAIN PRESS, Red Hook Plaza #237, St. Thomas, VI 00802.

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

RALPH JOHNSON, Pert Lowell Co. Inc., Lanes End, Newbury, MA 01951, (508) 462-7409. (TF)

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)

SEA SKIFF TEE SHIRTS & HATS ARE HERE. Sizes S,M,L,XL. \$12 per shirt, \$6 per hat, ppd.

SEA SKIFFS INC., 7980 Market St., Wilmington, NC 28405, (919) 686-4356. (TFP)

"ADIRONDACK GOODBOAT" KITS. Build the "Adirondack Goodboat" yourself with our kit of constant camber hull panels and all the parts, with complete instructions. Minimum tools and space needed, no building jig required. Boat can be put together in one to three days and finished at your leisure, saving thousands. The "Adirondack Goodboat" is a rowing/sailing boat of 17'x43", 105 pounds. Send for info and prices.

MASON SMITH, AGB, Box 44, North Point Rd., Long Lake, NY 12847, (518) 624-6398. (TFP)

14 CATAMARAN, Piver V14 design, sloop rigged. Work needed? Naturally. Abt 10-15 hrs semi-skilled, plus painting. Rigging worth more than asking price. Sails \$125, boat free to reliable non-smoker.

CHRIS FABISAZAK, Tiverton, RI, (401) 423-1285. (8)

CELEBRITY C-517, wooden hull, fully rigged, gd cond. All acc. \$2,500.

STEVE HAMMELL, Philadelphia PA, (215) 387-0370 eves. (7P)

RECENT TRADE-INS. Sunfish, Apollo, Catboat, Typhoon, 2 Compac 16's & 10'-12'-14' canoes.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (7)

V.C.P.SKERRAY SEA KAYAK, expedition equipped, 6 mos. old, exc cond, Chimp pump, rudder. Green & white. Cost over \$2,000, price \$1,300 firm.

JOHN MAHONEY, Neptune, NJ, (908) 988-3211. (8)

WANTED: Mass Dragonfly double rowing shell. Will transport.

IAN WILLIAMS, Groton, CT, (203) 535-3382. (8)

20' FANTAIL LAUNCH, 1985. Traditional construction. Solid workboat w/-w/o antique engine and trlr. \$3,500 compl.

JAY HOAGLAND, W. Rockport, ME, (207) 596-0786. (8)

SALE OR SWAP: Two-piece Scuba diving wet suit (neoprene) sized for large male (42"-44" chest, 5'10"-6' ht). Used 6 times. \$60 or part trade for long shift OB, 7-12-9hp.

BOB REIBEL, 99 Mt. Airy Rd., Croton-on-Hudson, NY 10520. (8)

18' We-NO-NAH CANOE, great kevlar Jensen racing canoe. 28 lbs, "whale tail" stern, used 1 season for training and racing. Exc cond, \$995.

RICK PAULEY, Suttons Bay, MI, (616) 271-6000. (8)

ALBERG 22 SLOOP, 1970 full keel fiberglass hull, teak trim, 4 berths, 4 sails, jiffy reefing, 7.5 long shift Merc OB, porta-potti, compass, misc equipment, trlr w/ext. \$6,500 or make offer.

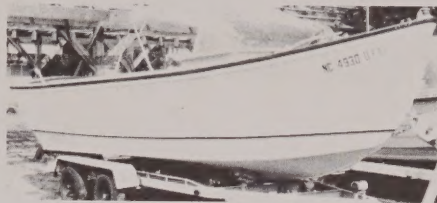
RICK PAULEY, Suttons Bay, MI, (616) 271-6000. (8)

SUNFISH \$750. Galv trlr \$250.

CHUCK SIFERD, Lima, OH, (419) 224-2010. (8)

SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy and fast with low power; light, simple plywood lapstrake construction. Detailed plans and directions, no lofting.

SEA SKIFF 18: Featured in SBJ #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30.



SEA SKIFF 20: The big offshore fisherman. 19'4"x7'6"x10" draft; 50-70hp. Plans \$45. Information on both \$1.

NEW HANOVER COUNTY MUSEUM FOUNDATION, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

WEST WIGHT POTTER SLOOP, Type C blt in West Wight, England by Ring Marine. FG constr, much more seaworthy than U.S. version. Wooden spars, gaff, gunter rigged. Call for better description.

JOHN BAINBRIDGE, Erie, PA, (814) 825-2002 days, (814) 796-6900 eves. (8)

14' HOBIE CATAMARAN, white hulls, red, white and blue sail. Hdwre & rigging in exc cond. No trlr but easily disassembles for transp in small pickup. Located eastern MA, delivery within 200 mi negotiable w/purchase. \$850 firm. CLIVE SPEDDING, Hudson, NH, (603) 595-2010. (8)

"BIRDWATCHER" WANTED. Possibly interested in one unfinished or in need of repair, or other similar 18'-24' CB pocket cruiser. Also plans, mainsail 26'-32', 8'-12' boom.

DUNCAN SANDERSON, 2050 Mayfield, Apt. 57, Laval, Quebec H7T 1K5, Canada, (514) 686-9076. (8)

Invest \$10 now and you'll stick with us forever.



Our trial kit: 12 ounces of resin and hardener, fiberglass cloth, brushes, measuring cups, fillers, roller cover, squeegee, gloves and The Epoxy Book.

Send us \$10 and we'll send you our System Three Epoxy Trial Kit.

If you try us, you'll like us. And we don't think you'll leave us.

Our top quality product, backed by over 10 years of experience, is one reason. Our reasonable price is another. And our shipping policy is a third.

Orders placed by noon Pacific time go out the same day delivered

right to you. And since we prepay the freight on orders of \$75 or more, we're as good as next door. So it comes down to this:

You can pay a lot more for the other name brand epoxy resin but you can't buy a better product or get better service and technical support.



5 Full Gals. vs 4.35 Gals.

Can you spot the difference between sticking and getting stuck? System Three gives you more and charges you less.

Just send us \$10 for your System Three Trial Kit. Better still, call our toll-free order desk at 800-333-5514 and use your bank card.

Yes, I want a great epoxy at a great trial price. I've enclosed \$10.00. Send me your Trial Kit along with my copy of *The Epoxy Book*.

Name _____
Address _____
City _____
State _____ Zip _____
Phone (____) _____

System Three Resins,
P.O. Box 70436,
Seattle, WA 98107.
(206) 782-7976

SYSTEMTHREE



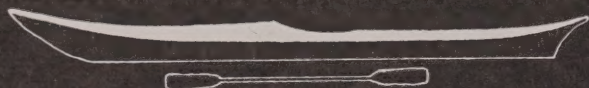
messing about in BOATS

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

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

ADDRESS CORRECTION
REQUESTED

SOUTHERN EXPOSURE SEA KAYAKS



BAIDARKA EXPLORER • ORION • NAIAD
IONA • ICEFLOE • DAWN TREADER ODIN
FEATHERCRAFT • VISION PADDLE SKI
V.C.P. • AQUATERRA • HYDRA • LENDAL

Extensive Selection of Paddling Accessories
"WE SHIP ANYWHERE"
Dealer Inquiries Invited

407-546-1261 P.O. Box 4530 Tequesta, FL 33469-9530
207-781-3051 P.O. Box 6045 Falmouth, ME 04105

TO

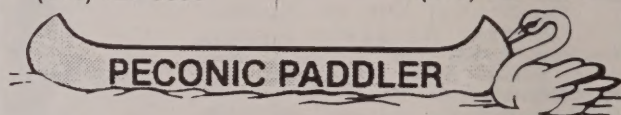
PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

IX-7

SPRINGFIELD FAN CENTERBOARD COMPANY
20 TREETOP AVE. SPFLD. MA. 01118
FOLDING CENTERBOARDS - DROP RUDDERS SMALL BLOCKS SAILING HARDWARE
413 793 5599 EVENINGS

(516) 727-9895

(516) 727-3060



PECONIC PADDLER

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!

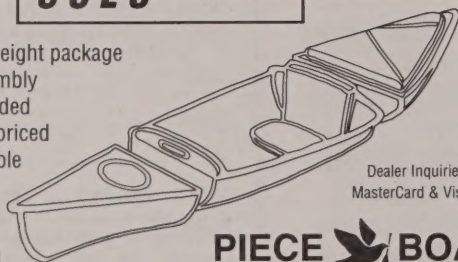
89 Peconic Avenue, Riverhead, New York 11901

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

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



NEW & USED

Rte 8, Grove Street
Adams, Ma 413-743-5900
Tues - Sat 10-5, Thurs til 8

Berkshire Outfitters