

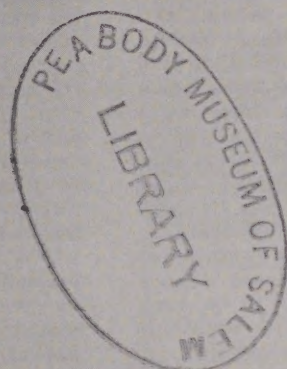


messing about in BOATS

Twice a Month!

Volume 9 - Number 8

September 1, 1991





messing about in BOATS

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

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



Our Next Issue...

Brings the return of Tom with a new tale of his summer vacation cruise on the Maine coast in his VERY tired Townie, "Flight of the Damn Foole"; Doug Goldhirsch's chronicle of the "Cruise of the Catboat "Grayling" concludes; and Chuck Wright tells us about the "Hokey Poge Paddle", a kayaking trip on Casco Bay. I'll have a report on the L.L. Bean Sea Kayak Symposium at Castine, Maine; and we should have a report on the Blackburn Challenge also. The 8th in the "Bolger on Design" series will feature a 13' canoe; I'll bring you my impressions of John Bolduc's new 19'x16" ocean racing kayak; and Muriel Short details the new expanded "Super Pelican" day-sailer/weekender. R.R. Hook's story on restoring an Old Town dinghy, "Resurrection of a Classic" should finally make our pages, and we'll have Chuck Sutherland's explanation of his new simplified small boating "Nav-Aid" device.

On the Cover...

A traditional canoe under sail on St. Regis Lake in the Adirondacks at the annual Assembly of the Wooden Canoe Heritage Association. The full story on this gathering is featured in this issue.

Commentary

**BOB
HICKS**

Canoeing is a major way of messing about in boats, and goes back over 100 years as a form of outdoor recreation. Its heyday was at the turn of the century when thousands of canoes were mass produced in factories yearly and canoe liveries had fleets of hundreds available for Sunday rentals in urban areas, and lakes and ponds were filled with summertime vacationers afloat. The allure lingers on and today canoeing is still a popular form of boating. While the macho side of the game goes for the white water or the marathon flatwater racing, most people just go paddling, and the majority have little or no involvement with any sort of organized canoeing. There's a lake or stream somewhere with a canoe to be paddled, that's it.

My own paddling is in a sea kayak, using a double paddle, and as a late starter in life at paddle sport I am happy enough with this way to go and have not undertaken to do any single paddle canoeing. I do attend a few canoeing events each year, such as the L.L. Bean Symposium last June covered in the July 15th issue, and the Wooden Canoe Heritage Association gathering in July reported on in this issue. I find the traditional canoes and the people involved to be very appealing, the boats are beautiful and their owners devoted to them. The more commercial modern canoes are like my sea kayak, more for the using than for having a love affair with, and so they don't grab me the same way. I just prefer to paddle the kayak, that's all.

The heritage of the traditional canoe provides the essence of their appeal to me. The realization that a simple birchbark canoe made entirely from indigenous materials with stone age tools, prior to the arrival of the Europeans in North America, could provide such breathtaking mobility to the native population has captured my imagination. The evolution of this for utilitarian purposes by the French settlers chiefly, has the attraction that utility always seems to create for me, I've always liked tractors and trucks more than cars. The fact that one can build a traditional canoe of wood and canvas, while not a simple task, but nevertheless a possible one, furthers the mystique. And the resulting creation of such efforts, be it a restoration or a modern replica, is indeed a beautiful small boat.

When the British influence was imported after the Civil War and finely made all-wood, sometimes decked, canoes became available, a new set of lovely boats was creat-

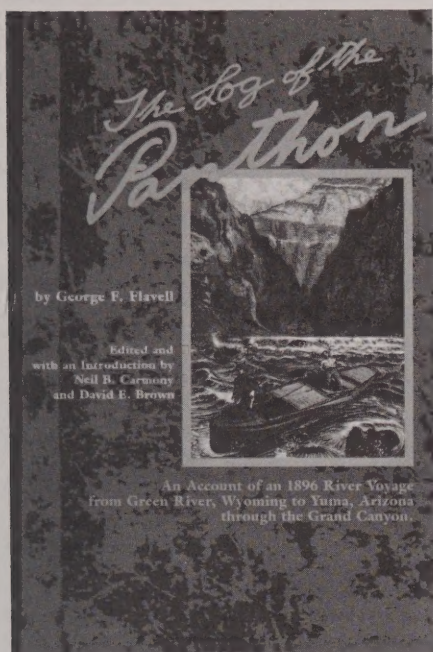
ed, miniature yachts, some of very complex nature, with two sails, lots of strings to pull, and fine furniture finish. These are still small boats, and as yachts go, still very affordable craft. In their time they were the playthings of the wealthy, differing markedly from what the British referred to as the "Canadian" canoe, the wood/canvas indigenous versions that developed from the birch bark.

So, while I prefer to paddle my sea kayak, I still find the traditional canoes very appealing and never tire of looking at them and learning more about their history and the men who made them so significant a part of our small boating in this country. I also enjoy attending the illustrated lectures that serious canoeists present of expeditions they have undertaken, the historic precedent for these was based on the canoe being the only practical craft for the job. Today the expeditioner flies into a remote area at great expense with all his gear and canoe to try to relive the experience. Not the same, but given today's time restraints on many lives, the only way it can be attempted.

I mentioned the allure this "expedition" notion seems to exert on people who become interested in canoeing when I discussed how the workshops at the L.L. Bean Symposium in June that were devoted to this subject attracted the largest attendance. I concluded that most of the people taking it all in will never go on such a major expedition, but the contemplation of it seems to be irresistible. For most canoeists, I'd guess that "expeditions" would be of modest scale within reasonable reach on waters providing some semblance of the experience without the expense involved of trying to get to the outback for a nearer replication of the real thing.

Those who choose to be involved in the restoration or building of a traditional canoe can more closely experience the real thing, in that they can use traditional tools and methods, as well as materials, to create this beautiful boat which they can then put into the water and paddle nearby, obtaining their satisfaction from the creative act rather than from adventuring. I more closely identify with this approach, and were it not for my already large array of unfinished projects involving other sorts of traditional small craft, I'd probably get drawn into trying to build or restore a traditional canoe. Then I'd have to learn to use that single paddle, wouldn't I.

BOOK REVIEW



"THE LOG OF THE PANTHON"

George Flavell
Pruett Publishing, Boulder, CO,
1987

The "Panthon" was a 15-1/2' flat bottomed rowboat built by a man named George Flavell for the purpose of running the Grand Canyon on the Colorado River back just before the turn of the century. "The Log of the Panthon" is Flavell's day to day diary of the trip, written enroute, and subsequently sequestered for a half century by family amongst his papers after his death. Unearthed in the late '40's by a "river rat" researching Colorado River history, it again disappeared for another thirty years as part of an unpublished "history" written by this man. It was finally brought forth from amongst this man's papers and published in 1987.

You'll enjoy this book if you like unvarnished reality in small boating. Flavell and a partner decided to run the Colorado to see what it was like in the Grand Canyon (and hundreds of miles of lesser canyons enroute), do some hunting and fishing, and prospect for possible gold embedded in the strata exposed by the river cutting its mile deep gorges through the southwest. Flavell was an acute observer of the passing scene and an experienced small boat man, having built a 30' sailboat for earlier use on the lower Colorado and the Sea of Cortez. But, his chronicle of the adventure is free of melodrama, at times it is simply an accounting of how many rapids were run successfully that day, no thrills, no chills, no frights.

When Flavell and Ramon Montez made their trip in 1896, they had been preceded successful-

ly only by a government survey effort in 1869 led by a Major Powell, who charted and named most of the area enroute. Later a proposed scheme to run a water level railroad through the Grand Canyon to haul coal from Colorado to southern California came to a disastrous end with several fatalities. The difference was in the boats. The earlier efforts used long 20' round bottom craft, while Flavell built his as a little 15-1/2' flat bottom skiff. This latter, with a high freeboard, proved ideal for the task. It was built very heavily, shod with iron rubbing straps on the bottom, and was easily repaired enroute. Despite running hundreds of major league rapids, Flavell's boat never capsized, and only a half-dozen of the worst rapids were lined or portaged past.

No fame or fortune resulted from this pioneering adventure, and within four years Flavell was dead from mysterious causes while in Mexico. Montez was never heard from again after parting with Flavell at the conclusion of the

great adventure. Reading Flavell's account clearly indicates that he was writing for posterity but he never followed through afterwards by publishing his log, and the log ended up with a niece in New Jersey after his death, sent to her as next of kin by the Mexican government. Now almost a century later we get the chance to read how it really was heading off down the mighty Colorado with its forbidding canyons and rapids in a small home-made wooden skiff, as Flavell was quoted by a reporter at the end of the trip, "for the adventure, to see what so few people have seen, to hunt and trap, and to examine the perpendicular walls of rock for gold."

"The Log of the Panthon" can probably be obtained for you by your library, as it is not available in bookstores. Our thanks to reader John Calkins for loaning us his copy, obtained by his son in Arizona who is a friend of one of the editors who rescued the "Log" from obscurity.

Review by Bob Hicks

**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 •

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

BAY VIEW BOOKS
595 Fireplace Road
East Hampton, NY 11937

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

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

CARPE YOUR DIEMS

I found myself shaking my head sadly as I read your commentary of July 1st. "He is caught in the 'Someday Trap,' I muttered, "luckily only the first stage. He can still escape."

Here's the way it works: Yearnings, hopes, wistful longings culminate in plans tentative. The imagination runs mad with "How much fun it would be...sailing on the Sea of Cortez...etc." But not quite now because of this and that and drawbacks. All goes on temporary, strictly temporary, hold. The first stage of the "Someday Trap" has pleasant moments as dreams swell and color.

Then the second and permanent stage of the Trap snaps shut. Inexplicably you've passed 70 and old age has crept into your weakened body. Arthritis decreases mobility and the golf handicap explodes from a respectable 9 to a duffer's 25. Cancer quietly infiltrates and retreats, we hope, with surgery and radiation or chemo. Finally angina and the "old ticker" let's you down.

Nothing brings reality quicker than stays in the hospital ICU followed by time in the wards. So, Bob, escape now or do it never! Good luck!

Earl Goodale, Milton, NH.

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.

THE ALDEN

Row anywhere—anytime.

Call for our free brochure.

(800) 477-1507

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

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 427632 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

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

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL



PADDLESPOUT PICTURE BOOK

I'm undertaking the publication of a large format book which will feature color photos depicting various moods experienced while engaged in paddle sports such as canoeing, sea kayaking, rafting and whitewater kayaking. I'm interested in having slides submitted to me for possible inclusion in this book. Those selected will share in the subsequent profits earned by the book.

I also plan to highlight some of the better pictures in the "Moments" section of our new periodical, "Paddlesports". Those used in the magazine will be paid for on publication.

Slides submitted should be well exposed and composed. Duplicates of the originals should be submitted first, any selected for publication will then require the original to be sent in.

Will Nordby, 5 Carmel Dr., Novato, CA 94945.

LOW COST PLASTIC BOATBUILDING

I'm becoming interested in using low-cost plastic for building boats. I wonder if any readers have experimented with vinyl siding as used on houses, or Kydex (described for the "Oyster 20" in Dave Gerr's book, "Pocket Cruisers"). Use of these materials could reduce or eliminate use of epoxy, sanding and painting. Could they be used in lapstrake construction?

You've mentioned using "Tyvek" for sails and I wondered where I could find this?

Duncan Sanderson, 2050 Mayfield, Apt. #57, Laval, Quebec, Canada H7T K5, (514) 686-9076.

ED NOTE: "Tyvek" is a brand name for housewrap, a tough plastic fabric used beneath the exterior finish in new home construction. It is available at most building centers but often only in a 500' roll at considerable expense. Best source might be a friendly local building contractor who has some leftovers..

CLEANING THE BRONZE

In the July 1st issue, Keith Wilson inquired (on page 4) about cleaning up old bronze fittings from his Townie. Thirty years ago the easiest and cheapest way most readily available was to soak them over the winter in a well-known cola drink. It worked for me on bronze bullet blocks with "frozen" sheaves, and the "frozen adjusting nut and sliding jaw of a steel crescent wrench. Maybe this is too slow for some, and come spring, the drink might be ruined.

Andy Steever, Greenwich, CT.

HATES THE MAGAZINE

I hate your magazine. Every time an issue arrives I have to stop what I am doing and sit down and read it cover to cover. How do you expect me to get anything done? I am glad it does not come out weekly. So here is my renewal for another year.

Maurice Cady, Syracuse, NY.

SYNERGISTIC IMPROVEMENT

Just as a boat and her skipper synergistically improve with age, so do you and your fine publication. Thank you for keeping your focus small and simple like so many of our craft. As other magazines abandon their readers in favor of their advertisers, so have I abandoned them. Your style, however, keeps me aboard.

Wayne Donnelley, Waltham, MA.

OHIO RIVER BOATS

I recently discovered that my great-grandfather was a boat-builder. He built his boats on the Ohio River just south of Wheeling, West Virginia. I know very little about his boats except: 1) He never used plans. 2) The boats were heavy. 3) He caulked the seams. 4) He built them circa 1900-1935. If any readers have any ideas on what type of boats these might have been I would like to hear.

Michael Rogers, P.O. Box 410026, San Francisco, CA 94141.

PRESTIGIOUS MESSING ABOUT

I feel impelled to report on the prestigious "messaging about in boats" that occurred at Mystic Seaport July 27-28, the "commuters" get-together. This was a trip on a Morgan/Vanderbilt budget. Four impeccable mahogany Chris Craft 1929 commuters were designed with a square and plumb bob and level in the days when spar varnish didn't cost \$15 a pint. They were beautiful!

But I was most caught up by a pulling boat with a solid couple aboard, the gentleman feathering his oars completely, but backwards! Try that in a shell and you go swimming first stroke.

Steve DuPont, Block Island, RI



KLEPPER MAGNET

I noticed the similarity in these two photos while glancing through an old issue of "Boats" when I ran across the enclosed. I took mine in the fog the day after

Strawbery Banke last year when we paddled out to an island in the entrance to Portsmouth (NH) harbor. Must be a Klepper magnet out there!

Hugh Horton, Detroit, MI.



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

CAPE ANN SMALL CRAFT

Portable,
Affordable Boats,
Trailers and Accessories

(508) 768-7411

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

Flying Colors Ltd.

468 THAMES ST NEWPORT, RI 02840

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

Sea Wing

SELF-RESCUE SAFETY SPONSORS

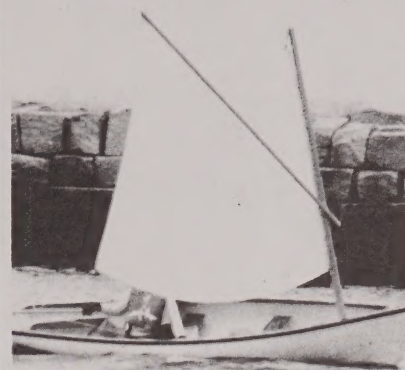
- PADDLE, TURN, and BRACE NORMALLY WITH MINIMAL DRAG
- Clip-on and Inflate FAST
- from WATER or COCKPIT

AVOID CAPSIZE OR AFTER
LEAVE ON UNTIL DANGER PASSES
Tow Sick Paddler, Swamped Kayak, STORM (SEA BRAKE sea anchor available), Sailing, Fishing, Snoozing...

Sealight

GEORGIAN BAY KAYAK LIMITED / PENETANGUISHENE, ONTARIO

6 FOLDING KAYAKS, from \$895



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



DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks

HUGH HORTON
SMALL BOATS

15175 HAMILTON
DETROIT, MICHIGAN 48203
(313) 868 7900

SECURITY BLANKET



MULTIPLE USE: Fast Re-entry,
Tow Sick Paddler, Swamped Kayak, STORM (SEA BRAKE sea anchor available), Sailing, Fishing, Snoozing...

Georgian Bay Kayak Ltd.

SS1, Site 7, Comp 19
Penetanguishene, ON Canada L0K 1P0
(705) 549-3722



Piccolos and Ransomania

There was an article in an issue of the Brunswick (Maine) "Times Record" sub-titled, "Jack Gates is off to England for Arthur Ransome gathering."

I read the piece eagerly. Then I went to a very old scrapbook. There I found a card, bordered with illustrations from the books of the writer of the "Swallows & Amazons" stories, written and signed by him to me in his own fair hand; "Best wishes for fair winds. Arthur Ransome." It was undated, but he wished me luck for my stay in hospital and with my upcoming entrance exams for the Royal Navy College. So it must have been written in 1939.

Gates, "Barnaby" and Anderson, front to back, with the Piccolo.



His books, for those who aren't familiar with them, are about young peoples' adventurous sailing on the waters of England's Lake District, Norfolk Broads, and occasionally further afield. The characters; boats, youngsters and grown ups ("natives" as seen by the children) were drawn from real life. One of the erstwhile children, Bridgit Sanders, recently launched an appeal to restore another of the characters, one of the stories' boats. Jack Gates, among contributors worldwide, donated funds. The encouraging response to the appeal, coinciding with the centenary of Ransome's birth, led to the formation of a nine-strong steering committee for an Arthur Ransome Society; and Jack, afflicted as he is with a terminal case of Ransomania, has corresponded with all of them.

Small wonder then, that when I called and offered him the loan of that half-century old piece of memorabilia to share with his fellow Ransomaniacs, he accepted with alacrity and gratitude. Time was short, Jack was flying out in two day's time. So a hurried arrangement was effected whereby I could both deliver the goods in person and, at the same time, be privy to a rather special launching, of, until some hours later, I knew not what.

Known locally as Burnett Bay, there's a shingle-fronted cove off Flying Point Road on the way to Wolf Neck Park near Freeport. As I drew up, there was no doubt in my mind that I had come to the right place. Where else would one expect to see Betty Hadden (late of the Rockport Apprenticeship); master craftsman Dave Foster; or wooden

boat builders Bob Miler, Rob Stevens and Alex Hadden; plus a small knot of dedicated wooden boat nuts? And to complete this picture, there were two (one brand spanking new and the other not quite) examples of the Bob Baker designed 12'8" "common man's yacht", cedar on ash "Piccolo" sailing canoes, pawing at the seaweed, raring to go.

One was the 14 year old "Magic Piccolo", property of Mozart-loving Jack Gates; and the other, the yet-to-be-launched "Mudlark", property of Bowden Anderson, a recent convert to the Ransome Credo.

The "Piccolo" is dissimilar to the boats in Ransome's books, but she has offered Jack the opportunity to do, as he says, what those books have taught him he wants to do with the rest of his life. This (his life) is now so structured that he works from 1700 to midnight as circulation assistant at the Bowdoin College library and freelance book indexer, and then has the daylight hours to himself.

Thus, in the four years that he has owned "Magic Piccolo", Jack has put out in her on some 600 (six-hundred) occasions, never without his Kerry Blue terrier, "Barnaby"; and despite the craft's miniscule 30" beam, has not capsized once.

These have been the happiest four years of his life, he says. He rediscovered Ransome's books, and was thus prompted to have his own boat built, and has been exploring the Casco Bay Islands under 25 square feet of main and 7 square feet of mizzen, along with a kayak double paddle, ever since, and in

all seasons of the year. If he should ever run out of water, a carrying yoke enables him to carry the boat's 50 pounds over his shoulders with ease.

"Magic Piccolo" was built for Jack by Bob Miller and Rob Stevens under the corporate name of "Merry-meeting Boatbuilders" out of Woolwich, Maine. That, as reported, was four years ago. "Mudlark" was completed late in the winter of 1990 by "(Alex) Hadden and (the same Rob) Stevens, Boatbuilders" in their shop at 65 Main St. in Topsham.

These two craftsmen are experienced in building all types of traditional craft from the "Piccolo" to sawn-frame schooners, and will perform major or minor repairs at their shop or on site. In the spring 1990 issue of "The Apprentice", that stunning journal of the Rockport 'shop, Alex Hadden writes of his 18 month struggle to build a 25' "diamond bottomed" Charles Mower designed "Sea Bird" yawl hull to match the spars and hardware acquired from another whose hull had long ago been consigned to the woodstove.

The resulting "Ida Rose", a larger version of which, Harry Pigeon's "Islander", completed a circumnavigation in the early '20's, was finished on deadline. She is still unsold, but meanwhile affords her builder many hours of pleasurable sailing. The great sheer of her chine, explains Alex, gives her tremendous buoyancy along with a fine and easy entry, thus enabling her to ride over seas which would normally come aboard a similar size (25') round-bottomed boat.

But, back to a lowering and leaden-skied afternoon at Burnett's Bay where Alex's and Rob's latest creation, "Mudlark", sat waiting impatiently on the foreshore for the word "go". Owner Bowdoin Anderson cracked the bottle of bubbly over the frail looking stem and that, of course, was the signal for the heavens to open. It really bucketed down. thunder crashed deafeningly and the lightning was blinding. Assembled well-wishers scooted to their cars while a drenched and indomitable Jack went from window to window offering celebratory champagne and christening cake. His duty done, he eased his slight frame into the passenger seat beside me and tried to light his soggy pipe.

"Did you know," he asked, finally giving up on the pipe, "that Arthur Ransome once beat Lenin at chess?"

I confessed that I did not.

"Yes," he went on, "he was a journalist, you see. And, by the way, while in Russia, he took Trotsky's secretary for his second wife."

He extracted a book from beneath his sodden smock.

"This is fascinating," he said, "Arthur Ransome and Captain Flint's Trunk" by Christina Hardymont. Shes tracked down every rock, cave and cove in the Broads and Lake District mentioned in the books. Got pictures too from the Ransome Museum. Lend it to you when I get back from England."

He referred briefly to each of the twelve titles in the series, all of which he'd read half a dozen times and, it seemed, knew by heart.

"You should get the biography," he went on to advise, "by Hugh Brogan. Jonathanm Cape. 1984."

The buffeting of the wind on the small car's frame ceased ab-

ruptly, as if at the turn of a switch.

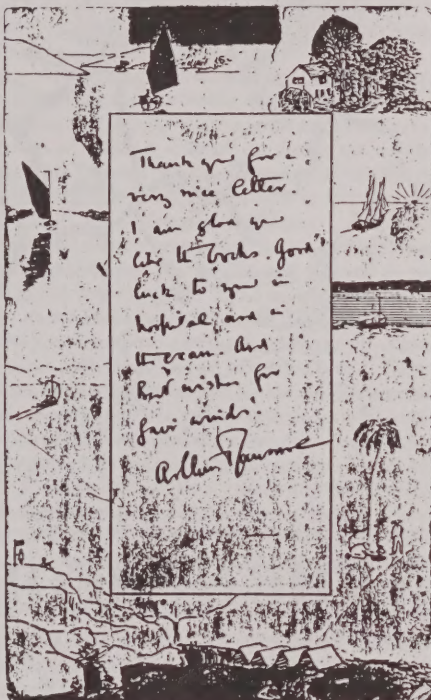
"Ah," said Jack, opening the door. "Storm's passed. Let's get on with the launching."

After four years, Bowdoin Anderson had succumbed to the cajoling of his friend Jack Gates and was on the threshold of discovering for himself the delights of Arthur Ransome's "Secret Water", "Coot Club", and even, perhaps, "We Didn't Mean to Go to Sea".

As we on shore gazed after them, the two little Piccolos dwindled into dots as they sailed bravely out into Casco Bay; their skippers, two young-at-heart dreamers in search of John and Susan and Titty and Roger, sailing forever in their good ship "Swallow".

Story & Photos by Mike Badham.

Builder Stevens ponders "Swallows & Amazons" on the shore of Casco Bay.



The Adirondack Guide-boat

by the

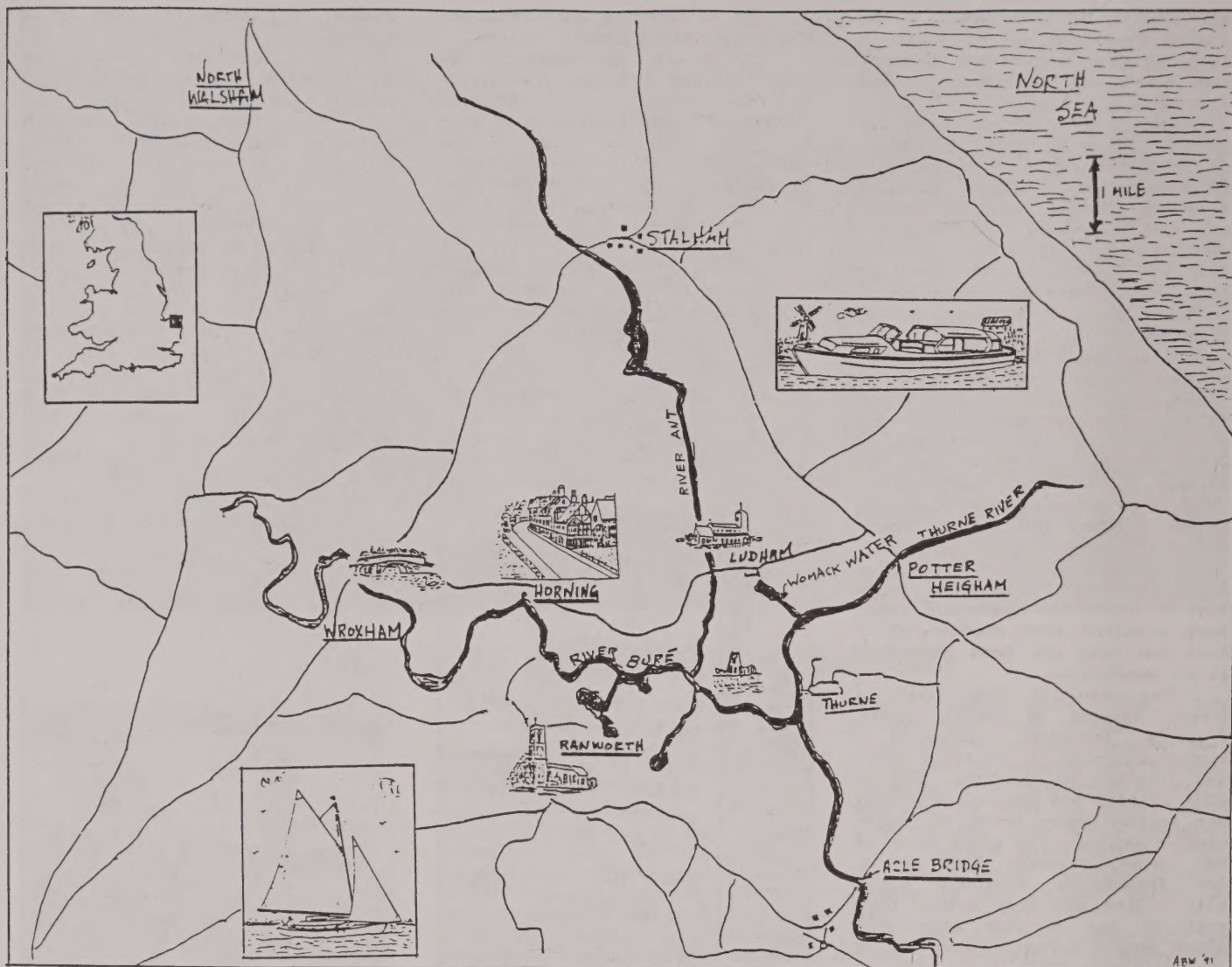
Indian Point Guideboat Company

732 Midland Avenue, Midland, PA 15059

412-643 / 5457

Gardner Callanen, boatbuilder

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



A CRUISE ON THE NORFOLK BROADS

Some of the most fascinating accounts of "Messing About in Boats" can be found in a series of books by Arthur Ransome, an Englishman and news reporter who, in the 1930's, turned to writing books for children. His books, for the most part, are about two sets of children, none over the age of about fourteen. One set are from a city, presumably London, who vacation in the Lake District of England, learn to sail in small boats there, and have many adventures on the lakes. Members of the other group are for the most part natives of Norfolk County, specifically the village of Horning on the River Bure, a major artery of the Norfolk Broads. The Norfolk Broads consists of some 46 lakes, or broads, interconnected by rivers and short canals called dykes. Fourteen of the broads are open for public boating. The broads were formed by the mining of peat before the use of coal was begun. The rivers are narrow and the broads are small enough that even in relatively high winds the wave action is mild. In the northern part the tide is only about a foot. The Norfolk Broads is a very popular spot for English families who enjoy the water and boats. There are hundreds of boats, both sail and power, available for hire.

While the geography described in the "Lake Series" is veiled with fictional names and somewhat skewed, the settings in the

"Norfolk Broads Series" are accurate in considerable detail. Just as appealing as the text are pen and ink sketches by the author spread liberally throughout the books.

Altogether, Arthur Ransome published at least a dozen books involving these two sets of children and boats in the 1930's and early 1940's. His books were an immediate success and publication of each was eagerly awaited by children in England. However, adults have found these stories fascinating, and reprints of Arthur Ransome's books are readily available in both the U.S. and the United Kingdom. I discovered these books five or six years ago. I have visited the Lake District several times but until recently never had the opportunity to visit the Norfolk Broads.

When United Airlines announced in the middle of March their new service between Washington, DC and London Heathrow with irresistibly low round trip fares, we immediately booked space on a flight leaving Washington April 4, returning a week later.

Although it seemed early in the year to consider chartering a boat, we thought it would be worthwhile to explore the Norfolk Broads by car and identify some of the places described in Arthur Ransome's books. We packed our rainwear, sweaters, and boat shoes, and made a car reservation.

The flight to London was uneventful, and our car was ready when we arrived about nine o'clock in the morning, April 5. We drove directly to Horning, about 200 miles through a countryside of very green grass and blooming daffodils, where we were able to get a small double room at the Swan Inn, a hotel built in the 18th century on the edge of the River Bure, and cited and depicted many times in Mr. Ransome's books set in the Broads. One of the many nice things about the British Isles is the desire of the people to preserve their buildings so that the appearance of the villages and countryside have remained much the same through the years. Thus, scenes along the river in Horning were essentially as described and sketched by Mr. Ransome nearly sixty years ago.

The weather the next morning was in the low forties with the promise of going into the fifties, and after a hearty breakfast of kippers we were off to Wroxham, a town about three miles away by road where there are many hire-boat operations. We went directly to Porter and Haylett (boatbuilder and hire-fleet operator) to see if one of their handsome, smaller "Connoisseur" power cruisers was available. All of the 29-foot boats with accommodations for two were taken, but we were able to reserve for the following three days a 37-foot Deluxe 4 of the same type to be ready by 1:30 that after-

noon.

The boat was handsome, very well appointed, and appeared to be in virtually new condition. It was driven by a four cylinder British Leyland diesel engine that was mounted transversely in the aftermost stern and coupled to the propeller through a hydraulic system. Heat from the engine was stored in such a way that it could be regulated to keep the entire boat warm for hours after the engine had been turned off. This system also provided heat for the water system. The galley contained a four-burner butane stove with oven and a butane-powered refrigerator. Included also was a small color television set with a portable antenna that could be placed on deck or roof in the spot for best reception. There were two double cabins, each with a chemical toilet and shower compartment. The wheel and engine controls were in one corner of a spacious saloon covered by a rigid canopy which could be cranked toward the stern, not only to provide an open air cockpit, but to lower the profile of the boat to make it possible to pass under the low bridges found across some of the rivers in the Broads.

We returned to the Swan Hotel, checked out, went shopping at Roy's supermarket in Wroxham, and were ready to leave the dock by 2:30 after a short briefing on the operation of the boat systems. The personnel at Porter and Haylett were most obliging and efficient. When they learned that my wife was anxious to watch the Grand National Steeplechase that was scheduled to be shown on television at 3:30, they graciously suggested that they move the boat out of the shadow of the metal shed where it was to another spot where reception was better and wait until the race was over before taking us through the Wroxham Bridge and turning us loose. After the race, one of the engineers took us and the boat through the bridge just downstream that is so low that it was necessary to retract the canopy and lower the windshield in order to pass through. Once we were through our "pilot" hopped off on the port bank, and we cranked the canopy in place as we proceeded downstream. The mechanism performed as it should, and presented no problem.

We moved down the River Bure at the posted speed - five mph in the congested areas and seven mph otherwise. The trip down river to Horning took about an hour and we thought it would be nice to tie up there for the night and explore the town more thoroughly than we had been able to do the previous evening, but the staithe (the Broads word for quay) was filled, so we continued on to the Ferry Inn about a mile or so beyond where there was plenty of space along the bank (rond, in Broads language) opposite the Inn. (Here it would have been nice to have a dinghy since there is no other way to cross to the Inn except by water. On the next

trip we will hire a sailing dinghy for added enjoyment and flexibility.)

The wind increased and it began to rain soon after we were moored, but there was considerable boat traffic until darkness set in. Hire-boats are not allowed to navigate on the Broads after dark.

We had an easy supper that included tomato-and-pepper soup, double Gloucester cheese with chives and green onions, and crusty brown bread.

Any apprehensions we had about the heating and hot water systems were soon dissipated as warm air continued to pour out of the vents and hot water was available for many hours after the engine had been turned off. Warm air and hot water were available in the morning after the engine had been run for about 15 minutes.

We were up the next morning by 6:30. The temperature was near freezing but we were comfortable soon after starting the engine. It was Sunday, and my wife thought it would be nice to go to services at the historic church in the village of Ranworth on the Malthouse Broad a few miles down river.

We got under way about 8:00 to allow plenty of time to get to the church, but when we arrived at the only staithe in or near Ranworth it was overfilled, owing, no doubt, to the fact that this Sunday was the last day of the Easter school holidays and Ranworth is the site of a boating and information center. We were offered a ride to the staithe by one of the rescue boats patrolling the broad, but elected to anchor (by lowering the "mud weight" very gently as we had been instructed) a short distance away and prepare an English breakfast of lean bacon, soft-boiled eggs, and fried bread. As we were preparing breakfast an incredible amount of activity began to take place, most of it in the form of children in sailing dinghys, some being instructed, others taking advantage of the 15-20 knot breeze over a relatively calm water surface to increase their sailing skills. There were feats of skill as well as spills and near collisions that kept us entertained until nearly lunch time when most went ashore. Although the temperature was less than fifty degrees, the children seemed impervious to the wet and cold.

We weighed anchor shortly after 11:00, proceeded down an almost uninhabited stretch of the river to the mouth of the Thursday River, and up the Thurne to the village of Potter Heigham. There were lots of boats of all sizes, both power and sail on the rivers that Sunday morning. On the Thurne, several sailboats passed us on a broad reach or going down wind. We found the countryside and wildlife very interesting. Marsh and shore birds, geese, and ducks were in abundance.

At Potter Heigham the opening under the bridge across the Thurne is so small that a pilot is required, so we reversed our course, went up the River Bure to a tributary called Womack Water which leads to the village of Ludham. We arrived at the public staithe just outside of the village in the early afternoon to find plenty of space for mooring. However to accommodate the most boats, mooring was required to be stern first. There were no pilings for help, the bow being held in place with the mud anchor after the stern had been made fast. With the help of two onlookers we were able, after several tries, to moor without damage. (The hire boats we saw were equipped with sturdy "bumper" rails and lots of fenders that tend to lower the incidence of damage when mooring in tight places.)

My wife went ashore to inspect the offerings of a small riverside shop and returned with postcards and candy bars. After a large lunch of smoked pepper mackerel on a bed of lettuce garnished with red and green pepper slices, we walked between showers to the village of Ludham where we found all the shops closed. On the edge of the village is a beautiful old church, which, for the sake of conservation, has turned its surrounding graveyard into a haven for birds, butterflies, and wildflowers by selective trimming of the grasses.

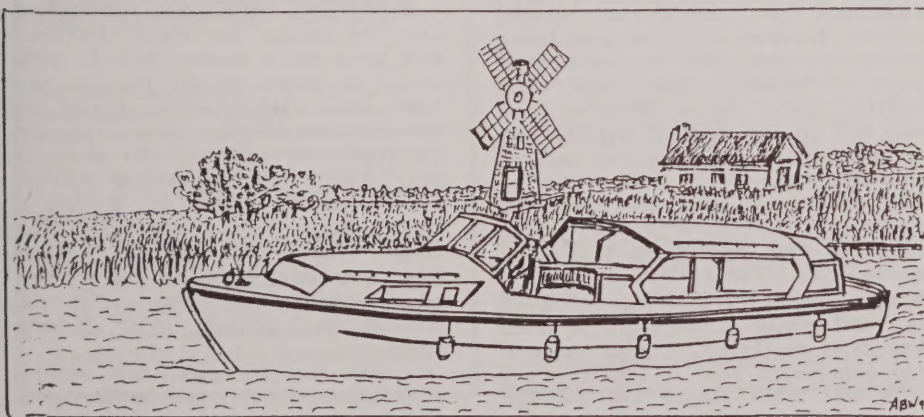
Monday, April 8 came clear and windless, with a temperature in the low 40's. After buying a few supplies in Ludham, and filling our water tank, we left the staithe about 10:00 o'clock, whereupon the wind began to rise and the sky began to cloud. We returned to the River Bure and motored downstream past the mouth of the Thurne River and down the Bure to the town of Acle, another village where several hire-boat operators are located.

We reversed our course at Acle with the idea of trying again to moor at Ranworth to look at the historic church and other sites of interest, including a conservation center. However, there was still no room at the staithe, so we proceeded on to Horning where we found room at the public staithe just below the Swan Inn about 2:00 PM. This gave us plenty of time to explore Horning after a late lunch. The weather was still cloudy and breezy, but not uncomfortable.

Tuesday morning the weather was clear and cool. We left Horning about 9:00 after tidying the boat. We had some apprehensions about "shooting" the Wroxham Bridge, but we followed the detailed, written directions provided by Porter and Haylett and had no trouble. My wife took the helm while I operated the sliding canopy and folding windshield.

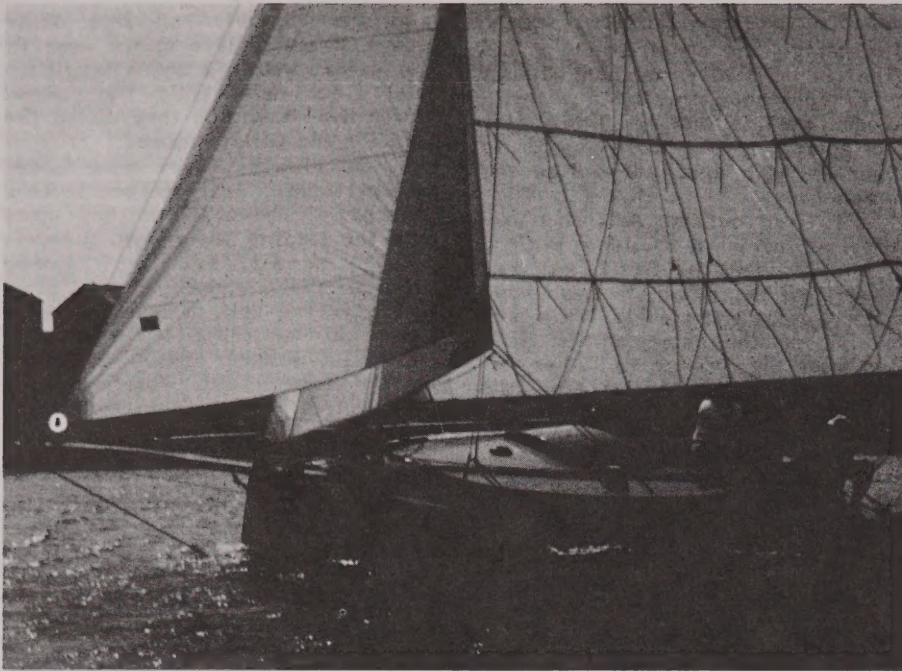
Thus ended a delightful three-day excursion in a most interesting part of the world. We were never bored. We read almost nothing in the books and magazines we took along — there was too much to see. We recommend the area, the activities, and Arthur Ransome's books to all who like to "mess about in boats".

by A. Bennett Wilson, Jr., Topping, VA





BLUE HERON KAYAKS
"Let us help you select the right kayak"
Sea Kayaks by: Gillies, Mariner, Northwest, Wilderness Systems
Paddles by: Lendal, Mitchell, Sawyer
Accessories by: Current Designs, Mariner, N*NE, NRS, Wilderness Systems
Hours by appointment
Lyne, CT 06371 (203) 434-7835



Cruise of the Catboat "Grayling"

By Douglas Goldhirsch

GOING HOME

An uneventful light air sail to Woods Hole to meet my crew for the trip south was completed in unremarkable but hot and sweaty fashion. I tied up in Eel Pond, and just had time to get some fresh ice and beer when Dave Bank strolled down the dock. It being about 3pm, and the draw bridge scheduled to open soon, we jumped into the boat and cast off. There was plenty of food and drink aboard, and leaving right away would enable us to make Cuttyhunk by nightfall.

The wind came up nicely and we flew through the Hole and headed south and west towards Cuttyhunk. "Grayling" slid happily along before an unseasonable but welcome northeasterly breeze. Having tucked in a reef along the way, we soon charged comfortably into Cuttyhunk harbor. After a brief beat around the crowded anchorage, we found a place to drop the hook in the shallows on the west side of the harbor. The sun was about to set and we headed to shore just before dark.

Realizing that we were about to embark on a bit of an open water journey, I decided that someone should know what we were up to. It was during this call to home that I learned of the passing of my friend Sidney Brill that morning.

SIDNEY BRILL

Sidney Brill was the father of a dear friend of mine, Peter Brill. But besides that, he and I had a very special relationship of our own. Sidney loved to sail and he was notoriously reckless about the way he did it. We did our sailing in Long Island's Great South Bay, sailing from our summer homes in Seaview on Fire Island. I grew up progressing from Sunfish to 16'

daysailer to 20' daysailer. Sidney and his family adventured in a 19' Rhodes Mariner.

It was in late October, 1980, that I was headed up to Cape Cod to do an apprenticeship in wooden boat construction. I was to leave on Monday, but this Sunday morning in October was my last chance to get my little Celebrity class sloop over to the mainland to be hauled for the winter. If I didn't do it myself that day, it would cost me \$50 to have the yard pick it up later.

But the elements were against me as there was a 30 knot cold northwester kicking up the bay into froth. This was no weather to be out in a daysailer. Even if I had wanted to go, there was no way I could have gotten out of the long narrow north-facing marina entrance from where I had to depart. I was about resigned to leaving the boat and shelling out the bucks when I mentioned my dilemma to Sidney.

Sidney, with very little hesitation, suggested that he could go across with me. He would tow me out of the marina as his boat had a motor. We would sail over together and then return in his boat to the island. I asked if he was serious. His wife gave him an evil look born of consternation. He'd been having heart valve troubles and was not in the best of health, but he was serious about going sailing in this gale.

So we set out. He towed me out while I set sail. I cast off the tow line and let the sails fill towards our destination. What a wind! It was unrelenting and gusty, and while I was able to keep her from capsizing, I soon came to the conclusion that if I carried all this sail much longer I'd lose the

rig. So I rounded up briefly in order to strike the main, and set off once again under just the tiny working jib. I don't mind telling you that I made very good time under this much reduced sail plan. I beat Sidney across, and he was motoring.

But upon reaching the Sayville jetties it became evident that I couldn't do the windward work necessary to get my little sloop safely to the dock. The only way I could beat to windward was to put the mainsail back on (God forbid I should ask for a tow!) and so I did. I tacked, raised the main, and tacked again, headed toward land.

The water on the north side of the bay was relatively calm (being in the lee of the land) but the wind was not diminished at all. As I stood in towards the stone jetties, sailing hard on the wind, a gust pushed her over. Everything seemed to go in slow motion. I let the main sheet go but the boom was in the water. I reached for the jib sheet but by the time I unclefted it, my little sloop was on her side, and I was in the water!

Oh boy! What an embarrassing situation. A passing clam digger saw my dilemma and came to my aid. He helped me right the boat and gave me a bucket to bail with while he towed me in. For the return trip with Sidney, I had to borrow some clothes from a guy at the boatyard. This was the one and only time I had capsized a boat of mine and it taught me a lesson many Fire Island mothers had taught their children for years: That you may do many fun things on Fire Island but that you should NEVER go sailing with Sidney Brill.

But we did make the return trip safely, Sidney and I. He was a

bit cold and sat in the cabin smoking his cigar while I sat outside shivering and insisting that I wasn't cold. We motorsailed letting the jib help us along and steady us in the beam seas. It was a relatively uneventful return trip, but what a day!

Ever since that day, Sidney and I were very close. He always took a keen interest in what I was up to. He loved the pretty little wooden daysailer which followed the fiberglass boat I had so rudely turned over that October day. And when I first showed up with my old "Grayling" his jaw dropped and I knew he really appreciated what this vessel meant to me.

He kept in touch with me during my years in naval architecture school, and after that while I was in the building business too. I was always flattered because Sidney would ask me my opinions and thoughts on various subjects and value them when given. I think Sidney was one of the first "adult" persons to accept me as an adult also. I guess we all have someone like Sidney in our lives. A fatherly type who, once you're grown, accepts you as an adult, even though he'd seen you grow from a child. Most adults don't do this very well, but with Sidney it was easy to think of him independently of the context in which we had been thrown together, with him as the father of a friend. Sidney and I developed a healthy and mutually respectful relationship all our own after that blustery day in 1980, and I considered him a close and valued friend.

It was sometime in 1988 that I learned that Sidney had cancer.

The family was trying to keep it quiet but those of us close to him got bits of information. He fought tooth and nail against the disease, trying every treatment known, and some unknown, and never once lost his sense of humor or will to live. He worked courageously to get closer to his family and continued to work and enjoy life as much as possible until the very end. It was evident to all who saw him in his last months that he was losing his battle.

And so it was that on July 30, 1990, after nearly two years of illness, that Sidney passed away. And I got the word that afternoon on Cuttyhunk. At a pay phone. After a thrilling run down Buzzards Bay.

My feelings were momentarily jumbled upon hearing this news. It was no surprise, but none-the-less it was shocking and sad news. My first thought was for my friend Peter and his family. I am close to them all and wanted to be there for them. I felt badly that I was away during those last difficult days. But before I could really get hold of these self-recriminating thoughts, a smile came to my face. After all, here I was on this tiny little island on my tiny little catboat, after some of the greatest adventures of my life, and with more terrific adventures to come. I smiled because Sidney would love this. If he was me at my age in this kind of situation, this is what he too would have been doing. He would love to be with me on this trip.

So I smiled and decided to take him along...if not in body, at least in spirit.

(To Be Concluded)

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

MAINE COAST KAYAKERS...

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

A Bed & Breakfast Inn

**Black
Friar
Inn**



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

**Wing Systems
Touring Shell**

...The 1-Boat Fleet



A breakthrough in performance, versatility, safety and value, Wing's Touring Shell converts in minutes from single or double rowing shell into a single or double touring kayak. Easy enough for a child to handle, fast on smooth water, safe in open water. Cartop it anywhere. Touring Shell with one Piantadosi Rowing -\$2,035, Touring Shell as single kayak -\$1,675. Order directly for free shipping. Or call for more information and dealers.

Wing Systems P.O. Box 568, Dept. 2A3
Oyster Bay, NY 11771
For orders, (516) 922-2656 Collect

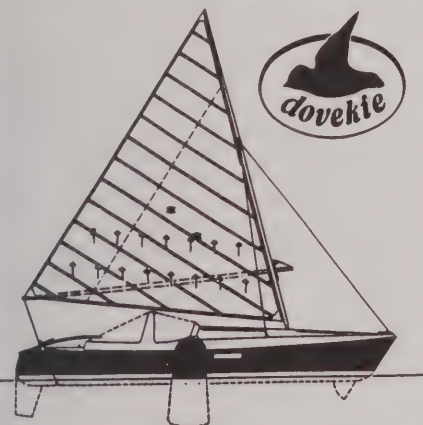
IABBS IS BACK

WHO? Some oldtimers may recall that in the '60's there was INTERNATIONAL AMATEUR BOAT BUILDING SOCIETY. It was sold in '71 and later sank. Now the founder is back with a new organization and new programs. The IABBS R&D Center (where boats and technology are developed), Local Chapters (as we had in those days), a Members' Network where you can get help and advice, New (and I mean NEW) designs especially for the amateur builder, and a program of participating commercial builders who will instruct you at regional locations. Newsletter keeps you up to date. Learn about Fuji's new "Fiberboo" that is a "green" fiberglass, and the new German roto-molded boat that you can buy and finish. And how to build a good dinghy out of Kraft wrapping paper. \$3 gets you a copy of the newsletter and three study plans of new, simple, boats, including TOM & HUCK'S LUXURY RAFT, the world's most un-

JIM BETTS, IABBS

P.O. Box 1294-B

Point Pleasant Beach, NJ 08742



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

It is a warm and windy fall Sunday, southwest at 10 knots plus. Another Sunday race is scheduled as it is every week, the folks in the Kingston Sailing Club are preparing to round the prescribed buoys in the correct order.

I walk back from the marina office the long way. Today is a day to savor. One of those days which as a boy I marvelled at, inhaled, squinted at, jumped through with arms outstretched discovering flight, poked a stick into stirring tadpoles on the bottom, walked aimlessly gaping through a boatyard...as I'm doing today.

The boy today doesn't take the straight way back. He walks the dock, passing all the boats back towards the ramp where his little cat-ketch "Zoe" waits to be launched.

"Watch those gusts!" Tim Moore calls out by way of greeting. Tim pulled me off my hull once by the wrists when I suffered a capsize.

"We'll be honking around the course today," pipes up Paul, who is readying to cast off in one of the racing boats.

When I finally get back to "Zoe", my Sea Pearl on the trailer behind my car, Gayle is already there. She's my crew for today. We begin unbuttoning the cockpit covers. We're organizing gear and in general lollygagging.

"Let's not race today," we say almost simultaneously.

"Yeah, I'm tired of that same old course."

"So, then it's north on the wind today!"

Now with zest we swing gear into the boat, leaving the stowing for later. I raise the masts. Gayle frees the straps from the trailer. I take the motor from the car and clamp it to the motor mount. Then she takes the painter and I back down the ramp.

"Zoe" comes to life. She's a pony with the bit in her teeth checked in control by a single rein. The motor gurgles. I spin it into reverse. Gayle hops on board. As "Zoe" pulls out of the narrow launchway between boats our eyes are focussed upward watching mizzen and main pass by the overhanging pulpit of a resident houseboat. Spin the motor forward and water surges astern. A slim white wave curls away from the bow as "Zoe" moves out into Roundout Creek.

Gayle takes the helm while I go forward and bend to the task of stowing all that has been tossed on board. Changing seasons require extra coats and sweaters. Layers are ready against the extremes a day and evening could bring; as is waterproof gear in the event of spray over a windward deck. The camera is placed in a plastic bag and then into an ammo box and

The Missed Race

clipped to a bungee cord with a carabiner. Food is separated into baggies and placed in the shallow insulated box between the ballast tanks. The top of the box is a floorboard with an inch of styrofoam glued to the underside.

I'm still on my knees stowing stuff in the holds under the port and starboard seats as we slip past a clique of Beneteaus at the Great Hudson River Sailing School. Three crews are bending on sail on a trio of racers. We "howdy." The next time I look up "Zoe" is sliding by the city of Kingston's transient docks. Standing in the background above the docks is Mary P's, a restaurant named for a great Hudson River steamer.

A cruise ship, "Nantucket Princess", is tethered to the long bulkhead. She's a three-decker with her own restaurant and staterooms, and even hallways visible through wide sight-seers' windows. She pumps water out of waterline vents and smoke from one of two stacks; and she hums and purrs with various sounds from multiple minor motors. I'd love to find out where she hails from or where she is bound.

Barbeque smoke attracts our attention when we come abeam of the "Mathilda", a steam driven river tug, in drydock at the Hudson River Maritime Museum. There are festivities cooking up under "Mathilda's" fantail. These are doings we could get invited to if we tied up to the Museum's dock. But, it is too early to go ashore, even though the smell and the gathering throng and sound of a fiddler tuning up make us hesitate.

"Zoe" is into it now. Her bow wave is discreet but determined. At five knots her canoe shaped hull offers a slender wave to the boats in the slips along the shores. They only nod back recognizing the greeting.

Determined she should be. Swift and sure we pass the sewage treatment plant and the ancient wooden barges with exposed inboard timbers, rotting in the wash of the creek. Decks, now empty of gravel and traprock, are ornamented with young trees and gull droppings. One still supports a derrick which swings a rusty cable in the wind, ominous and threatening like a cat-o-nine-tails.

"Zoe" still motors along with sails furled except for two feet of the foot which holds up the boom. The exhilarating wind engages this small bit of cloth as Gayle steers us by Kingston Lighthouse. "Zoe" heels a few degrees measuring the press of the wind and the feel of the Hudson. I begin to let water into the ballast tanks. It seems a hundred pounds will do us nicely today. We set full sails. The boat feels right. She turns stern to the wind and runs north, riding a following sea.

As we reach hull speed the motor begins to kick up. So I tilt it all the way up. I take the helm. In a moment the sails and rudder are finding their harmony. The tiller has jamb lines. These are two lanyards tied to the tiller long enough to reach the gunwale on either side. They are put into clamcleats on each gunwale with a little slack. When the tiller and sails are balanced I make them fast. She likes a loose rein. She gallops along. I need only cast an eye on the helm.

Sailing like this is excellent for observation. The river is wide from Kingston up to the Rhinecliff bridge. Then it only narrows slightly. It does shoal up however. The 500 pound Sea Pearl with leeboards doesn't pay any mind to the depth. After the bridge the river is a bit narrower and then opens out again as one approaches Kruger Island and Magdalen Island, both of which are on the eastern shore. The average width of the river here is 3/4 of a nautical mile. At Kingston Point just north of the lighthouse it is 1 nautical mile.

Cormorants perch shoulder to shoulder on a tall, listing light tower at the southern tip of the flats. These flats of sand and mud are a long strip of shoal extending 5 nautical miles from a mile north of the bridge south to the abandoned brick mills just above Kingston Point. They lie about mid-river and have a depth of 2 to 4 feet at mean low water. The flats are a plateau with steep sides. They create valleys or channels on the east and west where the depths average about 40 feet and ocean going ships, tankers, barges, car carriers and banana boats can pass with ease.

The west bank is at first the scene of mountains of gravel and sand with ancient machinery and buildings becoming decrepit in the sun. Piers with cables and sharp debris stretch out to where ships used to dock. Then the terrain softens into trees and hills where houses are nestled. The river side is steep here, though, and no pleasure boats are encountered along the shore until we reach Ulster Park. There is a boat launch there and picnic grounds and a ball field.

There is also an unprotected little beach, crescent shaped, where no swimming is ever allowed according to the signs. For what reason I don't know. The water quality has been declared safe for swimming for a few years now. Maybe it is the open nature of the place. The town might not want to pay for lifeguards or take the liability for permitting swimming. Their ability to pay should be challenged though; last time I wanted to launch there the fee was \$100 for the mandatory seasonal permit. North of the park there is a quaint cove with fallen trees bridging the water and a couple of houses with their backyards right on the cove.

On the east bank is the railroad where commuter trains speed passengers to New York City 80 miles to the south. The railbed is laced with trees and wild foliage. There are hills and rock outcroppings and train tunnels where the Metro North flyers rifle through with blasts of their air horns.

The river undulates in a rhythmic swell and a strong wind pushes the boat along. Gayle spreads lunch across the mizzen deck. We recline on ample boat cushions, feet up on the seats, taking in the passing scene. I spot the light tower at Krugers Island. It is a kind of small lighthouse. We come close in. A quick sail-by reveals a small cove protected from the rolling river. The cove is sunlit even though the sun is now lower in the sky this time of year. A small ring of steep hills and high trees surround the cove. The bright water is leaf colored; autumn leaves are afloat all about the surface.

A jibe puts our bow in the direction of the cove and in a minute we are plowing up waves of oak and maple leaves. We slip into the cove. It is a bit of a relief to ride "Zoe" on the level. Then the bow "scratches" on the sand. The beach is narrow, given to us by the falling tide. Brush and trees grow up immediately at the flotsam line at the top of the tide. A dirt trail leads up a 10 foot incline to the right. The air temperature in the cove is considerably higher than that out on the river due to its protected nature.

The trail invites one to walk around the perimeter of the island. It goes to a campsite. There have been many evening fires and we can imagine the yarns spun in the afterglow of many sunsets. Logs and boards are strewn around many seasons of charred coals and ash. Then the trail winds in and out following the shoreline. It skirts the sharp edge of rock that comes vertically out of the river. We are probably standing on the top of a cliff. The depths on the chart par-

allel to the shore read 10 feet, 50 feet, 34 feet. The trail leads back into the woods where we can only hear the river; then back out to the precipice again. Then it descends to a short beach of loose slate. A slate-skipper's supply house! All are flat throwing size. They are loose and smooth, rounded by years of the river grazing the shore.

A structure is found, a tall chimney and fireplace. The hearth is above our heads indicating that it was on the second floor of a cabin no longer here. I climb up, putting my toes into crevices between bricks and finding small finger holes. From up here I notice a square brick structure about 4 feet by 4 feet a few yards away in the brush. We cannot determine what its purpose was. We follow along the trail almost out to the southern point. Actually the island projects two points into the river describing a cove with a rocky perimeter and a solid slate slab shore. Razor back ridges cut the surface in the middle of the water.

Seeing the remains of that cabin makes us wonder how the work was accomplished. The discussion goes back and forth on how stone, cement and lumber had been brought to the island. There seems to be a wide bay to our east. It is shallow, the tops of submarine vegetation are visible. But the trail that allowed single-file penetration into the island now widens underfoot, wide enough for a small truck. Following it we begin to see that there is very low solid ground through the marsh. Possibly a road went here and thence inland to the town of Anandale-on-Hudson. We are directed by the terrain and the trail along the east side of the island. Wind cannot penetrate here, but the sun does. It warms the air putting us back two months.

The sun has poured in on this protected island all afternoon. Wading out into the cove relieves the heat. The air tempts us to dive in for a swim but I feel that my feet are turning blue in the cold water under the leaves.

There is enough food left over from lunch to have a good but sparse dinner before we cast off for the return trip. My little backpacking "Whisper-Lite" stove is still in the hold from my summer vacation on the lake. I coax a flame around the edges of a pan of lasagna. Two bottles of root beer grace this repast. But here is why we tarried; the sun is getting low on the horizon, the water surface glistens and sparkles, the west bank from our vantage point glows, and the Hudson becomes an exotic place; Is it a Rhineland that I've never seen? Is it just its own true self? Indeed, is it real? A beauty of air, light and water. Catskill Mountains in the backlit sky.

These moments flood more than the senses...an incoming tide.

Soon we will cast off, for the light is diminishing earlier than expected. It is October, after all. The wind had the courtesy to move a little to the west giving "Zoe" a close-hauled course southward. The mast light flickers on the highest telltale. The bow lights glow on the water. Our sharp eyes are alert for tugs or barges. Ears search for the drone of engines. Last night's brilliant moon fails to appear. The wind brought in a thick cloud cover on the leading edge of tomorrow's weather.

The 3-1/2 miles to the Rhine-cliff Bridge are covered quickly. Tidal currents swirl eerily around the massive piers in the dim light from the roadway 150 feet above us. "Zoe" levels when she enters the leeward wind shadow, then heels abruptly as she encounters the wind again. She's travelling diagonally and clears one cobble-stone tower close to leeward and the other narrowly to windward. Gayle steers silently into a "navy" of sea gulls. Hundreds, afloat and asleep in the night, flush noisily like quail as we enter the flock. They beat their wings and squawk as they give us way.

Some dark miles of river pass. The wind quits and the motor gets us the last few miles. We are gliding up the Roundout in and out of the amber lights of Abeel Street that follows the creek. "Zoe" is winched onto the trailer; some gear is unloaded. I lower the masts to the dew moistened deck. We say goodnight and offer our congratulations to each contestant who didn't race today, but won.

Andre Venables, New Paltz, NY

There is nothing—absolutely nothing—
half so much worth doing



as simply messing about in boats.

MESSING ABOUT IN BOATS?

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

THE DESIGN WORKS

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

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



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

The Call for a Hudson River Trail

In September, 1990, I loaded my Klepper Aeriuss I and began paddling north on the Hudson River. I progressed leisurely, stopping frequently to photograph and explore. By day three I had reached Bear Mountain; seven days after that I was paddling past the silhouetted Catskills; eight days after that I slipped between Albany and Rensselaer; and by day thirty-three I was walking around the last lock of the Champlain Canal, bittersweet with the knowledge that many of this trip's favorite campsites were probably illegal.

The sad truth is that, unless you're a yachtsman and/or sailor and can anchor off mid-river, or dock at one of the local marinas, there are very few legal places you can put ashore for the night. That's absurd! With more than 15 state parks flanking its banks, not to mention numerous local parks and marinas, is there any reason why one of the earliest to be explored rivers in North America should be closed to extended travel by canoe or kayak? Of course the Hudson's not really closed, you can paddle wherever you like, but try explaining to a Ranger who's telling you to move your tent that this country was built on the backs of canoe trails. See if he'll let you stay for historical reasons.

It's time for the paddling community to mobilize its forces. Public land is available. And tentative inquiries at Albany suggest that the only obstacle is the great plethora of governing agencies, whose overlapping jurisdictions inevitably tangle in a discouraging web of red tape. But this is not insurmountable. Letters and phone calls can work small miracles. With tenacity of purpose, all knots can be untangled. Even money isn't an issue. Divide the river into districts, each delegated to a local paddling club, and/or environmental group, community board, outdoor club, etc.

For example, the section from Manhattan to Bear Mountain is a three day paddle, needing three campsites. Already available public land includes the Palisades State Park, Taffman Mountain State Park, Nyack Beach State Park, Rockland State Park, Croton Point Park Beach, Hook Mountain State Park, Stony Point State Park, and Bear Mountain State Park. In our collective membership around metropolitan New York city we must have enough manpower to start a letter writing campaign and then build three primitive campsites. All 410 miles of the Connecticut River have wilderness campsites available, shouldn't the Hudson have the same?

Albany is interested, are YOU, the paddling community? For more information contact any of the following:

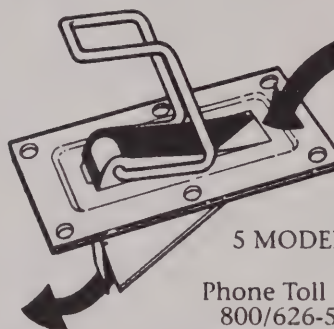
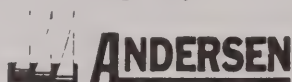
Robert Huszar, (212) 228-7793; Albert Ysaguirre, (212) 260-5185; Craig Poole, (201) 333-5857; Anne Saplin, (212) 675-5525.

Or call the Metropolitan Canoe & Kayak Club Hotline at (212) 260-7909 and leave a message by pressing MSG.

The Solution...
to wet Boats

BAILER

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



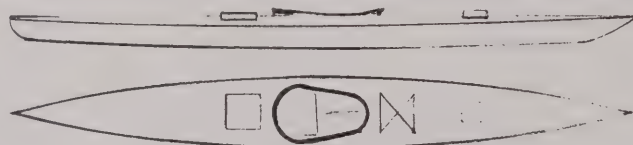
5 MODELS

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

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

Ultralight Sea Kayak Kits

This round-bottom kayak is fast, beautiful, and a joy to paddle. Build your own using our inexpensive and easy-to-assemble kits. Finished boats and plans are also available. Write or call for our brochure.



LOA: 16'3"
Beam: 24"
Weight: 30 lbs.

Chesapeake Light Craft

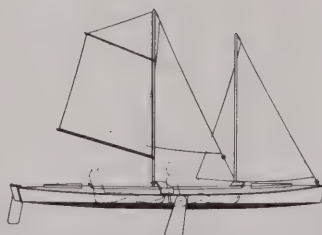
34 S. Pershing Drive * Arlington, VA 22204 * (703) 271-8787

All-wood Sailing Sea Kayaks

WindHorse Marine

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

\$10 for loaner video



91 Library Rd • South Britain, CT • 06487



The hamlet of Paul Smiths in remote upstate New York hard by the highest mountains in the Adirondacks was a good place to be over the July 20-22 weekend as a heat wave gripped the northeast, for the breeze off St. Regis Lake provided natural air conditioning. We were there for the Wooden Canoe Heritage Association's annual Assembly, and found about 350 enthusiasts for the great old time canoes had gathered for the occasion. The campus of Paul Smiths College right on the lakefront provided all the amenities for total immersion in antique and classic canoes and canoeing.

Typical of such affairs, a program of workshops and lectures had been scheduled, both on and off the water, covering many aspects of collecting, restoring and using classic canoes, as well as some historical background. And then there was the waterfront with over 100 canoes in great variety to be seen and often shared amongst members. So much varnish and brightly painted canvas, as well as several birchbark craft, and varnished strip built craft, both traditional and modern epoxy glued. Quite a few were outfitted for sailing and the breeze was blowing most of the weekend just about right, perhaps a bit strong for some afternoons.

This year Rushton was the featured builder. A "Rushton Owners Exchange" was scheduled for "show & tell", and Dave Baker, WCHA historian, presented "Rushton, a Glimpse of the Man, a Look at His Canoes". Interesting stuff, but Dave had so much material he really needed about three separate one hour sessions rather than the single hour scheduled. Fascinating material on this man

and his boats, who brought to the U.S. enthusiasm for the MacGregor type of double paddle canoe. Dave had his restored Rushton "Igo", the only one extant of this circa 1900 model, and it was in the water much of the time available for try-outs by those interested. Even I got to paddle this one, which revealed why Rushton's boats were so well received, a nice handling, stable lightweight craft, not much affected by the stiff breeze blowing over the lake when I ventured forth.

The WCHA Assembly is a social affair rather than a commercial gathering like the L.L. Bean Canoe Symposium held in June. While there are builders on hand and buying and selling goes on, it's all "in the family" in the sense that those who attend are members of this revitalized organization. After a couple of years of quiescence following the abrupt departure of the founding leadership, new leadership has now taken over the Association affairs and the rejuvenation in enthusiasm was manifest in the record number attending this year. The annual meeting actually filled the lecture hall and members were vocal in commenting on new directions and objectives as presented by the new president, Chris Merigold of Wisconsin.

Earlier in the week a workshop on free style canoeing had been held at Paul Smiths, and the instructors involved, Charlie Wilson and Mary Lou Greene, along with Assembly chairman Tom McKenzie, stayed over to present on the water demonstrations of this form of paddling, in which you don't go anywhere, but just paddle around in all sorts of graceful ways (once you master using your

canoe laid over on its gunwale). Mary Lou Greene hosted a "Ladies High Tea Paddle" Thursday afternoon. Art Gibson demonstrated canoe sailing. High performance paddling was demonstrated by Windy Gordon. Sunday afternoon a paddle or sail by parade was organized by Jules Weibel. And every day at any time one could paddle St. Regis Lake and, via connecting streams, other northern Adirondack Lakes nearby.

When it got dark everyone went indoors to see and hear Garrett Conover's lecture on wilderness "canoeing" in winter via toboggans on northern frozen rivers; the northwoods songs of Matthew Heintz; a marvelous naturalist slide lecture on the "Common Loon" presented by Judy McIntyre; and after that, the campfire and sing-along on the beach, evocative of bygone days as kids at summer camp. Speaking of kids, this is really a family gathering, and Julie McCrum organized two full days of events for the youngsters so mom and dad could go play with the canoes. So many young families involved promises a bright future for this group, there's a nice melding of youth and age, carrying on the traditions of traditional wooden canoes.

If you'd like to know more about the Wooden Canoe Heritage Association, I'll send you a copy of the Association's magazine, which I produce for them. It best reveals the attractions of this group and its love affair with the traditional canoes of the world. A card sent to WCHA, c/o "Boats", 29 Burley St., Wenham, MA 01984, will get you a copy.

Report & Photos by Bob Hicks

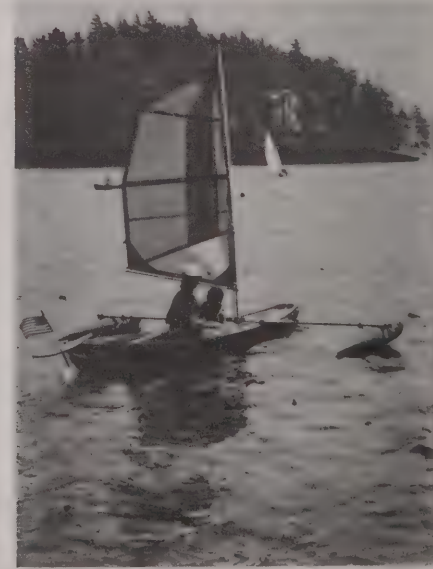


Across the top: Nat Wells shoves off for a sail in his original Rushton "Princess".



Left: Looking over a "new" acquisition; pondering canoe condition is part of the atmosphere at the Assembly

Left below: Will Ruch draws a crowd to his varnishing technique workshop.



Below: Jennifer Schaafsma of Fiddlehead Boatworks tries out the Balogh BOSS sail/sponson rig on one of their canoes.

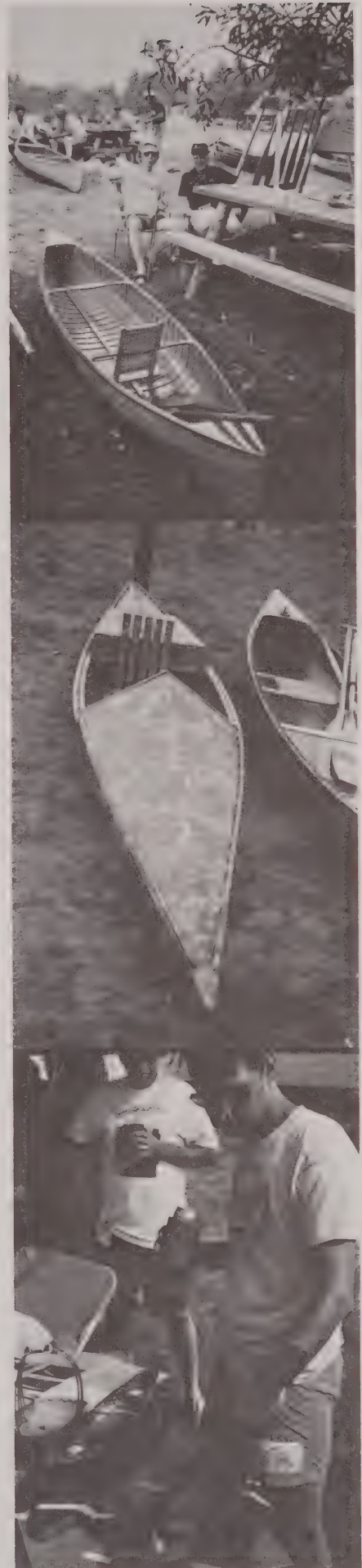
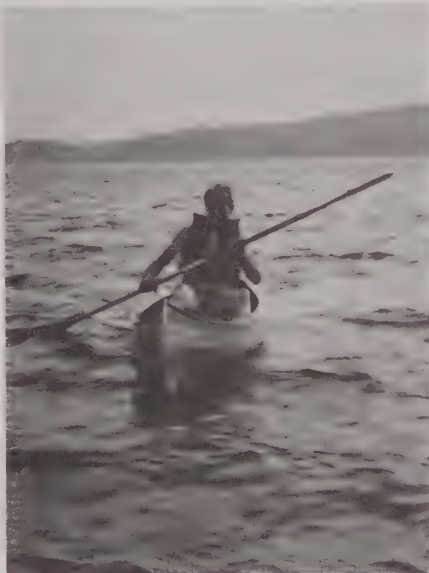


Above: Peter Schmit builds a paddle for himself under the direction of Geoff Burke (rear).

Right: The Editor enjoying Dave Baker's rare Rushton "Igo" double paddle canoe.

Far right from the top: Carl Mancini (left rear with his father) of Renaissance Boatworks in nearby Keene, New York, is busy building these traditional lapstrake "Wee Lassie" canoes. Something different, a camouflaged kayak for duck hunting perhaps? Chris Pearson of Henrietta, New York, is busy making his exquisite scale models of traditional wood/canvas canoes, and has found a steady market for them.

Below: All the way from Minocqua, Minnesota, birch bark canoes in two sizes (full and scale) and traditional Indian snowshoes from the Goode Gallery.



On June 22nd the Amateur Yacht Research Society held its first New England regional meeting in the Phil Weld Memorial Library at the Museum of Yachting in Newport, Rhode Island. Titled "Amateurs & Fast Boats", the occasion was the brainchild of, and splendidly organized by, Walter Giger, Jr., who had recently taken on the duties of the newly created office of AYRS Regional Coordinator.

The AYRS was conceived in 1955 in England by a full-time medical practitioner named John Morwood. Of the Society's purpose, founding member and now Honorary Vice-President Dr. Harry Morss of Marblehead, Massachusetts, says, "We were basically concerned with helping amateur yachtsmen. We felt that yachting can be most quickly advanced only by the free and unfettered exchange of ideas between yachtsmen everywhere."

And of its founder, who with the aid of a single typist, carried the whole project from his country house (with a wind tunnel hard by) almost singlehandedly until in the early 1970's, he says, "John, quite simply, is, or was, the AYRS. He believed, and did until his death, that there is so much to be learned about yacht development and that it can be learned without the assistance of multi-million dollar research laboratories. I suppose his great forte was his extraordinary ability to needle people into really thinking about how to improve their boats and to make them go better, and then to talk about their ideas, write about them, to offer and exchange them, with others."

The man who took over from the founder, AYRS administrator Michael Ellison, gives a wonderful example of John's "needling" skills. There was the time, apparently, when he wrote to one member to say his hydrofoil configuration was undoubtedly the best and the only one likely to succeed. Then he wrote this same letter to two fellow members, put them in the wrong envelopes, and despatched them. Ellison, after receiving furious phone calls from all three, checked with Morwood, who said that development wasn't moving fast enough and that this little subterfuge should get things moving along again. Sure enough, it did!

In the mid-1960's his Royal Highness Prince Philip became Patron and, shortly thereafter, President, of the Society. For an article commissioned by "Nautical Quarterly" he generously contributed a personally signed letter on Buckingham Palace notepaper lauding the Society's aims. The last paragraph was perhaps the most telling.

"I daresay," his Royal Highness wrote, "that every generation reckons that it has reached the

A.Y.R.S. Meets

limit of development, but so far they have always been proved wrong. I expect the members of the A.Y.R.S. to go on proving that man has not reached the end of his ingenuity just yet."

Praise for John Morwood and his creation has remained unstinted. At the 1984 Johnny Walker International Speed Sailing Week, I interviewed participants in the quest for material for the "Nautical Quarterly" (Summer, 1985) piece, "Wild Ideas, Worthwhile Goals...the A.Y.R.S." Roy Pace, pilot of "Gamma Pacemaker", a "one-way" Atlantic proa propelled by a "flying" wing/sail at projected speeds of 40 knots, said firmly, "I think the world owes John Morwood an immense accolade."

I had asked him if he foresaw any significant developments accruing to the benefit of mankind as a result of these speed sailing weeks.

"I think the boating industry would scarcely recognize them," he said, "they'd dismiss them as quirky and queer. But, of course, so did the early aviation industry with Sir Alan Cobham and flying circusses and all that in the twenties and thirties. But without them we wouldn't be flying jets today, would we, transporting exty people exty times a year all around the world in great safety with immense economy. No, basically it starts here. These sorts of events are vital."

"I think it's absolutely marvelous that anyone can come down here to a public beach, put their ideas into action, make total fools of themselves, or be hailed as brilliant. It's free enterprise at its best. It doesn't require a fortune; you can play at whatever level you wish to come in at. There's a touch of magic about it that you don't get, in my view, in IOR or Olympic sailing, where you're restricted in terms of ideas, class rules and regulations and so on. Here you're looking for tiny margins of improvement. I mean, the investments in 12-meters to get those tiny margins are simply gigantic, obscene perhaps. But down here on the beach, stumbling about all over everybody else's boats, you can have an idea tonight and tomorrow morning put it into the water and have a crack."

Roy paused for a moment, then went on, laughing, "So, it stinks," he said, and added, "but what the hell."

Then, thoughtfully, he said, "Nobody suddenly invented the jet plane, did they?"

The kite powered "Jacob's Ladder III" and "Gama", I read in the sponsors' press release, "are important because they experiment with new ideas. "If you look at advanced offshore multihulls such as "Elf Aquitaine", "Charles Heid-sick", and "Formula Tag", it went on, "you will see that they are all developments of ideas first seen at past Speed Weeks."

In view of this, therefore, it is hard to see why Roy Pace's dismissal of any possibility of professional interest in the A.Y.R.S. or the Speed Weeks is viable. He was, though, a touch ambivalent in his assessment and his subsequent insistence that such amateur endeavors are the true basis for revolutionary progress, was substantiated by the well-renowned Meade Gougeon's statement in 1976:

"I've been a professional builder for the last nine years," he said, "and have subscribed to the A.Y.R.S. over the last 15. I've gotten tremendous input of ideas and information from their publications...I can say that the seeds for my ideas have come from articles printed by the A.Y.R.S."

"People have attacked us right from the start for the use of the word "amateur" in the Society's title," the late John Morwood told me. "It's caused an awful lot of problems."

The expression "enthusiastic amateur" is, of course, often used in a pejorative and patronizing sense. But, Richard Newick, world-renowned multihull sailboat designer and principle speaker at the recent Newport, Rhode Island, A.Y.R.S. regional meeting, sees it this way:

"An amateur is someone who loves what he's doing," he says. "An amateur who happens to be a professional as well is doubly blessed."

I counted nineteen at this first A.Y.R.S. regional meeting in Newport in the Phil Weld Library on June 22nd. The New England A.Y.R.S. membership lists a total of sixteen, of whom eight, plus three relatives, showed up. Sadly, media members like Jon Wilson of "Wooden Boat" and Charles Chiodi, publisher of "Multihulls" were not able to attend. But, to compensate, eight potential members put in an appearance. Enthusiasm of a high degree was displayed, therefore, by out-of-the-region members, Bill Hepburn being one in particular who travelled all the way from Raleigh, North Carolina, to make his contribution.

Models were set up, drawings and photographic displays hung, and then the proceedings opened in a congenial atmosphere with a VCR

showing of an exciting compilation of fast sailing film segments by the well-known multihuller Jim Brown, commentary by Dick Newick. From the word go, the occasion was remarkable throughout for the continuously animated open exchanges it generated, question and answer, question and answer, non-stop.

The second feature was a remarkable VCR review of the 1980 OSTAR trans-Atlantic race, a production organized by the late Phil Weld. There had been three cameras set up aboard each of eight competing boats, including Weld's, the Newick designed trimaran "Moxie", and between them they had yielded a total of thirty hours of film before editing. Naturally enough, Weld was reported to have admitted to a certain degree of embarrassment about the movie for which he'd been responsible when, at the age of 65 and, as the oldest competitor in the race, he'd learned he'd won.

In his commentary, Newick alluded to a phrase attributable to himself, "the greed for speed." But, he went on to explain that simply adding a morsel to the waterline length or to the sail area doesn't necessarily yield those extra race winning knots. "Father Neptune and Murphy are old friends," he concluded rather ruefully.

The first model presentation was by potential member George Patterson of New Canaan, Connecticut. It was of a sailboat supported by a cushion of air, with the design compensating for the capsizing moment created by sail forces. Construction resembled that of an aircraft, light and strong, and the design is still only in the preliminary stages of testing.

Then member Dr. Jeremy Worthington of Westport, Massachusetts, showed a catamaran model (Fig.1) whose inclined sail had a hard airfoil hollow leading edge, or luff, equipped with an internal roller to reef or furl the sail cloth. The rig was supported by a short mast located on the cross beam, and the tack was secured forward on whichever was to be the windward hull.

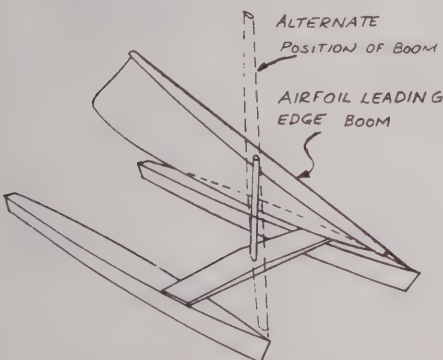


FIG. 1 INCLINED RIG SHOWN BY J. WORTHINGTON

Richard Chase from Adamsville, Rhode Island, brought a model showing how he intended to combine high speed sailing in a 25' catamaran with camp cruising. A larger than usual main crossbeam supported the mast, and inside ample storage was available for camping gear. The model included a tailor-made tent supported by a line from the masthead. Chase plans to experiment with different kinds of centerboards and foils, and it was agreed that A.Y.R.S. needs an instrumented test range to properly evaluate such alternatives.

Among those sharing ideas was a man who, although his hair was snow-white, had as fertile and active an imagination as one could conceive. John Morwood would have relished his quick wit and ready turn of phrase. John Turner of Stratford, Connecticut, is an inventor (mad scientist perhaps?) with many an ingenious device to his credit. He's experimented with, amongst other diversissements, inclined rigs, but his forte is radio-controlled boats, and the example he displayed was a 50" "Marblehead" class sailboat.

On it are five separate functions that he controls by radio; usually the rudder, mainsail, jib, backstay tensioner, and a "tweaker" to nudge the jib to leeward in light winds. The model's very deep fin keel, probably one-third the boat's LOA, has an especially shaped weight at its lower end. With the boat upright and the keel suspended vertically, the angle of attack is, of course, zero. But when heeled, the shape of the weight exerts a levering action causing the fin to twist (Fig. 2) so that the angle of attack becomes proportional to the angle of heel. Wow!

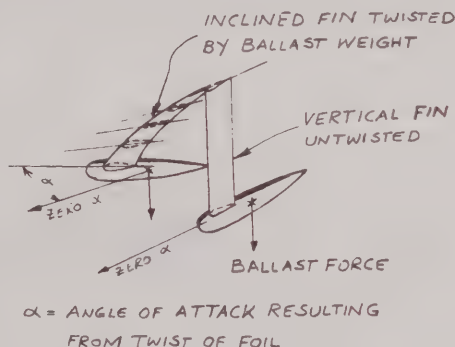


FIG. 2 SELF TWISTING FIN

It is appropriate here to mention that as far back as the early '70's A.Y.R.S. members were thinking about what was later to take the international racing world by storm, winged keels. Appropriate, because chances are more than good, I'd say, that in the years to come the "John Turner Keel" could

well become a household phrase in the real sailing world.

Another example of Turner's innovativeness is the "Marblehead" model's rig (Fig. 3). To ensure a constant "slot" effect, the optimum flow of air deflected from the jib BEHIND the main, lines from the main boom keep the jib boom pointing permanently a few degrees more or less to leeward.

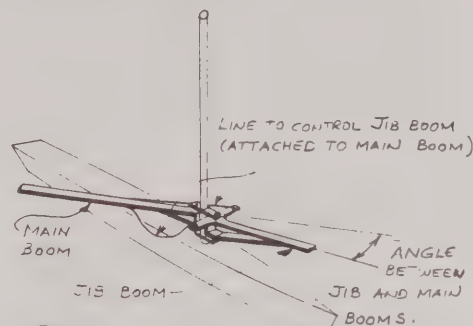


FIG. 3

CONTROL OF JIB BOOM BY MAIN BOOM

To accompany his open water model testing presentation, Bill Hepburn brought along a number of personally produced professional looking ten page booklets for distribution. Despite his A.Y.R.S. amateur status, Bill happens to be a naval architect. These included a bibliography of reference works, one of which discussed inducing turbulence into the water to minimize frictional drag differences between the model and the full size vessel.

He and his crew used a small outboard-powered skiff fitted with an outrigger, a calibrated spring beam, to tow the model abeam (Fig. 4), thus ensuring undisturbed water for the model and ease of observation and photography for the designer.

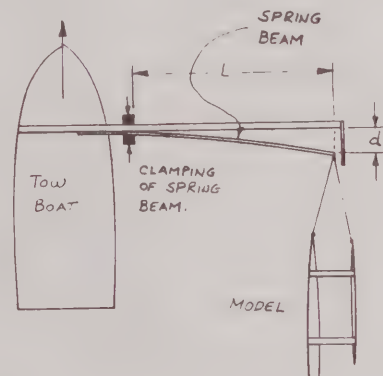


FIG. 4.

USE OF GRAVITY CALIBRATED SPRING BEAM FOR TOW TEST

Bill had recently completed the design of an 8-meter trailerable folding trimaran, "The Yellow Rose". To evaluate both the aesthetics and performance, he decided to build and test a hull model. He rejected it, then built a second, together with a model ama attached

to the main hull with scale-sized crossbeams. This not only provided stability to the main hull model, but enabled him to study the ama wave pattern as well as the ama-hull wave interaction. He then towed the model at various angles of heel and trim by adding strategically placed weights.

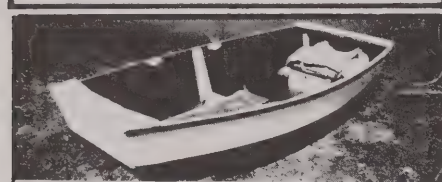
A graduating senior at the Landing School of Boat Building and Design, Peter Walsh showed drawings of his design of a 27' trimaran, and Newick commented that the standard exceeded that of much professional work.

SEA KAYAKS
603 868 5634



SEDA * WILDERNESS SYSTEMS * SAWYER

DURHAM BIKE
PETTEE BROOK LN
DURHAM NH 03824



MOBY DINK

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

JIM MICHALAK
118 E. RANDALL, LEBANON, IL 62254

Walter Giger demonstrated his model of a rig designed to limit the possibility of capsizing (Fig. 5). It consisted of two solid wings (sails) fixed at 90 degrees to each other, pivotable at the joint and mounted on a rotatable platform. The vertical wing is the source of propulsion and the horizontal one counteracts the capsizing moment. The assembly can be used on either tack by rotating it through 90 degrees. The vertical wing then becomes the horizontal, lying to leeward, and the original horizontal takes its place.

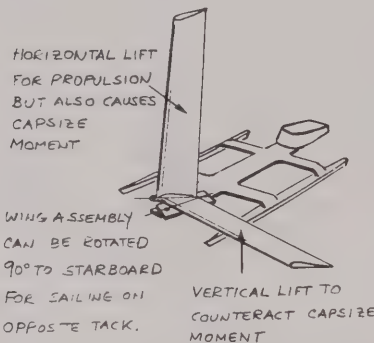


FIG. 5. LOW CAPSIZE MOMENT RIG.

Finally, Bill Sherts, a former aeronautical engineer, showed slides of the 1988 Speed Week, expounded on hydrofoils and how the four-wing surfboards were no faster than single wingers, and mentioned how the kite-driven "Jacob's

Ladder" had, on this occasion, taken off to a height of 20'-30' before descending to its natural element.

This first New England A.Y.R.S. meeting was judged by all as an informative, enjoyable and thought-provoking success. It lived up to John Morwood's prediction about A.Y.R.S. membership: "You will not just find out what yachting is now," he wrote, "but what it is going to be in ten year's time."

Prince Philip, perhaps, said it best in his letter: "Many new developments are due to individual initiative but their true potential is only realized with the help and imagination of other enthusiasts. The greatest value of the A.Y.R.S. is that it provides an essential communication link between the pioneers, between people who are never entirely satisfied with what is and are always looking for what might be."

Report by Mike Badham

ED. NOTE: Readers interested in the A.Y.R.S. are invited to contact Walter Giger at 78 Jameswell Rd., Wethersfield, CT 06109, (203) 529-6762 for further information. The A.Y.R.S. will have a booth (Tent E, #19) at the Newport (RI) International Sailboat Show on September 5-9 at which you can see several displays and videos of A.Y.R.S. activities and talk with members.

BUILDERS & RESTORERS!

Use the epoxy professionals use.

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

PERMANENT BONDING POWER
T-88 STRUCTURAL ADHESIVE

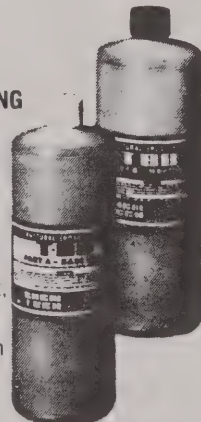
- Non-critical 1:1 mix
- Cures as low as 35°F
- Clear, impact resistant, gap filling
- Cures tack-free in high humidity

SEAL, STOP LEAKS
L-26 EPOXY SHEATHING SYSTEM

- Tough and resilient
- Penetrates wood as well as fabric

RESTORE SURFACES
F-9 EPOXY FAIRING COMPOUND

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



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

MAIL NOW FOR SPECIAL OFFER — DEPT. M

Name _____

Address _____

City, State, Zip _____

☐ Send information only, no charge.

chem-TECH INC.

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



SPRITE SKIFF KIT

Classic Sliding Seat Rowing

15'3" x 36"
20" w/ beam 60"

Hundreds of first-time builders tell us the complete, precisely pre-cut package is a great value, is easy and fun to assemble, is swift and stable to row, is versatile for fun and health, and is simply... beautiful!

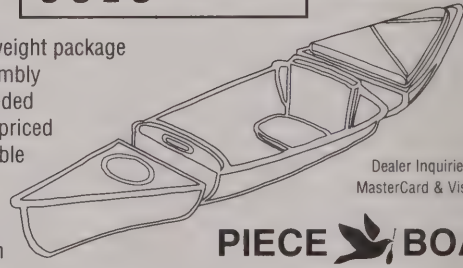
WAYLAND MARINE, LTD. - Ron Mueller
206-739-2146
P.O. Box 4330, Fairhaven Seaport Center, 9th & Harris, Bellingham, WA 98227-4330

FOLDING SOLO KAYAK

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

OPTIONS INCLUDE:

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



Dealer Inquiries Invited
MasterCard & Visa Accepted

PIECE OF BOAT®

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



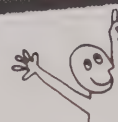
SEE US AT THE ALBANY WOODEN BOAT FESTIVAL
JUNE 22 & 23, 1991

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

Pygmy Sea Kayaks

ULTRA-Light

Wood-Epoxy Construction
38lb. 16'10" - 43lb. 17' - 45lb. 17'6"



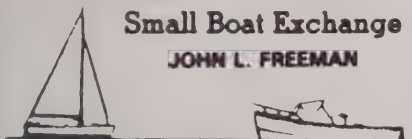
**AFFORDABLE
KITS**

Fast • Beautiful Mahogany Bruynzeel • Durable • Stable
Computer Designed • Easy Scotch-n-Glue Construction

Free Brochure: **Pygmy Kayak Co.** Dept. 25
P.O. Box 1527 • Port Townsend, WA 98368 • (206) 385-6143

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?

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.

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.

Discovering the Moth

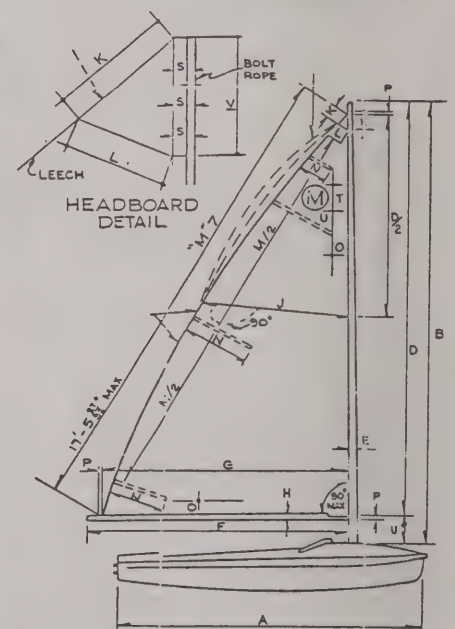
Last fall I took my Hampton One Design to Elizabeth City, North Carolina, where there seems to be a small boat resurrection going on. There I saw new, old and restored Moth sailboats amongst modern designs showing off their speed. I was very impressed with them and decided to investigate them further.

Originally designed and built by Joel Van Sant, the Moth was popular for many years. Starting in 1929 many were built by professional and amateur builders. I purchased a set of plans from the Museum of the Albemarle, and then viewed a Moth recently built by Erky Gregory. His was a Dorr Willey design that he convinced me was easy to build. Since Erky's boat had won the regatta, I was persuaded. My Dorr Willey is being built of juniper (white cedar) and West System epoxy. I hope to have completed it for this spring.

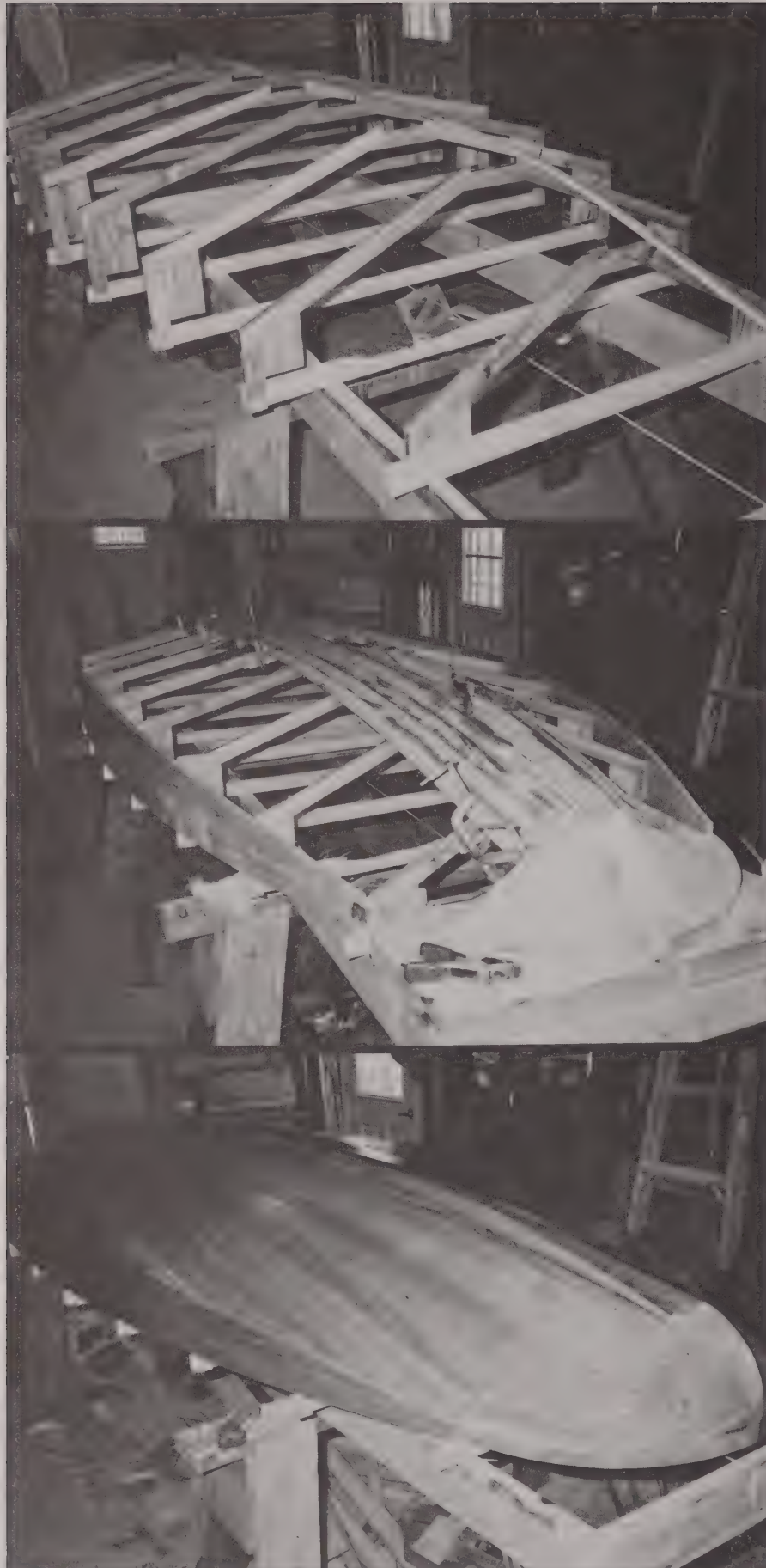
A few photos illustrate the nature of the construction.

Scott Wolff, Virginia Beach, VA.

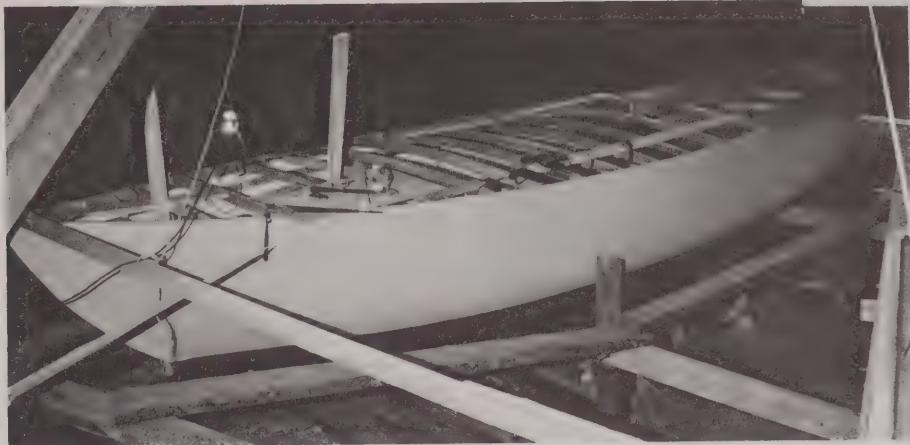
International Moth Class Boat



Left from top: Photo series of progress on Scott's Moth shows the unique nature of its construction.



Bolger on Design



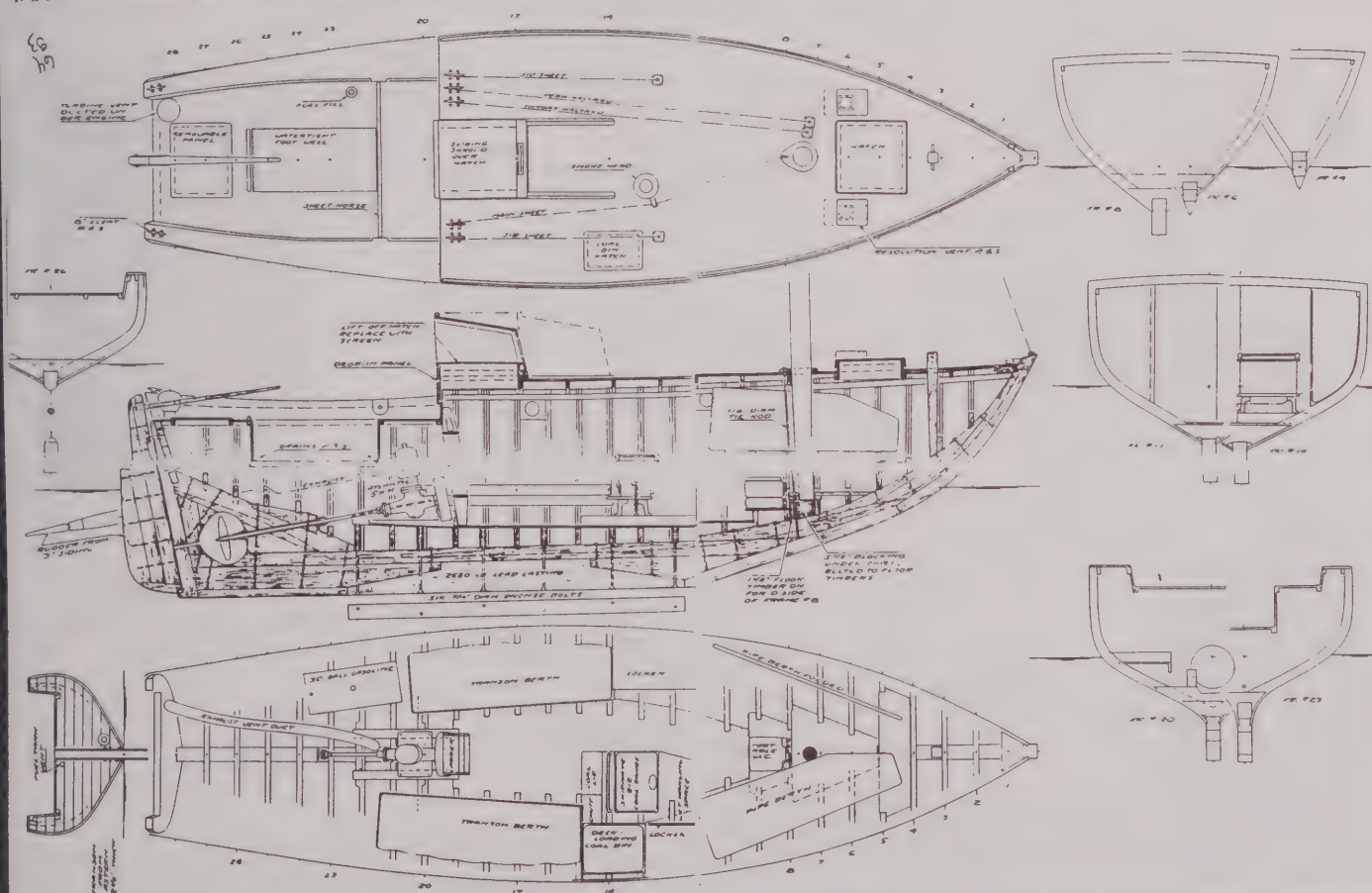
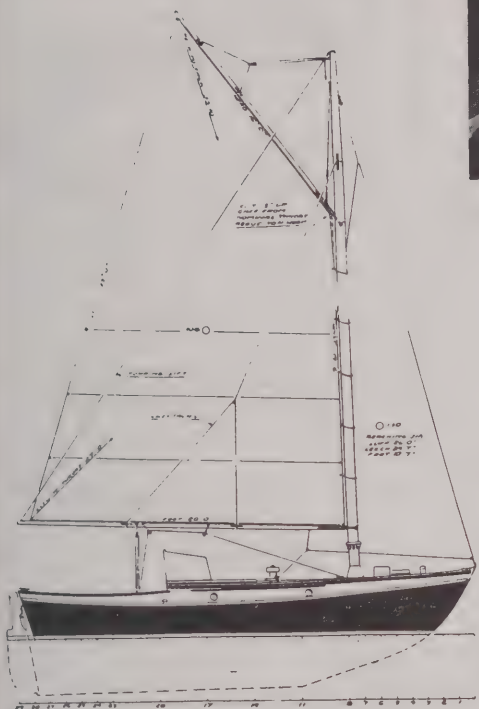
Charlie's Catboat

#7 (#530) 29'0"x8'3"x3'6" CATBOAT

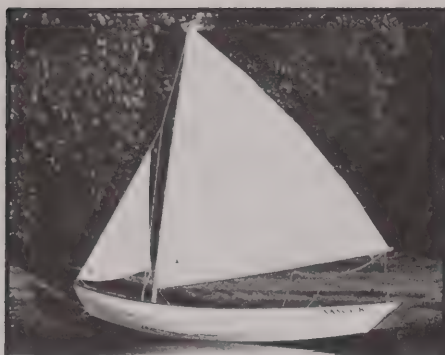
This keel catboat is being built by Vokey Shipyard in Trinity, Newfoundland for Charlie Ballou of Wilmington, Massachusetts, for summer cruising, often single-handed, around the Bay of Exploits on the north coast of Newfoundland. She's carvel planked on sawn frames in the usual fashion of that locality. The owner had the make-and-break Atlantic engine and it seemed appropriate, but before

she was finished he decided that for single-handing, a direct reversing engine so far from the helm wasn't a good idea and swapped it for a modern diesel.

These cat rigged boats with hulls stretched out well ahead of the mast and abaft the end of the boom have none of the vices of the usual short catboat, and they gain in simplicity of gear and reduced stresses compared with sloops and other rigs.



Builders & Restorers



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

WOOD-CANVAS CANOE RESTORATION

INSTRUCTION

CLASSES * MATERIALS * REPAIRS

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

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

William Clements
Boat Builder

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



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., Ipswich, MA 01938. 508-356-1123.

Woodstrip Watercraft

CANOEES,
KAYAKS &
SMALL BOATS

Built in modern wood construction. Also Accessories, Supplies, Restoration & Repair, Custom Designs.

1818 SWAMP PIKE
GILBERTSVILLE, PA
19525

AL BRATTON
Builder
(215) 326-9282

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

The ADIRONDACK GUIDE-BOAT

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

STEVE KAULBACK CHARLOTTE, VT 05445
802 425-3926

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.

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

SOUTH COVE BOAT SHOP

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

WOODEN BOATS
 Canoes & Classics
 Repair Restoration Upholsters
 Refinishing Canvassing Custom and Stock Boats

FIDDLEHEAD BOATWORKS
 Mike Collins & Jennifer Schadsma



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



AREY'S POND

Cape Cod's Sailing Headquarters

And Now Wooden Boat Center

Arey's Pond Catboats
 Built to Order 12' & 14'
 Custom Quality Wood Boat Constr & Repair

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



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

Wood/Canvas Canoes
Restored/Recanvased
Bought/Sold



Mike Huston
 Phila. PA 1-215-342-8705

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.

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

Repair & Restoration
 Of Wooden Boats
 Custom Built Traditional Wooden Boats

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

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

HARDKNOCKS CANOE SHOP
 cedar canoes



construction • repairs • recanvassing
 BRITANNIA CURTAIN, 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

Row Sail & Power

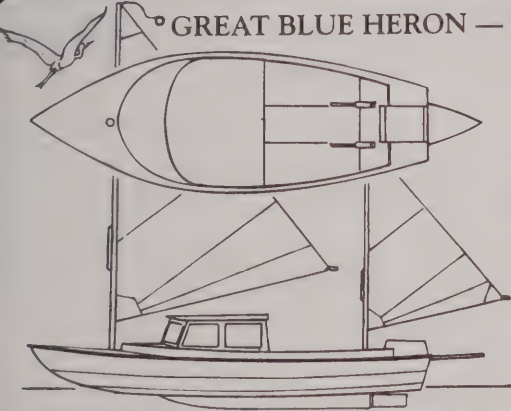
Cartopper KITS



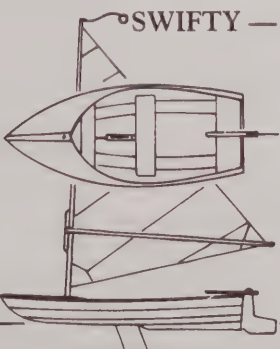
STOP DREAMING and build this "Classy" Bolger 11'6"x4'0"x100# skiff for fun and profit. Our PRE-CUT KIT saves you TIME and MONEY \$\$\$ Do it Today!!! \$5 brings Photos and Info-Pac.

G.F.C. BOATS
 RD 1 Box 417-B3 Cape May Court House, NJ 08210

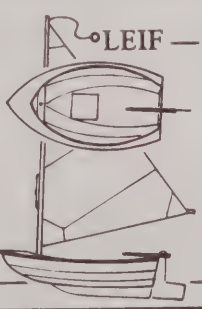
GREAT BLUE HERON — 19 Ft., 650 lbs — \$6600 KIT \$3550



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



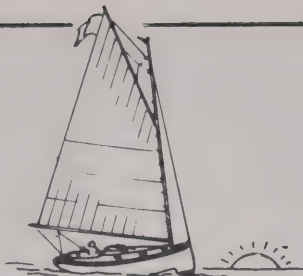
LEIF — 7 Ft., 45 lbs — \$1200 KIT \$550
 Plans \$30 Constr. Video \$23



- 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



BUILD YOUR OWN CAPE COD CATBOAT

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

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

Capt. Pete Culler's Plans

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

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

DENNIS DAVIS DESIGNS

A range of thirteen small craft featuring the unique DK method of round bilge construction, or the well-proven stitch-and-tape method. Only two 8'x4' sheets of ply required for each boat and no moulds, jigs or lofting! Two dollar bills bring our illustrated leaflet.

DENNIS DAVIS
9 Great Burrow Rise, Northam,
Bideford, Devon EX39 1TB ENGLAND

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

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 CORSAIR

CS24



PLEASE SEND ME:

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

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

COMMON SENSE DESIGNS
P.O. Box 91429, Portland, OR 97291

QUALITY DESIGNS IN
TAPED - BEAM PLYWOOD
BY TRACY O'BRIEN



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

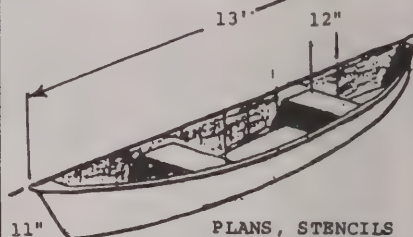
WEE PUNKIN



"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 COLLEBRAN, CO 81624

CAJUN PIROGUE



11" PLANS, STENCILS
Lightweight, sturdy, maneuverable.
Excellent hunting, fishing boat.

Send SASE for info.

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

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

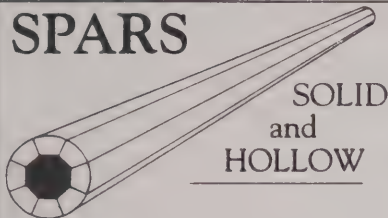
READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include lines drawings,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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473 2360

SPARS



SOLID
and
HOLLOW

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



Wood Canoe Hardware

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 wooden cuts, mast hoops,
authentic, nautical furnishings

GAM&BELL HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

Materials Supplies

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 1218 Old Clinton Rd.
Maine Westbrook, Ct 06488

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



RANDOLPH
BOATWORKS

custom
WOODEN MASTS
& SPARS

27 PINE ISLAND ROAD
MATTAPoisETT, MA
02739
508-758-4270



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

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

POLYESTER RESIN (With Catalyst)

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

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

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

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

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

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399 - East Longmeadow, MA 01028
Tel. (413) 736-0348 To Order Call Toll Free 1-800-333-0314
CALL OR WRITE FOR FREE PRICE LIST - WE SHIP U.P.S. ANYWHERE IN USA.



COD

THE SOURCE FOR:

WEST
SYSTEM

AWLGrip

EPIFANES
YACHT FINISHES

HARKEN

Schaefer

3M

Micro Fico



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

FAX 401-847-4215

We accept these credit cards



58 VAN ZANDT AVE.
NEWPORT, RI 02840

JT's
SHIP
CHANDLERY
Established 1907



Classified Marketplace



LEEBOARD BRACKETS. Several Elk bronze castings compl w/gunwale plates, washers, lever nuts, as in Copper Nail catalogue & on Adirondack Goodboats. Early lighter version leftovers (4) @ \$25 ea, gd for canoes & sails up to 55 sq ft. New heavier versions very satisfactory on Goodboats w/70 sq. ft, \$60 ea. MASON SMITH, Long lake, NY, (518) 624-6398. (9)



1902 14' PETERBOROUGH CATBOAT, "Var Cedar", gaff rig, in exc cond. Completely restored, cedar planked, oak rudder & trim, canvas covered deck, trlr. \$7,600 or will trade for antique runabout, launch, car or pickup. ROY ROYAL, Richmond, MI, (313) 727-7320. (9)

1983 BRITISH SEAGULL OB, 5hp w/long shaft in vy gd cond. RICHARD DOWNES, Weymouth, MA, (617) 335-6677. (9)

ANTIQUE WOOD/CANVAS CANOES. 17' OLD TOWN OTCA, 1925, AA grade, w/floorboards, portable folding seat & sailing gear. \$1,100 or BO. 13' MORRIS, 1909 original, perf cond. \$1,200. 16' OLD TOWN double-ended rowing boat, 1959, AA grade (similar to a Rangeley Lake boat). \$1,000 or BO. RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087 eves. (9)

20' ENSEDA SLOOP, drop keel, self-righting, self-draining cockpit. Slps 4, sink & porta-potti. 4 yr old mainsail & furling/reefing genoa, 3 yr old cabin cushions. She's a large, stiff 20 w/a vy comfortable cockpit. Need a small boat? Call wkdy before 11 am or after 8:30 pm. MEL ROSS, Croton, NY, (914) 271-8701. (9)

ANTIQUE BOATS. 1929 Dee-White 16' mahogany runabout, rare OB model, \$12,500. Late '40's 16' Old Town wood/canvas "Yankee" sailing canoe, recanvassed 1989, \$950. '30's St. Louis Canoe & Boat Co. 17' wood/canvas canoe, recanvassed 1989, \$950. 12' Richardson, Lakefield, Ont., cedar strip dinghy, row/motor/sail, gaff rig, \$1,250. FRANK FULKERSON, 18 Wildwood Rd., Toledo, OH 43614, (419) 385-3248. (9)

14' PENN YAN RUNABOUT, wood/canvas, 2 owners since 1952, trlr, Sears 3.5hp OB, near mint, \$1,395. STEVE BLAZEJEWSKI, Adams, MA, (413) 743-5900. (9)

21' OLD TOWN TRIPPER XL, ABS canoe, big, rugged, exc cond. \$850. STEVE BLAZEJEWSKI, Adams, MA, (413) 743-5900. (9)

WANTED: A small kayak for my young son to learn the joys of messing about on the water in. Wood or glass okay as long as it floats & will be comfortable for a 7 year old to paddle. Will pay reasonable amount.

DAVE MENTION, Rt. 1, Box 2120, Bowdoinham, ME 04008, (207) 666-5960. (9)

FINAL CLEARANCE. 3 demonstrator Granta kayaks: 17' Explorer double, large open cockpit, never in water, \$795 OBO. 16'5" sea kayak, small gel coat damage on deck, in water once, \$650 OBO. 14'6" touring single, brand new, \$600 OBO. HUSON CANOE, 14 Hillside Ave., Croton, NY 10520, (914) 271-5387. (9)

18'6" WINONA "ODYSSEY" CANOE, Jensen design, standard glass constr, nearly new. Fast high volume cruiser, not quite fast enough for racing. \$850 OBO. ERNST HEINCKE, 14 Hillside Ave., Croton, NY 10520, (914) 271-5387. (9)

'30's-'50's POSTERS, FLYERS, ETC. 18 posters, brochures, flyers, catalogs from '30's, '40's, '50's. Evinrude, Johnson, Mercury, Mullins, Chris Craft, Gray Marine & 1 TM55-370 Small Boat & Harbor Craft Operation. SASE for detailed list or \$45 takes all.

RICH MORGAN, 52 Heatherwood Hill, Audubon, PA 19403, (215) 631-1645. (9)

9' SKIMMAR SAILING DINGHY, no sail or other sailing parts. \$250. GENE GIFFORDS, E. Islip, NY, (516) 234-1350, 8-5. (9)

14' HOBIE CATAMARAN, white hulls, red, white & blue sail. Hdwre & rigging in exc cond. No trlr but easily disassembled for transport in small pickup. Located in eastern MA, delivery within 200 mi negotiable w/purchase. \$850 firm. CLIVE SPEDDING, Hudson, NH, (603) 595-2010. (9)

WANTED: 15'-20' SAILBOAT, by two graduate students willing to do some work. Don't have a lot of money but we'd give her a good home. L. GRAZIANO, Lewes, DE, (302) 645-4271 days, (302) 645-5868 eves. (9)

16' CEDAR STRIP CANOE, built to Moores-Mohr "Chestnut Prospector" pattern. Western red cedar. 65 pounds. \$750. BOB THOMAS, Ballston Spa, NY, (518) 885-9769. (9)

23' TRUE ROCKET C/B SLOOP, blt 1933, cedar planked. 16hp Palmer inboard (very gd cond). On trlr. Started to recanvas deck & cabin top but injury prevents compl. \$500 OBO. FRANCIS CAVANAUGH, Fitchburg, MA, (508) 342-0317. (9)

DRASCOMBE COASTER, '78, on galv trlr, fwd hatch, chart table. And/or 21' galv steel ship's lifeboat, British '27. In fresh water since '47, like to see her stay that way.

C. JENSEN, P.O. Box 995, New London, NH 03257, (603) 526-2774. (9)

14' BROCKWAY '89 w/15hp Evinrude '81, approx 350-400 hrs on eng. Guarantee start 2nd pull. Bronze steering wheel on midship station w/throttle & shift contr. Incl trlr. Exc for go-fast or training boat for beginner. Asking \$1,250. MIKE SHERWOOD, Old Lyme, CT, (203) 434-2276. (9)

OUTDOOR GEAR REPAIR SERVICE. Tents, packs, clothing, etc. If it's made of fabric we can repair it. Highest quality material, any fabric, any color. Modifications to existing gear and custom orders also available. Fast service. P. SPIRO, RD2 Box 259A, Rt. 22, Miller-ton, NY 12546. (518) 789-4623. (9P)

WANTED. Information & parts for a DC-14 catamaran I believe was blt in late '60's in CT. Glass hulls, plywood deck, aluminum rig.

BARRY NICKERSON, Stoughton, MA, (617) 344-1749. (9)

LOON KAYAKS. 4 used singles & 2 doubles, from \$400 to \$1175. One needs work, some need finishing. Send SASE for details.

LOON KAYAKS, Box 253 HC 32, Small Point Rd., Sebascos Estates, ME 04565, (207) 389-1565. (9)

14' LASER SKIFF sliding seat rowing boat, new 1988. Seats 3, can be rowed as single or double. Has removeable riggers so can be brought up against dock easily to load/unload. Much more seaworthy than typical ocean shell yet quite fast & pleasure to row. Asking \$1,500 set up as single w/new unused 9-1/2' oars; \$1,850 as double w/2 sets new oars. Will incl galv trlr for additional \$300. Can deliver to MA north shore area. DON CURRY, Topsham, ME, (207) 725-6914. (9)

BRAS D'OR NOVA SCOTIA COTTAGE w/300' waterfront, nr marina. Access to lake or open ocean. U.S. \$16,000, or U.S. \$19,000 if financed. CHAUNCEY BANCROFT, P.O. Box 693, Ellsworth, ME 04605, (207) 667-4696. (9)

ONE DESIGN 14 GRAND PRIX, dbl trapeze, retractable bowsprit/spinnaker pole, asymmetric spinnaker, trlr & dolly. \$5,000. ETHAN MAASS, Katonah, NY, (914) 232-5794. (9)

KLEPPER AERIUS II SEA KAYAK, expedition model (black hull), bags, paddles, rudder assembly, expedition spray skirt, spinnaker sail rig. Mint cond, used only dozen times. \$3,150. H. GARBER, Portland, ME, (207) 772-3821 eves. (9)

COMPAC 16 SLOOP, beautiful, seaworthy. Sails incl genoa. Fully equipped for short cruises. Trailer & reliable 4hp Johnson OB. On mooring in Hingham, MA. Owner disabled. \$3,500 firm. N.M. BRYDEN, 3 Broadmeadow Rd., Needham, MA 02192, (617) 449-0462. (9)

26'x8'6" NORWEGIAN LIFEBOAT, aluminum alloy. Completely cleaned out. \$700 or BO. Also Coventry "Victor" 9-11hp diesel, BO. PAUL SCHWARTZ, 20R Dane St., Beverly, MA 01915. (9)

18' ALDEN OCEAN SHELL. Sacrifice at \$500. Two place hull #A-413, can be used as a single. No oars or sliding seat. AL BENUSEN, New York, NY, (212) 740-1891. (9)

CAPE DORY 25, 1978. Roller reefing, 4 sails, 9.9 OB w/battery start, remote controls, compass, knotmeter, depthmeter, VHF, stove, head w/holding tank. Canvas cover, jackstands. Excellent but replaced by larger boat. \$9,000. ROBERT PAWLE, Falmouth, ME, (207) 781-2529. (9)

15' MINUTEMAN CATBOAT, better than new, w/folding/hinged mast, lazy jacks, Ritchie compass, galv trlr, Windex & possible reasonable delivery. Always stored indoors, rarely used. \$4,600 OBO. Interests now lie with smaller craft. A.C. EICKENBERG, 435 Cedar Ln., Fayetteville, GA 30214, (404) 487-9538. (9)

WEST SIDE BOAT SHOP KAYAK DEMOS. One 15'8" kevlar Solander, \$950. Two fiberglass Solanders, \$750 ea. One 19' kevlar Wave Ultra, \$1200. One 14'9" RPM marathon racing kayak, \$750. DOUG BUSHNELL, 7661 Tonawanda Creek Rd., Lockport, NY 14094, (716) 434-5755. (9)

ARLUK 1.8 SEA KAYAK. Brand new, mint cond. Not a single scratch. Light, fast, beautiful. Kevlar & graphite. White on white hull. Nd the money for another boat. Just pd \$1920 for it but will sell for \$1590 for a quick sale. DAVID BOLDUC, Greensboro, NC, (919) 275-8898 eves. (9)

WANTED TREMOLINO SAILBOAT. Will consider fixer-upper if price is right. DAVID BOLDUC, 2001-D Boulevard St., Greensboro, NC 27407, (919) 275-8898. (9)

"SHIPWRECK HISTORY & ARCHAEOLOGY". You've seen the shipwreck symbols on the navigation charts...ever wonder what's down there? "Ships & Shipwrecks" covers amateur exploration of wrecks, underwater archaeology, legal issues & the fascinating history of shipwrecks. 1 year subscription \$27, sample issue \$4. "Ships & Shipwrecks", P.O. Box 589-N, Riderwood, MD 21139-0589. (9)

WANTED. Turn of the century literature and boating magazines showing photos, ads or articles on displacement launches. Please state content, cond, price. OWEN CECIL, Box 634, Oscoda, MI 48750. (9)

14' PENN YANN, 1954 (private label for Montgomery Wards) w/orig trlr & 25hp elec start Sea King & all orig hwdre. Exc orig cond, no rot or structural problems, nds refinishing inside & out. \$1,950. BOB OCHENAS, 204 W., Dudley St., Maumee, OH 43537, (419) 893-6912. (9)

19' PYGMY SEA KAYAK, plywood & epoxy, 24" beam, sea sock. exc cond, \$850. H. GARBER, Portland, ME, (207) 772-3821 eves. (9)

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

"WOODEN BOAT" BACK ISSUES. For sale or trade. I have duplicates of #33, #35-#39, #44-#47, #53, #61-#62, #87-#88, #91-#92. I need #1-#14, #20-#23, #27, #29-#32, #42-#43, #49, #60, #79-#84. PAUL STIMSON, 25869 Goose Neck, Royal Oak, MI 21662, (301) 745-3858. (9)

27' ELITE SINGLE SHELL, fiberglass, 29 lbs, custom made by R.A. Negaard, Jacksonville, FL. Incl winged rigger, carbonfiber sculls, car top carrier, stretchers & canvas cover. Pristine cond, used only 4 times. Cruise or race your favorite river in style. \$1,800 firm. ANY PARKS, Marshfield, MA, (617) 837-1220 eves 5-9. (9)

TRADE PIANTEDOSI ROWING RIG, new, for Grumman sail rig. HERB KRUGMAN, Stamford, CT, (203) 327-5226. (9)

OB MOTOR WANTED, need a good second or third hand 6hp to push my 23' sloop. Fixer-upper fine, offering around \$100. AARON THOMPSON, Winchester, MA, (617) 729-6682 eves, or GARDI, Gloucester, MA, (508) 283-2598 days. (9)

WANTED, SAILBOAT STANDS, four extending from 36" to 54". RICK BRACKETT, Fitchburg, MA, (508) 827-4051 lv message. (9)

CANOE SAILING RIG. Compl new Old Town rig w/aluminum spars, Dacron sail w/plastic hoops, mahogany leeboards on ash thwart, mahogany tip-up spade rudder & yoke, bow seat w/hole for mast, mast step, Schaeffer blocks & gudgeons, & lines. Used only 4 times in too-small canoe. On of the last from Old Town, no longer sold. Cost over \$1,200, \$450 compl or BO. MASON SMITH, Long lake, NY, (518) 624-6398. (9)

16'6" MAD RIVER CANOE, Explorer model. Fiberglass w/kevlar reinforcement, wood trim, cane seats, slotted gunwales. 68 lbs. A nice canoe in vy gd cond. \$500. Delivery extra. DAN CHASE, Cape Elizabeth, ME, (207) 799-1354. (9)

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)

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)

"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)

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)

"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. Rigger worth more than asking price. Sails \$125, boat free to reliable non-smoker. CHRIS FABISAZAK, Tiverton, RI, (401) 423-1285. (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)

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.

14' CHAISSON SWAMPSCOTT DORY, double-ended, original bilt 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)

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)

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' WHITEHALL PULLING BOAT, wooden, bilt 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 bilt 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)

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)

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)

14' HOBIE CATAMARAN, white hulls, red, white and blue sail. Hdware & 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)

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)

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 hdware, 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)

14' PHANTOM SAILBOAT, fiberglass, lateen rig very similar to Sunfish but faster. Can be cartopped. In gd cond. Will trade for a solid utility trlr w/full-size wheels, or sell for \$600. KEVIN HARDING, Chelmsford, MA, (207) 256-8681. (9)

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

"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.

WEST WIGHT POTTER SLOOP, Type C bilt 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)

ALBERG 22 SLOOP, 1970 full keel fiberglass hull, teak trim, 4 berths, 4 sails, jiffy reefing, 7.5 long shft Merc OB, porta-potti, compass, misc equipment, trlr w/ext. \$6,500 or make offer. RICK PAULEY, Suttons Bay, MI, (616) 271-6000. (8)

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)

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)

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 shft OB, 7-2-9hp. BOB REIBEL, 99 Mt. Airy Rd., Croton-on-Hudson, NY 10520. (8)

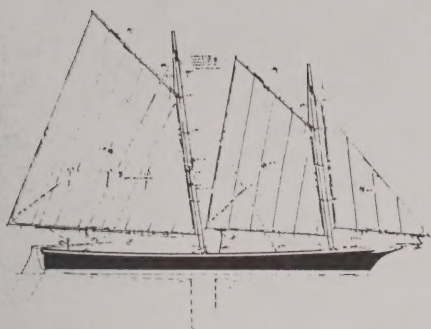
V.C.P.SKERRAY SEA KAYAK, expedition equipped, 6 mos. old, exc cond, Chimp pump, rudder. Green & white. Cost over \$2,000, price \$1,300 firm. JOHN MAHONEY, Neptune, NJ, (908) 988-3211. (8)

WANTED: Mass Dragonfly double rowing shell. Will transport. IAN WILLIAMS, Groton, CT, (203) 535-3382. (8)

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)

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)

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)



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)

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)

WANTED: BOLGER MICRO for a modest price, scruffy cond OK.
CHARLES ANDREWS, P.O. Box 3135, Kent., OH 44240, (216) 678-3010. (9)

GILLIES SEA KAYAK, hardshell FG, bulkheads, hatches, decklines. Vy fast & stable. Vy gd cond. \$750.
WAYNE PURNELL, Needham, MA, (617) 455-8005. (9)

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)

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)

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.

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

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)

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

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

O'DAY WIDGEON, 1972 in vy gd cond. New tires & lts on trlr. \$650.

ERLE HITESHEW, Newtown, CT, (203) 426-6237. (9)

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)

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)

SUNFISH \$750. Galv trlr \$250.

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

15' SIROCCO SLOOP, Canadian fiberglass centerboarder built 1974. Large cockpit, cuddy cabin sleeps two, extremely shallow draft. New mast and rigging, OB, good galvanized trailer. Roller furling jib, other extras. Simple classic design. \$2,000, or consider interesting trades.

KIM TATE, 236 Melonie Dr., Chesapeake, VA 23320, (804) 482-4280 eves. (9)

1966 BRITISH SEAGULL OB, long shaft, kept as spare power for inboard powered sailboat, rarely used. Runs fine, \$300
JOHN DRAKE, Essex, MA, (508) 768-6176. (9)

1952 EVINRUDE FAST TWIN OB, 14hp, w/tank, new fittings on tank. Runs, \$200.

JOHN DRAKE, Essex, MA, (508) 768-6176. (9)

WANTED. Used boom tent for old "Wood Pussy".

RICK BRACKETT, Ashburnham, MA, (508) 827-5911 'til 3 pm, (508) 342-3997 aft 4 pm. (9)

18' OLD TOWN CANOE, wood/canvas, exc cond, always stored indoors. Interior perfect. Used also for sailing, sail rig available. \$1,200.

J. ROBINSON, Washington, DC, (202) 546-9849. (9)

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

17' LAPSTRAKE PULLING BOAT, bronze fastened. Repairable, nds sheer strakes, breasthook & quarter knees. Built abt 1912 or earlier. \$150.

JIM MITCHELL, Noank, CT, (203) 536-6213. (9)



1948 EVINRUDE 5-1/2hp OB from Adirondack lake, NEVER is salt water. Used 2 mos per season, stored last 15 yrs. Weighs 50 lbs. No need to disfigure your boat with costly import when you can motor like a patriot for \$575.

JIM MITCHELL, Noank, CT, (203) 536-6213. (9)

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

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)

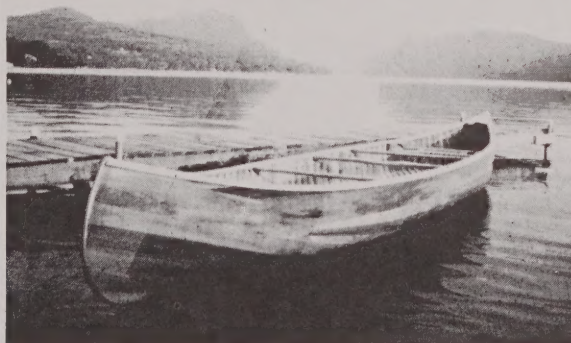
At the corner of Meadow Lane

West Barnstable, MA 02668

OPEN SHOP

(508) 362-8966

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

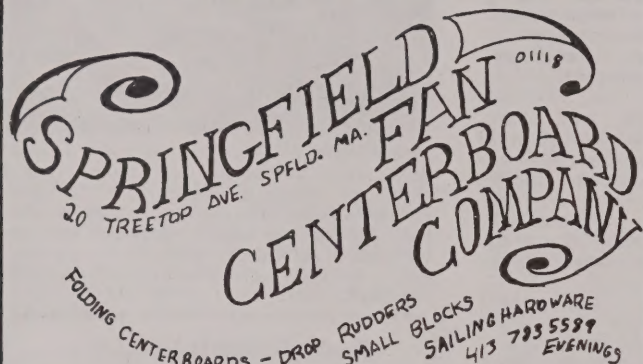


messing about in BOATS

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

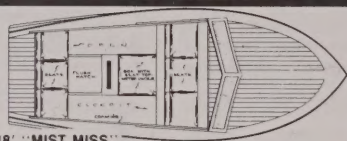
BULK RATE
U.S. POSTAGE PAID
WENHAM, MA. 01984
PERMIT NO. 53

ADDRESS CORRECTION
REQUESTED

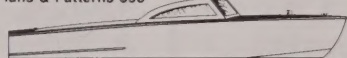


BOAT PLANS & KITS

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



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



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

GLEN-L marine design

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

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

TX-8

The Amazing PADDLE PAL

(Patent Pending)

Increases Paddling Endurance

Especially Recommended for Disabled Paddlers

Substantially reduces arm and shoulder fatigue on short or long flatwater trips

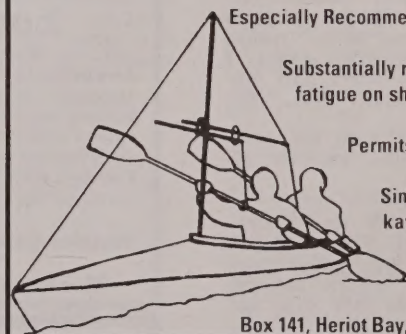
Permits bracing and feathering

Single or Double Models, for kayaks with or without mast holes.

Write for Information and Prices:

Peter Gregg

Box 141, Heriot Bay, B.C., Canada V0P 1H0



Follow the Leaders...



BERKSHIRE OUTFITTERS

THE MOTHER OF ALL CANOE AND KAYAK SHOPS
SEA TOURING, WHITEWATER, TRIATHLON, PRO
NEW & USED

EVERY ACCESSORY IN THE KNOWN WORLD!!!

RENTALS, BERKSHIRE TRIPS

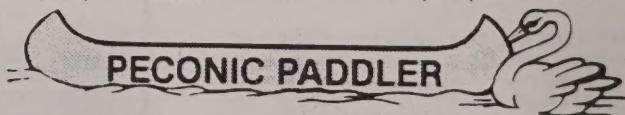
Berkshire Outfitters

Rte.8 Cheshire Harbor

(413) 743-5900 Adams, MA 01220 TUES.-SAT.

(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