

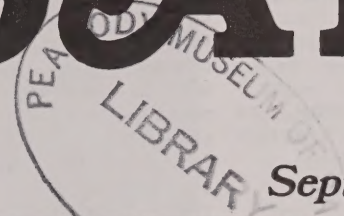
Twice a Month!



messing about in BOATS

Volume 9 - Number 9

September 15, 1991





messing about in BOATS

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Our Next Issue...

Will include reports on several outings: Chuck Wright's "Hokie Pogie Paddle", kayaking on Casco Bay; T. Ole Phinn's "Weatherbound on the 1210", sailing on Vineyard Sound; and Andy Follansbee's "Reflections on Cruising Rt. 95", trailering from New Jersey to New England. Tammy Venn will be "Looking Back on the Blackburn" in a race report, and I'll report on my second year of judging classic yachts at Newport.

Three designs should appear: John Bolduc's ocean racing kayak; the latest enlargement of the San Francisco Pelican, "Super Pelican" from Muriel Short; and an unpretentious power cruiser from Phil Bolger.

Choices for project reports include Griff Venator's "Experimenting with the Herreshoff Kayak"; Jim Thayer's swamping tests of his "Wee Punkin" in "Experiences in the Real Wet World"; David Hinds' tale on "Saving a Duxbury Duck"; and Andre Foldes' reminiscing on "Working on My Boat in an old Boatyard".

We look in at the Wooden Boat School briefly, Chuck Sutherland details his "Small Craft Nav-Aid" and Tom carries on with the "Flight of the Damn Foole".

On the Cover...

Learning how to get into the boat is just one of a multitude of things to be discovered at the Atlantic Coast Sea Kayak Symposium put on each August by L.L. Bean at Castine, Maine. We have a look at this event in this issue.

Commentary

**BOB
HICKS**

After experiencing a disappointing drop off of interest at a couple of boatbuilder shows this summer, it was heartening to arrive at the L.L. Bean Sea Kayak Symposium in early August to find it booked up 100% with 400 kayak enthusiasts there to learn what they could from dozens of workshops and try out their choices amongst over 100 demonstrator boats on the beach.

Sea kayaking stills seems to be on a roll, swimming against the tide of decline in other forms of consumer boating. This particular way to mess about in boats is definitely consumer boating, in that the products offered are from manufacturing facilities, not small boatshops, for the most part. While these facilities are small in scale in comparison to those that produce cruising sailboats and power boats, they are still "factories" producing "production" boats.

The increasing sophistication of the sea kayaks being produced is causing prices to rise and now they top out around the \$4,000 mark. Bottom end rotomolded "beginner" boats come in a little under \$1,000. While to me these seem to be getting pretty steep, I have to admit that to potential users from the consuming public, these are quite inexpensive toys, if they will do what they promise. A look at what proliferating mountain bikes cost today is a guide to this; anything under \$300 is trash, and the good ones go for \$1,000 and up. The same sort of people are attracted to kayaks, judging from the number of mountain bikes we saw at Castine.

Recognizing that selling sea kayaks involves more after sale responsibility than is expected in the sale of outboard motorboats, the trade supports efforts like these symposiums to not only introduce their products to potential owners, but also educate them. Sea kayaks have more built-in potential for peril than that other "tippy" boat, the canoe, because they are intended for ocean use, and even on coastal outings the paddler can get into bigger trouble than the average flatwater canoeist faces. Bringing together education and marketing in one setting is a powerfully attractive means of helping potential paddlers join the sport.

I think the kayak manufacturers see a growth paralleling that which mountain bikes have enjoyed, millions of them have been sold in the past few years to people of all ages from all walks of life. They have rejuvenated a stagnant bicycle industry hung up on awkward ten speeders unchanged for decades. While the waterborne na-

ture of kayaks will restrict the potential ownership to a smaller total, it could indeed catch on as a form of downsizing and personal boating, as the larger, more costly sail and power boats become no longer affordable options. While a kayak cannot provide all the comforts of home stressed by larger boat manufacturers, they can provide this more personal form of boating adventure, just as the mountain bike does ashore.

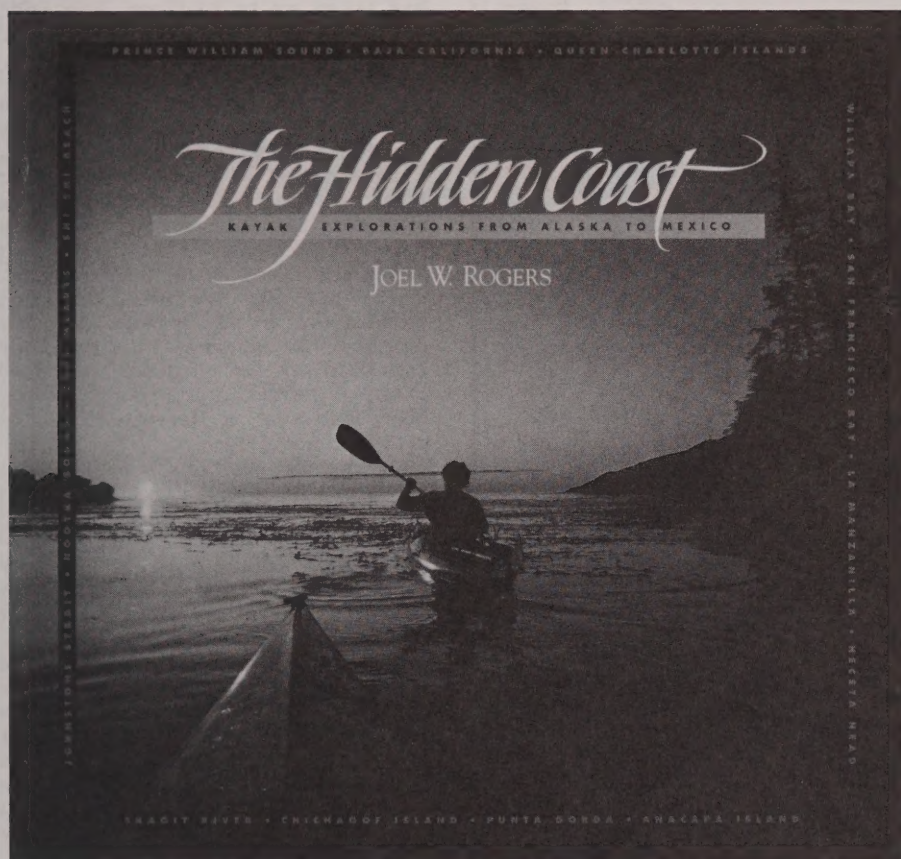
The major obstacle to more widespread use of kayaks is the matter of learning how to use them safely. I've said before that I know of no other form of boating that pretty much requires you to learn how to get back into your boat if you tip over. Canoeists should need to know this, but as they operate in far less potentially dangerous waters, the urgency to know rescue techniques is not there. Learning how to use the boat has been an obstacle to marketing of sailboats also, and as far as I know, there's never been a sailboat symposium along the lines of what the sea kayakers are doing.

Motorboating achieved maximum marketing penetration once it went to automotive design, with controls and instruments closely aligned with automotive practice, so the potential new boater need know nothing really before turning the key, shifting into gear and gassing it. While this often resulted in stupid on-the-water behaviour, motorboats proliferated while the sailboat trade wrung its hands in anguish over the public lack of enthusiasm for what appeared to be intimidating requirements for operating a sailboat.

Just since I've been interested in sea kayaks, the boats have been moving away from the hardnose serious paddler market towards the general public, with more initial stability and larger cockpits. Dick Wheeler, who is paddling his kayak down the coast from Newfoundland to Cape Cod retracing the route of the extinct great auk, and has a quarter-century of serious paddling behind him, remarked to me that once the manufacturers successfully design into their boats some sort of emergency self-rescue flotation, analogous to old time canoe sponsons, they'll greatly enlarge the appeal of the boats by reducing the potential for trouble.

I agree, even if the true-blue paddlers still insist that one must learn all the correct paddling techniques to be safe at sea. While they are correct, it just won't happen, and the producers of the products will have to cater to this need sooner or later.

BOOK REVIEW



After reading this 170 page large format full color photo/essay book about the author's favorite choices for "hidden" spots to go kayaking along the Pacific coast from Alaska to Baja, one is bound to be overcome with a longing to experience some of this. The photography is just superb, full color, often full page, pictures ranging from heroic level surfing on waves off Washington's Olympic peninsula to quiet marshes along the Washington, Oregon and California coasts. Rogers' commentary on each of his choices is very subjective and we get to learn something about him, and some of his companions on each outing. Why should we care to know them? Well, often we can identify with how others feel about certain situations

and thus get a more personal feeling for what is being described. This is not just another guidebook.

Nor is it of interest just to sea kayakers. Rogers and his companions use sea kayaks, but many of the places described lend themselves to enjoyment in small sailing craft or rowing boats, any sort of boat that can be cartopped or trailer launched off a beach would be suitable for at least some of the locations. It is true that the kayaks allow closer inspection of things like sea caves and rock arches, as well as experiencing big time surf if you are competent to do so. But I felt the book would give any small boat enthusiast vicarious pleasure travelling with Rogers from Prince William Sound

in Alaska to the southwestern coast of Mexico. It's not a continuous trip along these thousands of miles, but a dropping in at a dozen or so choice locations, each representing a different experience to be found on this "hidden coast".

What Rogers means by "hidden" is the remoteness and apparent wildness of many of his chosen locations, signs of civilization are mostly absent, even in areas not far from places like San Francisco. Access to many of these places requires driving over unimproved forest roads and launching off remote beaches. The Pacific coast seems to have a lot of undeveloped and quite inaccessible stretches. When he does encounter inhabited places and other people, they are almost always local indigenous populations and activities of a basic "livelihood" type, never a trace of "tourism".

After finishing the book I contemplated where such an experience could be enjoyed here on the Atlantic shores, and wasn't able to come up with anything approaching the scale and grandeur of the Pacific shores. I finally concluded that the only way to enjoy a "hidden coast" at least in New England, aside from scattered Maine locations, would be to derive the "hidden" nature by going to them off season when the boating and sea-shore public had retreated from them for the upcoming winter.

Well, if you are a sea kayaking enthusiast you'll love this book. If you enjoy other sorts of small boating, you can still find much pleasure in reading what Rogers has to say about his subject and find inspiration for your own local small adventures to what might pass for a "hidden" spot of coast accessible to you from the glorious color photography in this large format 9-1/2"x10" soft cover book. It is stocked by most stores catering to outdoor sports, as well as larger urban bookstores, and is a great value at \$19.95.

Review by Bob Hicks.

"The Hidden Coast"
Joel W. Rogers Northwest Books,
Anchorage, AK \$19.95

Free Catalog on Request



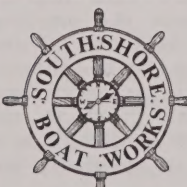
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HOW TO CHOOSE?

I am currently restoring a 1918 Old Town "Otca" canoe but would also like to build a small, inexpensive rowing boat. How can I choose a design from amongst all that are offered? It would need to be simple to build as I have only hand-held power tools. Can you suggest something?

Sandon Bate, 17 N. Atwater Pkwy, Fox Lake, IL 60020-1501, (312) 444-7063.

ABOUT WIRING STITCH & GLUE BOATS

A comment on wiring the chines of stitch-and-glue plywood boats seems in order. The process is a pain. It's much easier to use an internal chine strip and small brass screws. If you insist on using wire, use aircraft safety wire which will stand the twisting and retwisting. Greasing or waxing the wire will aid in its removal afterwards. I heard of heating the wires to achieve removal but think this sounds quite ponderous. It's easiest to insert the wires from inside by bending each short precut length into a rough "U" shape. But screws are still much easier.

Stephen duPont, Block Island, RI.



Moondance

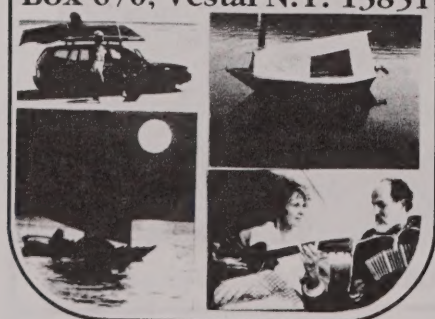
a car top, sleep-aboard cruiser for two honest

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

Finished boat--\$1800 Kit--\$900
Study plans--\$4 Plans--\$45

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

THOMSON SMALLBOATS
Box 670, Vestal N.Y. 13851




SHIPWRECK CONTROVERSY

As a sailor, scuba diver and nautical history enthusiast, I got pulled into the dispute between sport divers and archaeologists. Under the traditional provisions of Admiralty law, anyone was free to salvage anything from an abandoned wreck in U.S. or international waters. But historians became alarmed that historical wrecks were being discovered and stripped by sport divers before the archaeologists could document the artifacts.

The result is that new federal and state laws restrict divers' access to shipwrecks in U.S. waters and the divers are hopping mad. Mad enough, we hope, to read all about it in "Ships & Shipwrecks", the only newsletter devoted to nautical archaeology. We're encouraging divers and archaeologists to work together.

Any reader interested can request a sample copy of our publication from me.

David Robson, "Ships & Shipwrecks", P.O. Box 589, Riderwood, MD 21139, (301) 296-3990.

SO SMALL AT MYSTIC

"Grayling" and I attended the Mystic Seaport Antique & Classic Boat Rendezvous in late July. The boats gathered there were impressive. "Grayling" was the smallest sailboat and oldest boat overall and the only catboat. (Boats entered must all have living accommodations aboard. ED). It was great to see my little yacht rafted alongside a 70' yawl, she looked so small, but not out of place.

The really impressive boats were the "commuters", unbelievable restorations of incredible boats. Quite a sight all that varnish. Made my arms ache just to think about sanding it all.

Douglas Goldhirsch, Brooklyn, NY.

BEWARE OF THE BOATHOUSE

Over the past year my work has taken me to southern New England. Being a John Gardner reader I had to visit Mystic Seaport. The place is full of stuff for small boat nuts to look at, but there is one particularly dangerous spot. At the Boathouse they have a lively fleet. I have seen no boat rental places like this one. No aluminum skiffs or fiberglass canoes, but instead a dozen wooden boats that pretty well cover the types in Gardner's books. There are two or three Whitehall variations, a Swampscott dory, a peapod, a wherry, a Rangeley Lakes boat, a Chamberlain dory skiff, a Herreshoff/Gardner pulling boat, and even a Herreshoff double paddle canoe.

The danger is twofold. First you can't possibly try them all in one visit, so you have to keep coming back. That may strain relations with other members of your party who have a broader agenda in mind for their vacation than just rowing boats. Second, having eventually tried them all, you realize that you now will need to buy or build at least three or four of them to adequately cover all the boating opportunities that you envision. The potential in this for domestic strain is probably obvious to all readers who must deal with family members whose priorities for time, money and garage space put painting the house, buying the new carpet, and protecting the BMW, well ahead of rowing boats.

In spite of these risks I still recommend several visits to the Boathouse at Mystic Seaport. For comparing boats it sure beats studying plans and reading magazine articles, even the excellent ones in "Boats".

John Parker, Houston, TX.

AT LAST A SUBSCRIBER

Been borrowing issues of "Boats" for about a year. Chuck Sutherland finally convinced me to subscribe. My interest is in kayaks, canoes and sailing canoes. Don't change a thing. Lots of copy on small boats. Forget the gloss. I especially like to read on boat-building, and design of small boats.

Rod Mincher, Annapolis, MD.

INTEREST REKINDLED

I've been lax about renewing my subscription, but a recent trip to a small boat show here in Vermont, plus dabbling with my Penguin and Nutshell pram, rekindled my interest. My father grew up on Barnegat Bay and is very familiar with sneakboxes. He enjoyed the article from a 1990 issue on a cruise in a sneakbox which I saved for him from that issue and recently passed along to him.

Peter Huber, Monkton, VT.

BACK FROM BARROW & RUSSIA

Boy it's awful down here in Connecticut, waiting for the power to come back on after Hurricane "Bob" (any relation?). Up on Alaska's north coast at Barrow where I was just last week, the sun hardly went down at all, and around here now it gets dark at eight o'clock! Something must be wrong here. And they had real decent weather in Barrow, temperatures in the 30's, snow, frost and winds at 15-20 knots from the west or the east. You never run out of ice there, there's always some right out there on the horizon, if not grounded on a nearby shore. They have all the seals you can eat, plenty of ducks and loads of fish. But, I did not feel like skinny dipping there.

I'm sure glad I got out of Russia, I heard the place just went to pieces while I was there. I did have a good time but felt ill at ease. Their lack of respect for human life was quite disturbing to me. Still the visit was worth it, and the sea kayaking in the Beaufort Sea off Barrow showed me a lot of the marine environment I had very much wanted to see. I hope to write up some of my adventures for you for the coming winter.

Gail Ferris, Stony Creek, CT.

SAILS A BOLGER BOAT

I now sail a Bolger/Payson "Gypsy" from our island on the rough and rocky coast of Maine. So I especially enjoy Phil's contributions to each issue. Sailing this small open boat in our rather unprotected waters is a very satisfying experience, especially when I get a smile and a wave of appreciation from a passing lobsterman.

I built my "Gypsy" back home in St. Louis in our garage, intending to sail her in that area, but I ended up cartopping it to Maine on my return to New England for college. The cartopping was very easy and the upturned bow of "Gypsy", upside-down on the car roof, made a great sunshade on the road, keeping the car interior much cooler.

Nathaniel Spencer, Amherst, MA.

LOOKING FOR HACKMATAK KNEES

Do you remember an ad in your magazine for hackmatack knees? (No. ED.) I do but can't find it. Can anyone suggest a source?

I'm building a Hammond power dory now, 28' out of Gardner's second book. It's almost planked up, two to go. After this is completed I plan to build a lapstrake round-bottom pram, long and fast. It will have square oars. I'll send you a report.

Starr Lothrop, P.O. Box 289, York, ME 03909, (207) 363-5757.



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SYSTEMTHREE

BOATBUILDING INSTRUCTION

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

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

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

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

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

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

BOAT SHOWS & MARITIME FESTIVALS

September 21-22. 7th Annual Maritime Heritage Festival, St. Mary's City, MD. William Gates, (301) 862-0982.

September 21. Duckers' Day, Durham, NH. Piscataqua Gundalow Project, P.O. Box 1522, Portsmouth, NH 03801-1522.

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

CANOEING & KAYAKING

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

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

October 13. Antique Paddle & Pull, Genesee Valley Park, Rochester, NY (in conjunction with Bausch & Lomb International Rowing Regatta).

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

ENVIRONMENTAL AWARENESS

September 21. REI Peddock's Island Wildlife Refuge Restoration, Boston Harbor. REI Outreach, (617) 944-5103.

A growing number of organizations concerned with protecting our marine environment have programs and events of interest to small boaters, so we begin listing those we learn of on these pages henceforth.

Merrimack River Watershed Council, 694 Main St. W Newbury, MA 01985, (508) 363-5777 promotes

HAPPENINGS

REVISION TIME AGAIN

In an ongoing effort to bring you as much topical information about what is going on of interest to small boat folks, I am about to again restructure the "Happenings" pages which run every other issue throughout the year. The amount of information continues to grow so I must further condense it on these two pages.

Each of the categories of activities established will include directions to the sources of details on specific individual events scheduled and also list organizations which run activities throughout the year. I have done it this way most of this season but will tighten it up now that the season is largely over on the water and the number of events is shrinking, requiring me to make fewer alterations. Getting it set up with the directory of organizations which sponsor the various types of activities will give you access at any time to activities that particularly interest you. And as the new season comes on and specific events of significance are scheduled, these will highlight what is going on out there.

The October 15th issue will begin this new setup and I invite anyone or group wishing to be listed for the coming year to contact me with details of your/their activities. If you have been listed this year but there are changes in your information (contact persons, phones, addresses, etc.) please send me the current details. Please MAIL the information, don't phone it in, in order to maintain accuracy of publication, to "Boats", 29 Burley St., Wenham, MA 01984.

restoration and preservation of the Merrimack River from its source to the sea for environmental and recreational values, including small boating.

Riverfront Recapture, 1 Hartford Sq. West, Hartford, CT 06106, (203) 293-0131 promotes Connecticut River access by small craft and pedestrian means, and riverbank improvements in greater Hartford area.

Gulf of Maine Council on the Marine Environment, State House Station #38, Augusta, ME 04333 is concerned with overall environmental issues for the entire Gulf of Maine from Nova Scotia to Cape Cod, including small boat uses. Their 1991 "Visionary Award" winner was Dave Getchell, Sr. for his work in establishing the Maine Island Trail.

MARINE AUCTIONS & FLEA MARKETS

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

MARINE OPPORTUNITIES FOR DISABLED PERSONS

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

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

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

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

MARITIME HISTORY

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

Boston Nautical Heritage Society. Developing Boston's Nautical heritage in the form of on-the-water and shoreside activities and events. Brochure from them at P.O. Box 379, Stoughton, MA 02072-0379, (617) 344-1749.

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

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

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

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

ROWING

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

October 6. 15th Annual Catalina Island to Marina del Rey Rowing & Paddling Derby, Marina del Rey, CA. Charles Hathaway, (213) 823-4567.

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

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

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

SAILING

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

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

SHIP MODELS

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

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

TRADITIONAL SMALL CRAFT

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



The Great Auk Project

We have our first sketchy report for you on Dick Wheeler's progress on his "Great Auk Project" ("Boats" July 1, 1991) in which he is paddling his sea kayak from Newfoundland to Cape Cod along the coasts and across several large embayments and straits, following the migratory route of the extinct sea bird after which he has named his adventure. Dick is filming the trek



for a public TV special to focus on the environmental perils of endangered species, and has sizeable funding, but still has to do all that paddling himself.

The first major hurdle was right at the start, a 40 mile open water crossing from Funk Island off the eastern tip of Newfoundland to that larger island. Funk Island was the major hatchery for the Great Auk, and the scene of the slaughter of the amiable birds back in the early 1800's (they were all gone by about 1840). Although Dick was accompanied in the 18 hour ordeal against winds and tidal currents by a hired fishing vessel, he made the entire crossing on his own without assistance, thus setting the stage for the next phase along the exposed sparsely populated southern coast of Newfoundland.

On September 5th we called the "hotline" for an up-to-date re-

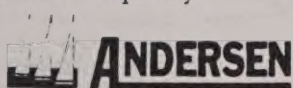
port of Dick's progress, just before going to press with this issue. His wife Sandra had just returned from Newfoundland and her message was that Dick was still happy with his task, although after almost two months he's running well behind schedule, mostly because the weather has been so adverse much of the time. He was about 60 miles east of Channel Port-aux-Basques at Newfoundland's southwestern tip, jumping off spot for his next major open water crossing to Nova Scotia. The ruggedly built 60 year old Wheeler had lost 25 pounds already and had grown a beard, according to Sandra.

The next report should be from Nova Scotia as Wheeler continues to race southward ahead of winter much as those great auks did for so many thousands of years until the Europeans discovered them and killed them off.

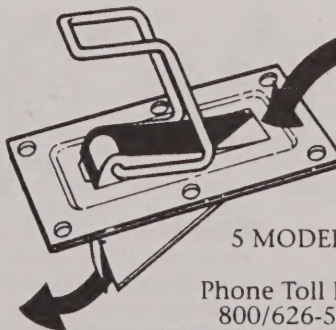
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Flight of the "Damn-Foole"

"By the way," I asked my wife, "am I insured?"

"No," Was her acerbic reply, "we couldn't afford the payments."



INSURED?

"Then if I disappear on this trip don't bother looking for me. You can't afford to do anything with the remains," I said.

"What happens to us if you don't come back?" she asked. "I mean, who'll pay the bills?"

"Why worry? They're not being paid now."

The Dog staggered around the house, falling down occasionally. He was finished. His pills weren't working anymore. I had to take him to the vet to be put away. In the office of the vet I agonized through the paperwork for his euthanasia while he nuzzled up against my leg making me wish I could have taken his place.



DOG

I paid the bill and went to a camping store to buy things for a two week cruise. I soon realized that I couldn't afford anything there with the money I had left.



STORE

From there I went to a food discount store and bought beans, juice, oatmeal, crackers, peanuts, granola, etc. Back out in the parking lot a little old lady backed her little old vintage car into my little old vintage car. I wired her bump-

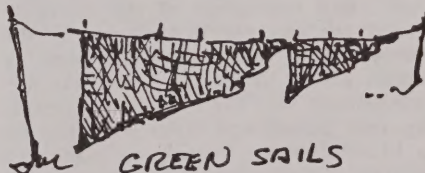
er up with a coathanger. We smiled at each other and happily drove off to avoid the insurance claims.



AFTER THE ACCIDENT

I'm telling you all this unrelated stuff to show you all the unrelated problems you'll encounter while "Fitting Out". During the winter I tried to think of something intelligent to paint on the hull. I tried hard but my intelligence failed me. So I opened a can of paint and dipped into it and let the brush do whatever it wanted to do. People later got mad when they tried to describe it. They would start off, "It looks like..." and then couldn't finish.

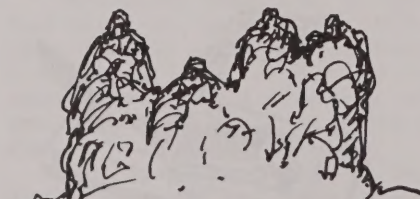
Then I laid the old stained sails on the grass and threw green tie-dye on them, let them set a while, then hung them up to dry. The neighbors asked, "Why did you do that?"



GREEN SAILS

"How the hell do I know?" I had to answer.

I threw everything into trashbags and drove to the Dory Club in my 1970 Dodge that was long overdue for euthanasia. Five wharf rats were waiting for me. Standing on the dock like barnacles on a rock.



BARNACLES

Word had gotten around that I was going to sail my Townie to Nova Scotia. I avoided them. I didn't want to be subjected to their amiable jokes. I didn't feel very amiable after what I did to the Dog.



3 TRIPS

I pulled someone's pram from the rack and loaded it. The wharf rats watched and offered no help. Not that I expected, or wanted, any. "Fitting Out" is a very personal thing and a special state of mind goes along with the doing of it. I made three trips and found that each time I leave on a trip I bring less and less, but less always manages to fill up the boat.



LESS

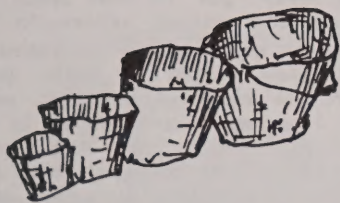
I was more concerned with what I wanted to leave ashore. Bills, a broken down car, a broken down house, a job, my memory, my obnoxious self, a dead dog that I liked to walk through the woods with even if he didn't like the trees. I wanted to leave my growing revulsion for people that was beginning to scare me. Yes, I was in flight. To lose myself on the sea.



FLIGHT

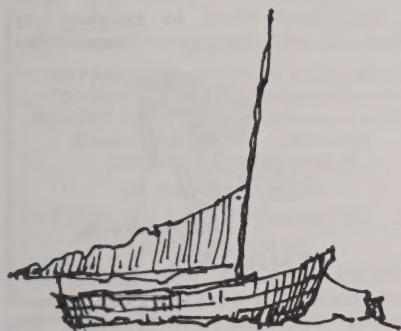
"How long are we going for?" the boat asked.

"Two weeks," I answered as I bailed. I had to get a bigger bail-



BAILING BUCKETS

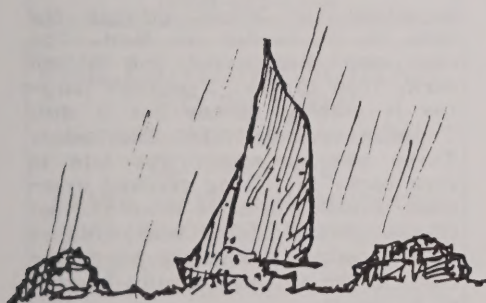
ing bucket each year to stay afloat. The boat rolled rhythmically on the swells that broke on the nearby beach. It felt good to be sitting in the boat. It was mid-season and we were the only Townie in the water. The fleet had been over-administrated during the winter with too many plans and too many rules. That delicate enthusiasm was gone. The fleet was in decline.



ONLY TOWNIE

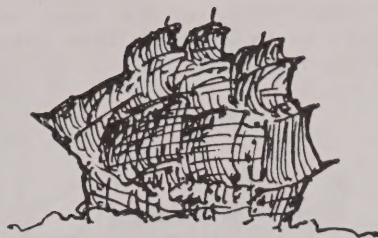
When I raised the sails I discovered that I had put the luff on the boom and the foot on the mast. The boat chuckled, "That'll give those wharf rats something to talk about." I would have liked to straighten out the spreaders. They were cockeyed, but I didn't dare go into the dock.

"Fix 'em later," I told myself. "Straighten this messy boat out too."



STARTING OUT

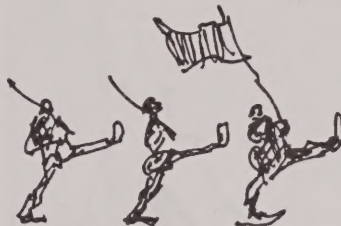
A gentle easterly wind brought a little rain as we tacked out of the harbor. The "H.M.S. Bounty" was just leaving Boston Harbor under full sail. I felt that I was dropped back in time to 1789. "I should sail after it and climb aboard."



H.M.S. BOUNTY

"No," the boat said, "you'd be a mutineer."

We turned away on a reach with a beam sea rolling us. At Swampscott I could hear the band playing, reminding me that it was the 4th of July. The marchers parading about, overjoyed that they had slaughtered the enemy in a recent conflict. By the thousands they were slaughtered. Better them than us was the sentiment. I stood up and began ranting.



CELEBRATE THE KILLING

(THE BOAT SUGGESTS THAT THE READER SKIP THE FOLLOWING PARAGRAPHS WITHIN THE LINES BECAUSE THEY MAY CONTAIN OBJECTIONABLE MATERIAL!)

"You politicians can cheat, lie, scheme, cajole, plead, weep and generally bullshit your way into getting elected. But you can't function at all when it comes time for avoiding a war. You can only threaten, bully, demand, spy, and kill. You want us to be patriotic yet you've robbed our banks, ruined our economy, chased our industry away, encouraged imports, left us unemployed and overtaxed, cut education and health care, done nothing for the environment, threw the insane and homeless into the streets, ignored the elderly, crime, AIDS, pollution and cancer. Then you gave yourselves a raise.

Yet every politician boasts he has the solution to one of these problems. Surprisingly the problem is never solved. It gets him elected the next time. Try to unseat one of these politicians and he'll laugh at you, because he knows elections are a joke and that your vote has as much value as a lottery ticket. Politicians don't represent us, they represent themselves. Periodically they explain what they want us to do. And what they wanted us to do this past winter was to start killing others. After we taught our kids that killing is wrong and that

to be a good member of society we should avoid conflict and try to be polite and kind to one another. Now the politicians want to train our kids to kill. To run in a murderous pack. They tell them it's heroic and that if they kill enough they'll get medals and be able to march in the parade on the 4th of July. If our pet dogs were taken to be trained like this we would be more outraged.

If we can't see that all wars are blundered into by these political disfunctionaries and that all the misery and slaughter is useless, then our society is a total failure. We've found endless reasons to kill. We're supposed to try like hell not to, even when we're threatened. Religions were based on pacifism; "Thou shalt not kill," is the rule we ignore. Maybe all our churches should be padlocked to stop this beastliness. Otherwise we'll wave the flags and shout patriotic inanities while marching off for another grand bloodletting. Perhaps for no reason at all, just for the hell of it."

"Are you through?" the boat asked.

"Yes," I replied proudly.

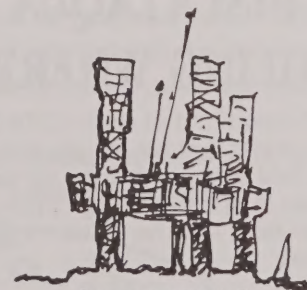
"Good. Now sit down and shut up. I couldn't stand much more of that!"

Off Marblehead we sailed through the Halifax Race fleet. Preparing to start they looked like baby carriages and bathtubs improved by space technology to make them super-raceable. Large cruising boats motored by us like pelagic condos.



BABY CARRIAGES AND BATHTUBS

We sailed close to the mysterious platform off Gloucester Harbor.



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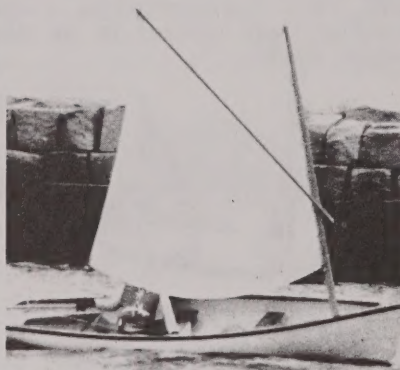


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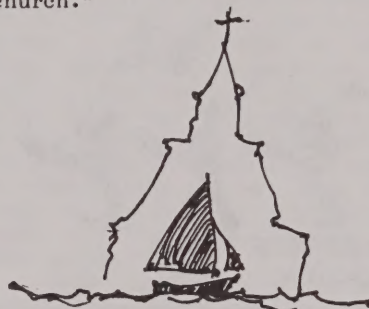
a week. They're the ones who should be in church. "Give nature a little respite!"



FISHING

"You're a fine one to talk of church, the boat said.

"For others. As for me, I'd rather be lost at sea than found in church."



LOST AT SEA

We rounded Cape Ann on the run. Halibut Point and Folly Cove.



HOLE IN THE WALL

Through the hole-in-the-wall into Lanesville. I dropped the anchor from the stern and rowed to the breakwater to tie the bowline. This sounds neat but it never works right for me. I usually keep changing it and then leave it whichever way it is when I get disgusted. I laid out the sleeping bag, set up the sail tent and cooked some beans. Looking forward to a nice breakfast in the morning at the diner ashore, I slept, complaining through my dreams.

Next morning I stowed every-

thing away, got the boat ready for sailing and walked ashore to the diner. It was closed. The board of health had closed it down. Back aboard, I made oatmeal. It went down like cement and stayed in my stomach the whole day. With food I have to admit to being slightly peculiar. I don't like eating. I only like the smell of food. As far as I am concerned food should be cooked, smelt, and then thrown away. Avoiding the elaborate plumbing.



OATMEAL

Thunderstorms were predicted and small craft warnings were posted. "Poppycock!" I pushed off from the wall and tried to recover my anchor. It was snagged. When I de-



SNARED

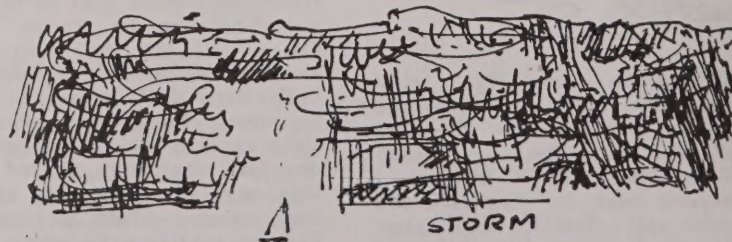
cided to cut it, it broke free. I slammed into the wall leaving the harbor. Things were going badly.



INTO THE WALL

A silver sun shone through the haze as we headed for Novi. The sun soon disappeared and it got dark, then darker. I couldn't imagine it getting darker but it did. Thunder rumbled in the west. There was no wind. Too late to turn back. Lightning cracked overhead. I took the sails down and sat in the bottom of the boat wrapped in the mainsail with my head outside. If the end was coming I wanted to see it.

(To Be Continued)



STORM

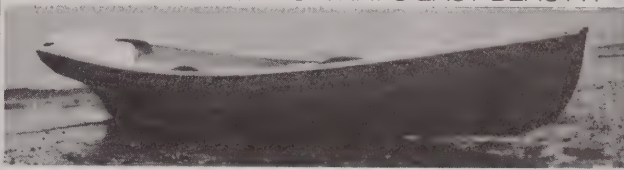


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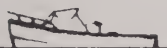
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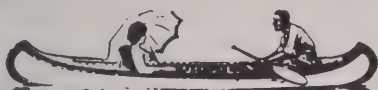


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Cruise of the Catboat "Grayling"

Douglas Goldhirsch

(Conclusion)

MOVING ON

Magically the wind held northerly (east, then west) and Dave and I and "Grayling" made good time, going all the way to Montauk on our first day out of Cuttyhunk. Out in the open between Cuttyhunk and Block Islands we thrilled to the ride given by the storm swell generated by "Hurricane Bertha", by now hundreds of miles away and approaching Nova Scotia. Six to eight foot swells, which in and of themselves are nothing to write home about. But these swells were spaced so far apart in an otherwise calm sea that the power of the storm that had generated them was very evident and quite impressive. The day went quickly, for with two competent helmsmen the whole situation became more relaxed for me.

I thought of Sidney often that day, and for days to come. There was to be a memorial service at the Brill's summer home on Fire Island on Saturday. It was Tuesday night and we listened intently to the weather forecast to determine whether or not it would be prudent to attempt to return to Great South Bay on the outside, in the ocean. It had been my plan to go upwind through Long Island Sound, down the East River, out the Narrows and run downwind to Fire Island Inlet. This plan, however, assumed typical summer southwest winds. The forecast now was calling for continued northerly winds. Should we trust the weather service and chance it out in the open?

Back in June on the trip to Mystic going east had been an easy decision. The prevailing westerly winds would make it a downwind

run. Even if winds had come strongly, I knew that running in strong wind and large seas was better than beating. We left the Great South Bay via the Fire Island Inlet because the other two possible outlets are often unnavigable due to shifting sands and breaking waves. Either the Moriches or Shinnecock Inlets would have made the outward bound journey easier as it would have eliminated the need to sail through the night. But if I had planned to transit one of these treacherous openings and the weather was not "just so" (calm) there would be no place to go and nothing to do but go back and wait. For that reason on the out-bound trip I decided to take the sure route and sail through the night.

But on this return trip a chance could be taken on one of these easterly inlets being passable. If the winds held northerly, conditions would be favorable to make our passage home on the South Shore of Long Island, making our westing in the ocean rather than the sound. We would have to be prepared to make the entire 90 mile passage on the outside, but if conditions were right and we were at Shinnecock Inlet during daylight, it was just possible that we could safely transit into the protected bays of Long Island's South Shore, thus eliminating the need for sailing through the night. The real decision to be taken here was which route to take; the safer but longer voyage through Long Island Sound, down the East River, out through New York Harbor and then east to Fire Island Inlet; or the

outside route sailing west from Montauk to Fire Island Inlet with the off chance of being able to duck in at Shinnecock.

Well, Wednesday morning came and there was a healthy northwester just as predicted. So with the spirit of adventure in me (Sidney, you still here?), I decided we'd go for it the hard way on the outside. We weighed anchor and headed west. Before we could get out of the pond I spotted my friend Bill Low's boat at the Montauk yacht Club again. The same guy we visited on the way to Greenport. I'd run into him at Mystic and on Martha's Vineyard during my travels, and had to stop for a quick hello before setting out on the final leg of our journey. Again, a brief chat over coffee, and then off again, this time headed west.

We had timed our departure so that we would arrive at Shinnecock Inlet before dark in the unlikely event that the Inlet would be passable. The northwester was brisk and we opted for motorsailing in order to avoid a beat. This insured our arrival at Shinnecock before dark. We travelled along a half-mile off the beach in water sheltered by the land mass of Long Island, and we made very good time.

It was well into the trip when I spotted what appeared to be a large ship coming up on the horizon to the west. As it got closer it appeared that it was a sailing vessel. Dave got out the glasses, and lo and behold, there was a huge square-rigged ship heading east about eight miles offshore. As it got closer we were able to iden-

tify it as the Coast Guard sail training vessel "Eagle". I was able to raise them on the VHF to tell them how magnificent they looked and how thrilling it was for us to encounter such a ship in the ocean by chance. Interestingly, while we saw the "Eagle" quite well, her radio officer reported that he wasn't able to spot us as we hugged the beach to the north of him.

Soon after passing the "Eagle" we came up on Shinnecock. Remarkably the seas at this notoriously treacherous thoro fare were perfectly flat! You could have waterskiied through the Shinnecock Inlet on that evening, and for all the worrying about our prospects for passing this way, it was a monumental anti-climax. The most difficult part of the day came after dark when, while anchored near shore, we had to fight off a rather healthy fleet of dive-bombing mosquitoes.

So now it's Thursday and the light is clearly visible at the end of the proverbial tunnel. And very much like a tunnel it can be. Parts of the inland route from Shinnecock to Seaview are very narrow, and there are three draw bridges enroute. But the weather was perfect for most of the day as we made our way west. First through Shinnecock Bay. Then under a bridge to Moriches Bay. Two bridges later we were finally in the Great South Bay and almost able to steer a course for home.

All through the eastern bays the wind held light north and west. But here, in sight of home, Mother Nature decided to remind us that she was watching. The wind died altogether and then came up quickly southwest, and I mean came up. The last three hours of the trip were spent beating to windward into a brisk (15-20 kts) headwind and a short steep South Bay chop. But "Grayling" hadn't forgotten how to handle this sort of thing and she drove on. We held on with two hands, soaked up the salt water sent flying aboard, and looked forward to our safe homecoming. We would be tying up in front of Sidney's house and I was a bit anxious about how I would find my friends upon arriving. But I had a good feeling about everything. It had been a great trip for me and "Grayling".

Coming into Sidney's dock provided an emotional ending to a marvelous adventure. There were my friends, the whole Brill family. They were enjoying the beautiful day as best they could. That evening I visited with them and my own family, and spent the night ashore. Friday was also a beautiful day and I spent most of it sailing with the Brills and their friends in "Grayling". I think they enjoyed the peacefulness and aesthetic quality of my little boat as well as the thoughts and feelings this setting evoked for them.

We'd spent the whole day together, but that night I felt the need to be alone. I'd raced back from the Cape, firstly because the conditions were ideal to do so, and secondly because of Sidney's passing. But Friday night I needed a few hours by myself to digest it all. I didn't want to be with the Brills...although I was very concerned about supporting my friends, I didn't even want to be with my family right now. My friends were surrounded by loved ones, they wouldn't miss me. My family would see me again the next day. Just then I needed a little time to myself to "re-enter". I didn't want to sleep ashore.

So I went to my favorite anchorage in "The Pond". The Saltaire Pond, on the Fair Harbour side, is a safe and lovely place to spend the night. The place is magical. Always calm, always protected. A gentle late afternoon southwester. Small waves lapping against the dinghy. The sound of the flag flapping overhead, at half-mast. I was able to think about what I'd just accomplished. About all the travelling I'd done over the past weeks. The voyages place to place, when viewed one at a time, were not that impressive. But taken as a whole, I had taken a 92 year old catboat, one that hadn't been out of protected waters for up to 40 years, to Nantucket! And got her back looking as good as when she left, and did not have one single horror story to tell. This was either exceptionally good seamanship or exceptionally good luck. I don't know which, but sitting in the Saltaire Pond, with a world class sunset going on before me, I allowed myself to revel in the feelings of triumph.

I reflected on the tragic passing of a friend, and was able to come to terms with those feelings. Feelings of love, feelings of loss, feelings of sorrow...but no feelings of regret for my having been away. I felt I'd paid tribute to my friend by the successful completion of an ambitious adventure he would have enjoyed.

The next day was the memorial service for Sidney. A fitting tribute for a good man. On Sunday, a last day to enjoy the beach before returning to New York. Early Monday morning, with the wind howling from the southeast and in driving rain, I set off in "Grayling", back to the slip we had left almost six weeks before. This two hour trip may have been the most harrowing of the entire journey. I set out with two reefs tucked in and soon tucked in a third while "Grayling" threatened to drift onto a nearby shoal. Great South Bay is very shallow and the winds whipping off the ocean produce a steep short chop. It was wet but we flew along under our reduced canvas, and despite the se-

verity of the weather made an uneventful crossing. The half-mile motor down the canal to our slip was lonely and solemn on this stormy Monday morning. No one watched and the rain kept coming. I put "Grayling" into her slip and shut down the engine.

SOME FINAL THOUGHTS

When I bought this old wreck of a boat over eight years ago, I dreamt of the things I could do in her. I sat in the cockpit full of fallen leaves and rotting wood and envisioned a sunset with some friends. I foresaw new places and exciting passages. It felt good then, so much potential.

I knew very little about wooden boats then. But I learned. I worked hard to rebuild "Grayling". And in the process I began to rebuild myself. I think that is why this voyage through southern New England was so exciting for me. It was not only enjoying a beautiful old boat but also rediscovering enjoyment in being myself. This voyage had been but the first leg of a much longer journey. While "Grayling" was the magnificent vehicle for this vital leg, I see the journey ongoing. The vehicles may change, there may be other boats, and certainly other people. On "Grayling" this past summer I set out on the journey that is the remainder of my life.

I now look forward to many more safe and remarkable journeys in "Grayling", and my vision includes others; a woman as yet unknown to me, and a family that could follow. My experience with "Grayling" has taught me that a clear vision patiently and persistently pursued can become reality.

Douglas Goldhirsch, Brooklyn, NY.

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ATLANTIC COAST SEA KAYAK SYMPOSIUM



It's been a couple of years since we had attended the L.L. Bean Atlantic Coast Sea Kayak Symposium at Castine, Maine, so this past August we headed north to re-

new our contact with this sport and its movers, shakers, participants and vendors of goods and services. All in one place, that's what is so nice about such a gathering.

Bean had no trouble filling all 400 openings for participants this year, despite the economic downturn and the recession in most other forms of boating. Most of the 400 were new people, those who can best benefit from what is offered over the weekend. The information presented and the boats and gear displayed are overwhelming, and over two full days you could fill your appointment schedule with workshops and still not catch them all. And if you wanted to try out some of the kayaks down on the beach, which most who attend do, then your days got even more crowded. Whatever it was you might want to learn more about in sea kayaking, it was there for you.

We didn't attend workshops, aside from Tammy Venn's presentation on places to paddle along the Massachusetts coast, and spent most of our time either at the beach or in the vast field house where the trade show was set up. To give you the full perspective on the workshops we reprint with this report the entire two-day schedule. Be sure to note the names of the speakers, all the top people in the field. I could do the workshops in a winter gathering when no allure of the beach and the boats was there to divert my attention.

There was no lack of new kayaks and gear, along with the established regulars. The quality and detail specs of these newer designs are impressive and prices running up around \$1,500-\$2,500 for solos and on up to \$3,500 for doubles reflect the growing sophistication of the boats. We wanted to try out the Feathercraft folding double and finally got our chance early Sunday afternoon as the threatening skies began to release the coming rains, when most of the folks had done their stints. This double is right up there in the \$3,500 area, saved from being the highest priced only

Left from the top: It was like the "candy store" on the beach, over 100 demo kayaks to be tried out. "This is kind of a tight fit isn't it?". Getting into the British style tiny cockpits can be a struggle. Sailing is easy, at least for Eric Stiller (right). The Klepper importer will soon be off on a circumnavigation of Australia in a sailing Klepper.



by Klepper's recent quantum leap ahead towards \$4,000 kayaks. We paddle a big fiberglass Folbot double which is okay, but that Feathercraft, in addition to its folding capabilities, is so nice a boat to paddle.

Another double that was pretty sophisticated was on display at the trade show, the Aleut Sea II, with widely spaced separate cockpits, hatches front rear and center, bulkheads, separate bilge pumps for each bilge compartment, recessed decklines, sophisticated rudder. You name it. The exhibitor, Great River Outfitters from Michigan, were unable to provide sea trials at the beach as the demo had blown off the trailer on the road and been damaged too much to repair for the Symposium. At 22' LOA this was one impressive double and we'd have loved to have tried it out.

There was no way I could even begin to try all the solo boats on hand, let alone evaluate any of them meaningfully. With the press of demand for tryouts of most requiring waiting in line for a quick turn along the beach, I chose to search out the lesser lights amongst this great candy store of factory made fiberglass, plastic and other exotic material boats, the few ordinary guys building kayaks.

Barry Buchanan of Bass Harbor, Maine, had three of his superb "Caribou" kayaks available for try-out ("Boats", March 15, 1991). The Fuller brothers of South Shore Boatworks of Hanson, Massachusetts, were introducing their new plywood "Seatamer" ("Boats", July 1, 1991), with both their one-piece and two-piece take apart models in the water. Ed Rooney of Spartina Kayak of South Dartmouth, Massachusetts, had his shorter wood strip and composite fiberglass/wood boats, first time we've seen them. And Earl Baldwin of Orrington, Maine, had his lightweight fiberglass craft he's been building for years sort of low profile.

Do not be misled by my personal quirkiness as to which boats or builders I gravitate towards, I'm not your truly objective reporter. The entire array of kayaks was breathtaking in its diversity and especially in the rainbow of color schemes. No olive drab to be seen.

Right from the top: Ed Rooney (on the deck) talks about his "Spartina" model to a prospect, this one the fiberglass hull/wooden deck model. Chuck Wright (center) about to test paddle the "Seatamer" built by Bob Fuller (left) and his brother of South Shore Boatworks. Barry Buchanan gives his daughter a ride in one of his Caribous. Gay Atkinson (right) owns the biggest fleet of Dirigos (about a dozen) on the Atlantic coast for her Explorers at Sea coastal Maine kayak touring business.



The setup of the Southern Exposure Sea Kayak people from Florida was loaded with graceful British built boats, with beautiful flowing lines enhanced by graphic line drawings on the bows, of sea maidens and other such nautical exotica. These Greenland style British boats have it all over the Pacific northwest stubby looking types in stylish appearance. As to seaworthiness and handling, I cannot sit in judgement on these. Looks, yes.

As always it was nice to greet people again we've come to know in this sport, both private paddlers and folks in the trade and in the kayak touring business. Several firms and individuals in the latter activity were on hand, in some cases providing the on-the-water workshops for the Symposium. It hasn't been the best summer ever for them, but it hasn't caved in on them yet either, as has other as-

pects of the boating industry.

It did seem to us that there was a lot of enthusiasm and optimism in this sea kayak gathering, certainly the attendance was encouraging, a full house, to the limit. Even if kayaks getting up over \$2,000 for solos and over \$3,000 for doubles may seem costly toys, they are still relatively inexpensive watercraft in comparison to even the smallest of daysailers, and compare favorably in cost with most contemporary small rowing craft. Perhaps the downsizing trend is happening. Giving up the \$25,000 small weekend cruising sailboat for a pair of \$2,500 kayaks or a \$3,500 double, and some camping gear may be an attractive looking way to deal with the economic crunch.

As always, I come home from this event with renewed inspiration to get my own kayak projects mov-

ing. Poor consumer that I am, I'll have to wait until I get my 28' baidarka built to experience the pleasures of the really long easily moved double. And my stitch & glue notions for a light 17 foot solo will have to provide the thrills implicit in those beautiful British boats, not to mention that Caribou which I have actually paddled and been enchanted by.

I do have a couple of those prosaic looking west coast boats to play with now, Seda Vikings, because I bought the two used in good shape for about half the price for the pair of a single one of the new boats seen at Castine. Hard to beat the economics of my way to kayak, but my imagination takes off on vistas of adventure when I attend that Atlantic Coast Sea Kayaking Symposium.

Report & Photos by Bob Hicks



Climbing aboard for a sail in a Klepper. Another basic paddling class heads out into the bay for a session. On-the-water classes went on all day both days.

Welcome to ACSKS '91

Paddling Around the Globe

Sea kayaking in exotic locations from Galapagos to Istanbul.

Adventures on the Hudson River

From New York City to Lake Champlain.

Sea Kayaking: What's It All About?

For newcomers to sea kayaking, a friendly discussion on how to get started.

Advanced Kayak Design

How paddler and boat interact in a fluid environment.

"One-Off" Kayak Design and Building

Custom building for a personal fit.

Map & Compass Workshop

Basic and essential skills.

Choosing a Kayak

Fitting style, size, shape, and features to your personal needs.

Paddler's Guide to the Massachusetts Coast

Trip planner for access to one to three-day excursions.

Building a Skin Boat

Handcrafting a kayak with a lightweight frame and fabric shell.

English Gates Demonstration

Practice techniques for honing your paddling skills.

Reading the Wind and Waves

The dynamics of the ocean environment and its interaction with the shoreline.

East Coast Paddle Planner

Put ins, take outs, and other logistics from New Jersey to Massachusetts.

Self and Group Rescue Demonstration

Non-rolling rescue techniques.

Choosing a Paddle

Sizing, styles, advantages, and disadvantages.

Basic Seamanship

A paddler's view of the wind and waves and how they affect you.

The Paddling Club Scene:

Action, fun, and learning for both beginners and seasoned paddlers.

Map & Compass Workshop

Basic and essential skills.

Advanced Paddling Skills Demonstration

Strokes and combinations for paddling in adverse conditions.

Women's Paddling Issues

Round table discussion of women's paddling concerns.

Basic Navigation

A paddler's strategy for dealing with wind and waves.

Paddling the Coast of England

Slides of the best that England has to offer.

A Passion for Paddling

In all kinds of weather, through all seasons; the things that lure us from the shore.

Kayak Repairs

Repairs and maintenance of fiberglass and hard shell kayaks.

TASK (Trade Association of Sea Kayaking) Meeting

All welcome to attend!

L.L. Bean

Joel Rogers

Bob Hussar

Mike Perry

Frank Goodman

Don Betts

Bill Wildpret

Jeff Cooper

Tamsin Venn

Don Betts

Bart Hawthaway

Ken Fink

Bill & Janice Lozano

L.L. Bean Paddling School

Bruce Furrer

Lee Moyer

Ralph Diaz

Bill Wildpret

Derek Hutchinson

Judy Moyer, Pam Jones,

Janice Lozano

Lee Moyer

Frank Goodman

Ken Fink

Bruce McGaw

The Hidden Coast

Kayak explorations from Alaska to Mexico.

The North Sea Crossing

Epic tale of the first crossing of the North Sea by kayak.

Paddling Central America

Belize and the Yucatan Peninsula.

Selecting a Folding Kayak

Piecing together options and advantages for folding boat travel.

Foraging the Coastal Fare

Edibles from Mother Nature's Menu

Folding Kayak Rescues Demonstration

Techniques for non-rigid hulls

Symposium

An introduction to orienteering skills: Observation, decision making, and judgement.

Group Dynamics

Choosing traveling companions, helping a group function harmoniously on an extended trip.

Glacier Bay

Planning an Alaskan kayak adventure.

Boat Design, Selection, and Outfitting

Selecting and personalizing your boat for comfort and design features that match your life-style.

Kayak Sealing Demonstration

Traveling by the power of wind.

Provisioning for a Trip

Packing a lightweight menu for taste and nutrition.

Map & Compass Workshop

Basic and essential skills.

The Maine Island Trail

A user's guide to Maine's 325 mile island small boat waterway.

Customizing Your Folding Boat

Modifications for personalizing a folding kayak.

Tandem Kayak Rescues Demonstration

Rescues for the doubles boater.

Wilderness Medical Considerations Part 1

Prevention and care of basic wilderness medical emergencies.

Dressing for Protection

Selecting the right clothing can be the key to comfort and safety through the seasons.

Maine's Accessible Coast

Paddling paradise from Casco Bay to Acadia.

Eskimo Rolling Demonstration

The most "efficient" of rescues.

Wilderness Medical Considerations Part 2

Putting together a wilderness medical kit.

Freshwater Paddling

Slides and discussion of a variety of freshwater paddling opportunities in Maine.

Paddling with Kids

Panel discussion on tips for family paddling.

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Derek Hutchinson

Kathy Johnson &

Greg Lashbrook

Ralph Diaz

Alex Delicata

Bill & Janice Lozano

Bill Wildpret

Frank Goodman

Tom Armstrong

Lee Moyer

Eric Stiller

Judy Moyer

Bill Wildpret

Cate Cronin

Bill & Janice Lozano

Bruce McGaw

Peter Goth

Tom Armstrong

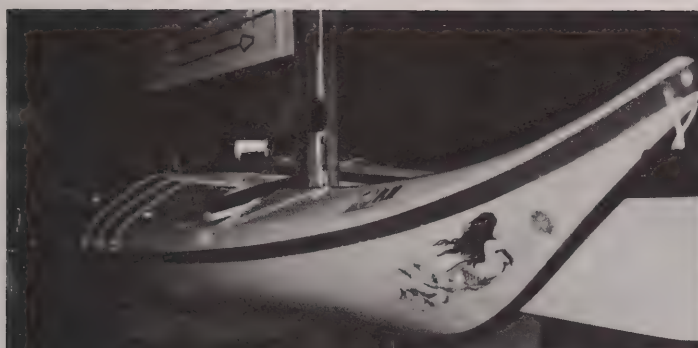
Tamsin Venn

Derek Hutchinson

Peter Goth

Mike Perry

Don Betts, Andy Slinger



Top left: Pretty nice graphics on this British built boat. Top right: An inflatable kayak even. Left: Getting the boy's opinion on the small Feathercraft. Below: About to enjoy the Feathercraft double. Right: What's inside this Aleut Sea II? Across the bottom: The Chewonki Camp kids showed up again with their self-built kayaks on a three-week coastal cruise. Sunday afternoon as the rains came and the people left. Illustration: The details of the Aleut Sea II double.



DIMENSIONS

	CM	Ft.	Ins.
Length	670	22	00 (excluding rudder swing plate 4 ins/10 cms)
Beam	66	26	
Cockpit size LOA	55	21½	
Seat width	41	16	
VOLUME	Ltrs	Gallons	
Bow Hatch	80	18	
Centre Hatch	110	24	
Stern Hatch	95	21	

This is the minimum volume with bulkheads in the Standard Position. We strongly recommend custom fitting of bulkheads for increased buoyancy/storage volume and therefore safety.

Weight from 37 Kg (80 lbs).

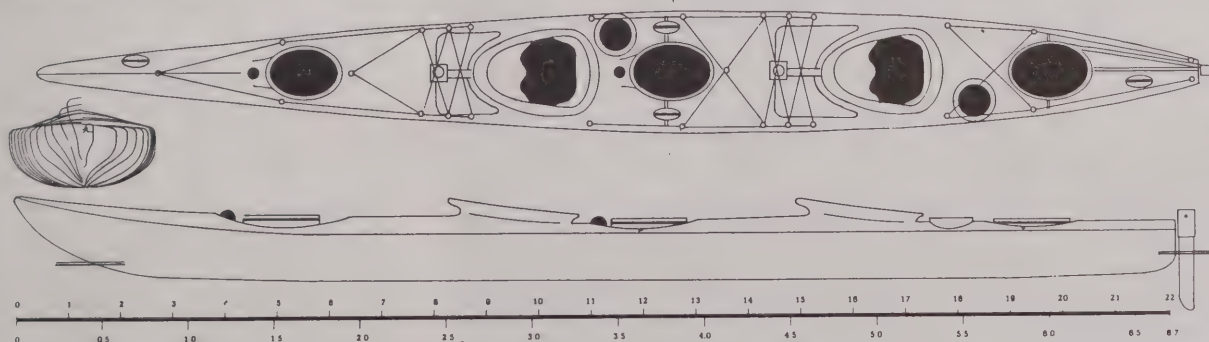
CONSTRUCTION

The kayak is constructed from the finest quality Lloyds approved marine laminating resins.

The hull is a sandwich of chop strand matt, Coremat and Diolen. In our opinion this gives an optimum strength, rigidity and durability ratio without being excessively heavy.

The deck is a laminate of chop strand mat with localised Coremat stiffening and glass reinforcement.

The two are joined on the inside with layers of glass and Diolen tape. The outside has a glass tape seam, essential for strength and durability.





Below from the top: In fairly good condition for a 40 year old, "Lyon" had her original oar locks, although the rails were gone and had to be replaced, and the inside had at least seven coats of paint and varnish that needed stripping. A covering of special polyester cloth was stapled on one side at a time and wetted out with low viscosity epoxy.



"Lyon"... Resurrection of a Classic

Story & Photos by R.R. Hook

If this story is not what you would expect, there's a reason; it all started at a cocktail party where, at best, things aren't what they seem, and at worst, commitments are made which are, well, sometimes better left unmade. For me, it led to a winter of intimate contact with a boat I much admired, but had not really known. As a kid, banging around the waterfront in the '30's, I was always impressed by that thoroughbred of dinghies, the Old Town canvas covered, gleaming white, resting on davits on a gold plated power yacht, or towing behind an Alden Malabar or some other such craft. My lot was a flatiron skiff, and later a leaky plywood pram, and I yearned for an Old Town. Light as a southwesterly puff, easy to row, and handsome, an old or poorly cared for Old Town dinghy was seldom seen. If I ever owned one, I would name her "Puffin".

Anyway, at this party a commitment was made. A friend had an Old Town which had sat in a barn for twenty years. The canvas had been stripped away and she was missing the false stem and a thwart, but otherwise she was complete down to the rather curious oarlocks which have become one of the hallmarks of this dinghy. No centerpin, but a sort of combination journal and retaining ring which fits into a circular slot in a plate mounted on the gunwale. The best part of this was that my friend GAVE the boat to me; his wife was delighted; mine was not as enthusiastic. It seems that some empty space had been transferred from one garage to another. But I was assured that the dinghy, which had been in his family "at least in the '40's and maybe as early as 1934", had been the subject of special care during its entire life and that she would be an antique heirloom for whoever restored her. It was a cocktail party; I bought it.

One of the first things I did when the boat finally filled the space in my garage was to get at its history. An Old Town boat has a serial number stamped into the forward end of its keelson. When the six-digit number and a separate "9" for its length was communicated to the Old Town Canoe Company of Old Town, Maine, they consulted their records and not only sent me a copy of the brochure from the time the boat was built, but the builders' process ticket listing the steps in her building, the date each operation was accomplished and the name of her first owner.

It turns out that the Old Town dinghy is one of the progeny of a very old and distinguished heritage, from the bark canoe. For a reference to this construction method, consult Chapelle and Adney's book, "The Bark Canoes & Skin Boats of North America" from the Smithsonian.

Original bark canoes were built right side up; the Old Town boats were built upside down using cedar planks 1/4" thick, tacked to 3/8"x2-1/2" ribs on 2" centers. After the planking was finished, tacked to the stem, keelson and transom, the gunwales were steamed and sprung into place. The boat was removed from its mold, half-frames were sprung between the ribs adding stiffness and protecting the fragile cedar planking, and the breasthooks, horn timber, knees and other supports were screwed into place. All these procedures were dutifully noted on the process ticket, with the date that each had been accomplished.

Although most operations were comprehensible, such as "gunwales", "finish ribs", and "hull varnished", some such as "O.S. stems", "fitted", and "filled", were real curiosity piquers. I guessed that "O.S." meant "outside" and "fitted" brought visions of finding a place in a crowded boatshop, but "filled" was beyond me. After all, seams are "payed" in boats, and anyway there aren't any seams on a canvas covered dinghy.

There may have been some confusion at the factory also, since the ticket listed the boat as half-built on February 8, 1952, and she received her second coat of varnish on November 18, 1952; although, to be fair, the winter of 1952 may have been slow for dinghies at Old Town. At any rate, the boat was shipped on November 26, only a few days after the varnish dried, and she was received by Captain J.J. O'Connell of Fall River, who my friend says was the captain of his father's power boat. So much for the dreams of restoring an antique, since the rules for such seem to call things antiques if they are older than 75 years and junk if newer. Since the dinghy was only 40 years old, she really



Above from the top: Rails and false stem were steamed using a one-gallon can in a toaster oven fed to a roof gutter drain pipe, and were then clamped into place. A white oak false stem was fitted to the keel and held in place using stainless bolts. The inside was then varnished using the "waterfall" method, in which a gallon of spar varnish is poured into the bilge and sloshed around. Cleanup was with a brush, after which the boat was set on end and the excess allowed to drain out.

qualified in the latter category, but her lines...her lines would soften the heart of the hardest-shelled shellback. And she was free. So the garage received its treasure and my winter became spoken for.

I remembered reading about recovering canvas canoes, and listening to those who had done so. The descriptions were frequently accompanied by four-letter nautical words, some of which I was to use myself doing this task some years later. When the original rail was removed along with the original canvas cover, some of the planking at the sheer line was also removed and had to be replaced. This was accomplished using a 1/4" strip of mahogany about 1/2" wide around the entire sheer of the boat, glued with epoxy and tacked into place.

Next the outside was put to rights with a good sanding and a coat of varnish, after which came the stripping of the inside. As received, about seven coats of paint covered about four coats of varnish, all of which came off nicely using a non-toxic stripper from 3M Company. The task wasn't hard mind you, but no one said it wasn't tedious. The secret was the use of glass. Somehow, as the boat was entering the garage, a window was broken. The resulting glass shards became perfect scrapers to reach into crevices between ribs and internal members. Also the job would have been an exercise in frustration if normal paint remover was used, since it would have had to have been neutralized in some way or removed in its entirety. However, the non-toxic stripper was washed away by hosing the inside of the dinghy with water, and after drying, presto, the boat was ready for covering.

But, while we're at it, the reason bark canoes last only about three to four years, and canvas-covered canoes and boats only about seven, without enormous extra care, is that moisture enters the interface between the wood and fabric where no protection exists and critters and fungus begin their work. Soon the canvas is rotten, water has entered the wood; and the dinghy, rather than weighing eighty-five pounds as it began life, is two-hundred pounds of water, bugs, rot and bad stuff. No sight is sadder than an old canvas covered dinghy waterlogged, overweight and flabby unable any longer to keep its shape. There is no way to prevent this process if one uses classical cotton covering, and no suitable alternative is commonly

available on the market.

However, with a little digging, it is possible to find almost anything in our society, including a polyester fabric with the same weight and feel as good old No. 10 Egyptian cotton duck. The source is Mt. Vernon Mills of Greenville, South Carolina, and when washed to remove the polyvinyl alcohol sizing, the stuff is as soft and supple as an old dungaree; ideal for covering the occasional canoe or Old Town dinghy. Moreover, bugs and rot hate the stuff.

The material as received was 48" wide but 36" would have been enough since the boat must be covered one side at a time. Covering the hull was not difficult, only nerve wracking, since there was no recourse if it was done wrong. The starboard side was the learning side and the port side was considerably better, but looking at it, only you and I and God know, since both sides look great. The secret in covering is to place and tack or staple, with monel, the selvedge edge of the canvas dry along the centerline. Stretch it out over the gunwale, tacking both forward and aft. When the canvas starts to wrinkle at the gunwale, pull the selvedge over the centerline working the wrinkles out. Fiddle with it until you have it just right and drawn as tight as convenient.

When the entire canvas is tacked into place, wet it out with low viscosity epoxy. It's necessary for the cloth to be saturated, but not necessary for it to contact the boat at every point. Also, the cloth should be free from loose places or wrinkles. Epoxy will not shrink the fabric, nor will it become baggy. It will stay pretty much in place. When cured it will become quite stiff.

The next item on the process ticket was to place the "O.S. stem". Since this item was missing, it was necessary to make a false stem from scratch. The local lumber company had clear white oak flooring from which one could be fashioned. It was necessary to select a piece with the growth rings parallel to the bottom, that is to the side that will lay against the hull. Bending was accomplished by filling a gallon tin with water and covering the opening with a piece of round drain pipe. The preshaped stem was placed in the pipe with the end then capped, and the can heated. When all the water had boiled out of the can, the stem was as limber as spaghetti, it could be bent right over the stem in place and allowed to cool and dry. Gaps of as much as 1/4" were closed by pulling the bent stem into contact with the boat using through bolts of stainless steel. After this false stem was fitted, and the rails treated in much the same way, lit-

tle was left but finishing and painting.

Now, there are two types of dinghy painters; those who put on an apron, and with a brush painstakingly apply the appropriate amount of paint over the surface of the boat; and those who, with glorious abandon, slather the stuff everywhere it "needs it", and a bit more just to be safe. I apologize to my decorous friends, but where Old Town dinghies are concerned, the slobs win out. My friend Peter and I devised the perfect Old Town paint job. When the inside was clean and free of paint scraps and scrapings, the wood was washed with a mixture of oxalic acid and water. The acid neutralizes any remaining non-toxic paint remover since it is a chemical alkali. The boat was then left to dry.

We then dumped a gallon of spar varnish into the boat and carefully rocked her back and forth until every square inch of surface was covered. The thwarts were then covered using a brush, along with those hard to reach places on the rails, under knees, etc. She was then set on end and any remaining varnish allowed to drain into a can. Returning after about half an hour, we brushed out the obvious drips, curtains, and any covered holidays. My friend Peter calls this the "waterfall method" of dinghy finishing, and the reason it benefits the fabric covered dinghy is that the varnish seeps into the same places the bilge water would flow, and consequently protects those inaccessible places where the canvas does not adhere to the planking.

The covered dinghies of my youth were always painted a spotless high gloss white with nary a blemish. At least that's what I remember, but then, that was a long time ago. Sanding the epoxy saturated cloth was clearly not going to yield the kind of surface desired, so after a light sanding to take the bumps off, a procedure was developed which clearly met the process ticket term "filled". The term now meant a mixture of microballoons and epoxy squeegeed over the hull surface using an auto body repair technique. The fairing compound makes a very easy surface to sand and it is light; a piece of the cured stuff floats like a feather, and it takes gloss enamel like a champ.

The launching was a triumph. The boat was brought around to the yacht club and with appropriate words she was tossed onto the water, all 85 pounds of her. We drank champagne and I gave my friend Peter the boat. I cried as he christened her, indicating that his ancestors had a fleet of boats, one of which was named "Mayflower" and another "Lyon", but none was named "Puffin". What could I say?

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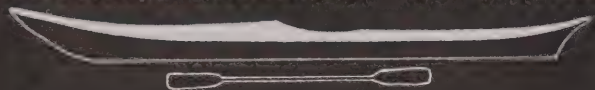


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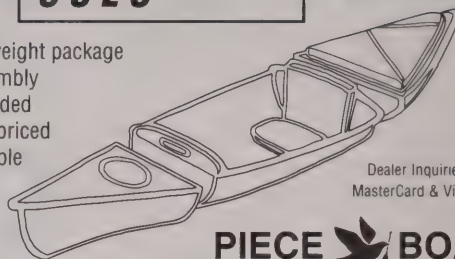
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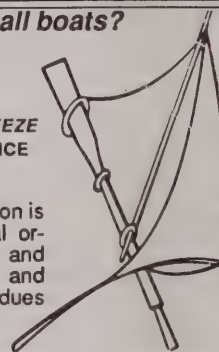
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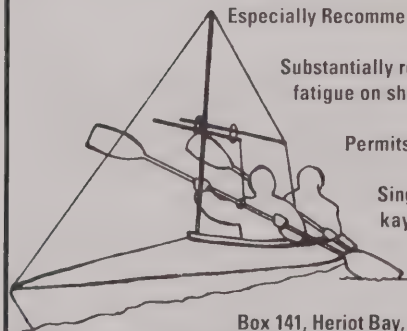
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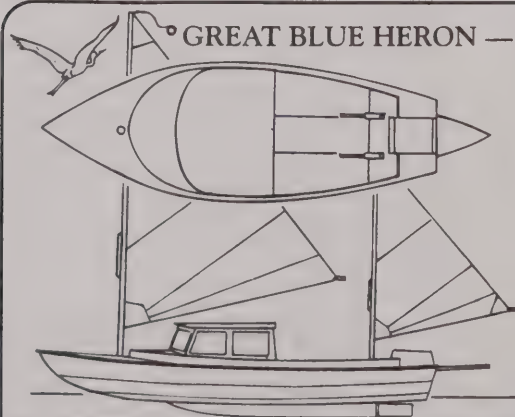
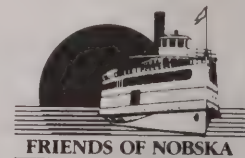


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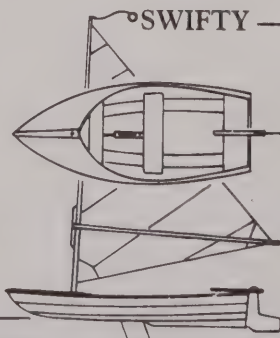
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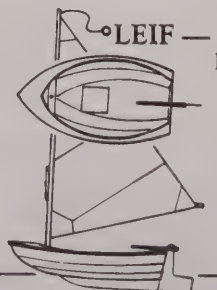
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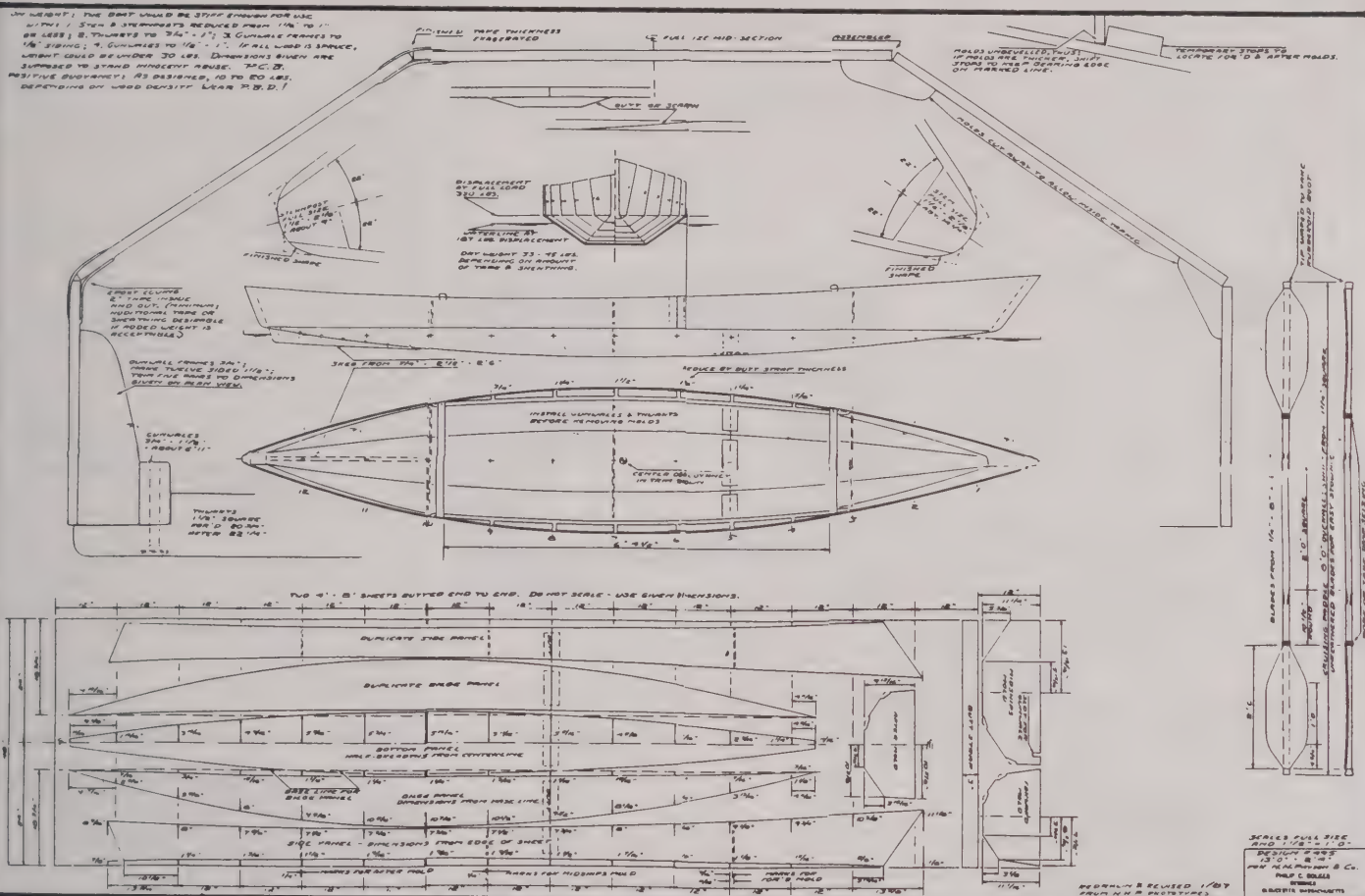
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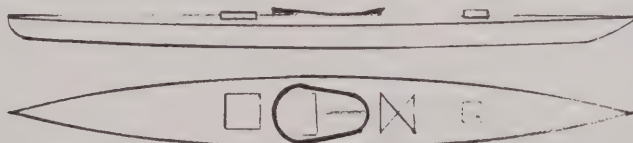
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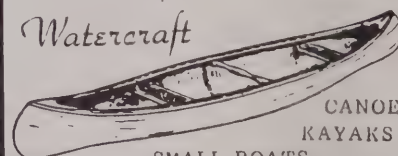
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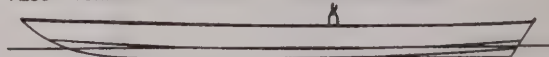


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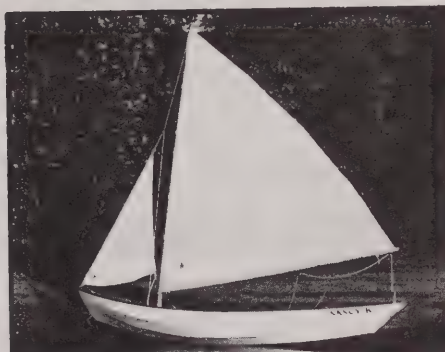


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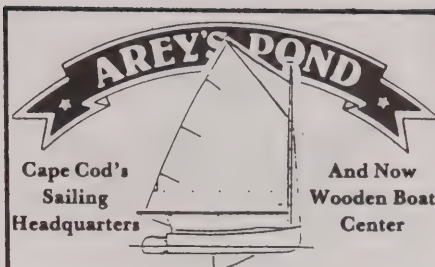
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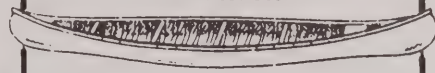
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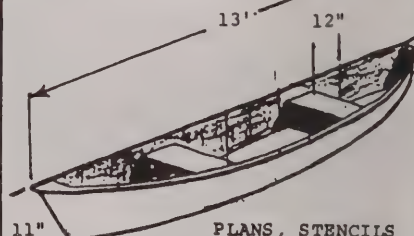


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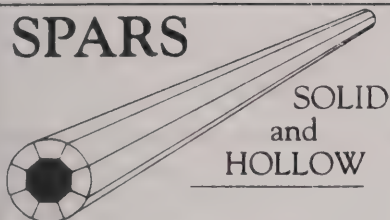
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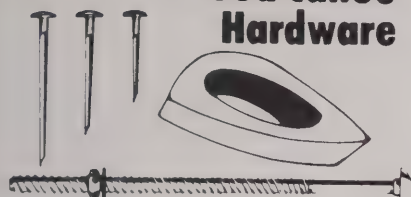
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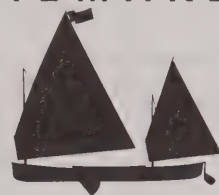
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9' SKIMMAR SAILING DINGHY, no sail or other sailing parts. \$250. GENE GIFFORDS, E. Islip, NY, (516) 234-1350, 8-5. (9)

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., Sebasco 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)

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)

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)

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)

19' PYGMY SEA KAYAK, plywood & epoxy, 24" beam, sea sock. exc cond, \$850. H. GARNER, 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/whole 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 RUN-ABOUT, 1947. Runabout, not a BARREL-BACK, 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)

14' HURON CANOE, wood/canvas, weighs 56 lbs. Fully restored. Photo on request. \$950.

STUART CATTELL, 403 Glen Haven Rd., Homer, NY 13077, (607) 749-3810. (10)

TRIMARAN WANTED. Tremolino or Tramp or similar small daysailing tri. Price is a factor.

LYNN HOFFMAN, 1705 Addison, Philadelphia, PA 19146, (215) 732-2350. (10)

18' WOODEN CANOE, racing design made in Sweden by Max Anderson. Vy ltwt. Gd cond, \$350.

ERNIE JOCHEN, Mastic, NY, (516) 281-7873. (10)

21' DOUBLE KAYAK, wooden racing design made in Denmark by Struerer, world famous design. Vy ltwt, gd cond, \$400. ERNIE JOCHEN, Mastic, NY, (516) 281-7873. (10)

"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)

9' LARK DORY nearing completion, taped seams, oars and oarlocks, painter, \$375 b/o. Stainless beer keg, welded rings ea end, \$5. Trlr lights w/wiring, \$2. Gunwale hold-down clamps, \$2.

JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206. (10)

WANTED. 40hp-50hp used diesel for re-powering a 31' Casey cutter. A donation to a non-profit preferred or a good price. RAY HARTJEN, Port Tobacco, MD, (301) 934-2992. (10)

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.



20' POCKET CRUISER "AURA", Rollins/McIntosh built 1985, used 3 yrs. Mahogany ply/West System. 3 sails, trlr, 3hp Seagull in well, many extras, exc cond. A "big" little yacht. Over \$20,000 invested, asking \$12,500 or reasonable offer. Shown at '91 Strawberry Banke show. Must be seen. DAVID VERTUE, Portsmouth, NH, (603) 433-2258. (10)

1985 HM NORDKAPP SEA KAYAK. Exc cond, used once a year, \$1,200. RICHARD WHITMIRE, McLean, VA, (703) 448-6058. (10)

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 dacrone 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)

HUNTER 23 SLOOP, 1990, like new, sailed only in fresh water. Loaded w/options. Custom galv trlr. Yamaha 6 w/rec-tifier. This is a really nice boat! \$12,500.

DICK SMITH, 10213 Rounding Run, Richmond, VA 23233, (804) 741-2171. (10)

15-1/2' SAILING/ROWING DORY, 1986, Gardner designed, traditional wood construction/epoxy. Dark green w/bright int. Incl sail, ash oars, galv trlr. \$2,000 or best offer. BILL DODDMAN, Guilford, CT, (203) 457-0163. (10)

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)

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)

13'6" DK-13 KAYAK, 25" beam. 1/8" lauan & epoxy, red w/white int. Spray skirt incl. \$250 or trade for WW boat or gear? GRIFF VENATOR, 2 Jencks Rd., Foster, RI 02825, (401) 397-5736. (10)

18' WOOD/CANVAS CANOE, covered w/FG. Restored & kept inside. Looks and paddles like an E.M. White. \$600. DON SCHWEIKERT, 38 Hopkins St., Sayville, NY 11782, (516) 589-3970. (10)

WANTED. 17' Coleman plastic canoe, any condition; or poss other brand that will take a beating on rocks. I'm willing to drive a couple of hrs from Hartford/Springfield area.

JIM GLISTA, Enfield, CT, (203) 745-3400 or (203) 745-2243. (10)

16' OLD TOWN "OTCA" CANOE w/compl sail rig. Exc cond, wood/canvas blt 1968. Color photo on request. \$1,250. JIM BULLERDICK, 6458 Lannin Ln., Spring Lake, MI 49456, (616) 842-1770. (10)

16' ANTIQUE RUNABOUT, circa 1930, vy gd cond. Gray Sea Scout eng & trans. Lapstrake, riveted, vy tight. Two cockpits. \$4,800. FRANK HOWARD, Jackson, MI, (517) 782-7737. (10)

WILDERNESS CANOEING PRINTS & NOTE-CARDS, limited edition by Jerry Stelmok. Matted print size 13"x16". For information:

ISLAND FALLS CANOE, RFD #3 Box 76, Dover-Foxcroft, ME 04426. (10)

18' OLD TOWN "OTCA" CANOE, Ser #170070, 1960. Exc cond in & out, always stored indoors. Has keel. Sail rig available. \$1,200.

J. ROBINSON, 562B Lombard, San Francisco, CA 94133, (703) 371-5085 (VA). (10)

16-1/2' WHITEHALL, 1978, cedar on oak, mahogany trim. 2 pr spoon oars, sprit-sail, CB. Bristol, \$3,900. R. GRAHAM, Portland, ME, (207) 797-4795. (10)

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

18' FENWICK WILLIAMS CATBOAT, blt 1989, cedar on oak, inbd eng, 2 berths, cabin roof hatch, Edson wheel steering, sail & cockpit cover, stove, porta-potti, substantial cradle, many extras. Nearly new & beautiful. \$22,500. WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (10)

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.

25-1/2' NOVA SCOTIA DORY, 7.5hp Volvo Penta diesel, split shaft, 4 hrs on rebuild. Gaff rig dacrone sail. Hull nds work. \$2,200.

ARTIE SWANSON, 90 Cider Hill Rd., Rt. 91, York, ME 03909, (207) 363-6388 days, (207) 363-5152 eves. (11P)

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)

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)

GILLIES SEA KAYAK, hardshell FG, bulkheads, hatches, decklines. Vy fast & stable. Vy gd cond. \$750.

WAYNE PURNELL, Needham, MA, (617) 455-8005. (9)

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

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

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".

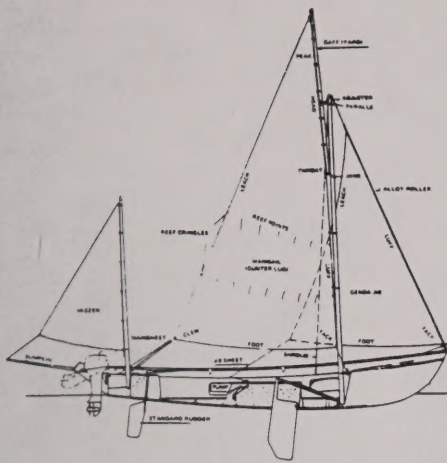
RICK BRACKETT, Ashburnham, MA, (508) 827-5911 'til 3 pm, (508) 342-3997 aft 4 pm. (9)

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)

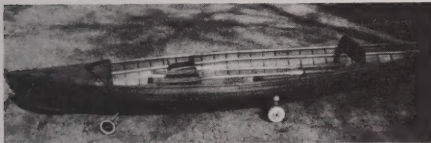
18' OLD TOWN CANOE, wood/canvas, exc cond, always stored indoors. Interior perfect. Used also for sailing, sail rig available. \$1,200.

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

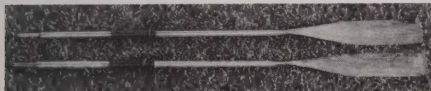


21' DRASCOMBE LONGBOAT, 1981. Orig owner, boat & acc in exc cond throughout. New sails 1988. Well equipped w/2 anchors, seat cushions, etc. 1984 Merc 9.9hp O.B. Never on mooring, always dry sailed. E-Z Load trlr, hwy equipped w/rollers for 1 person launch & recovery. \$6,400.
BOB ANDERSEN, 7 Pond St., Newburyport, MA 01950, (508) 465-7163.

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



16' MAHOGANY ROWING SKIFF, circa 1900, American, approx value \$5,000. Settling estate, must sell.
DAVID BEYREIS, Rochester Hills, MI, (313) 375-9930 eves. (10)



7' OARS, one pair copper tipped curved blades, good leathers, four bronze oarlocks. Refinished & in mint shape. \$125, will ship.
FOREST PHELPS, 5 Bay Tree Ln., Lake Placid, FL 33852, (813) 465-1220. (10)

14' PENN YANN, 1954 (private label for Montgomery Wards) w/orig trlr & 25hp elec start Sea King & all orig hdwre. 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)

WANTED. BALBOA 20' (Lyle Hess design).
JIM FISCHER, Ellicott City, MD, (301) 740-3511, lv message. (10)

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

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)

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)

GAFF MAIN SAIL for Crosby "Wianno Senior 26". Gd cond, dimensions available. \$50.
BOB WILMES, Haddam, CT, (203) 873-1051. (10)

SOME GOOD PROJECTS. 16' Adirondack guideboat, unknown make, vy rough shape but could be used as is, \$200. 20' guide canoe by Sebago Boat & Canoe Co., nds some ribs, recovering and minor work, \$300. 14' trapper's canoe, unknown make, nds ribs & recovering (a work canoe), \$150. 16' Piscataqua River wherry blt by students at Strawberry Banke, a nice rowing boat, new, used twice, \$1,400. 14'8" Pete Culler daysailer, like new, carvel planked, V-bottom, nice details & finish, \$6,500 or offers. I know of many other canoes & small boats for sale, what are you looking for?
KEVIN MARTIN, RFD #1, Box 441, Epping, NH 03042, (603) 679-5153. (10)

SEASHELL DOUBLE recreational touring shell. Can be rigged as single or double. W/2 pr Piantadosi oars. \$1,400.
JOHN PAGE, 151 S. Champlain St., Burlington, VT 05401, (802) 658-1728. (10)

17'6" KENNEBEC CANOE, 1938, wood/canvas, nr exc cond, restored 1986 by Jack McGrievy, \$1,200 or B.O.
JAMES DONALDSON, 6900 E. Ridge Rd., Sodas, NY 14551, (315) 483-4970. (10)

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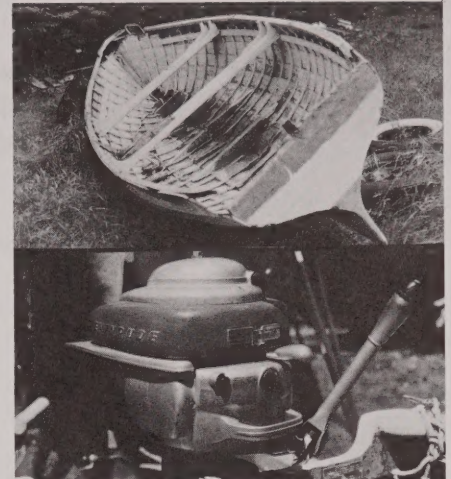


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