

Twice a Month!



messing about in BOATS

Volume 9 - Number 10

October 1, 1991





messing about in BOATS

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

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



Our Next Issue...

Will have our reports on the Gerrish Island Race, and on the arrival of Viking ships at Misery Island on the Massachusetts north shore; along with Chuck Wright's report on "A Brush with Hurricane Bob", and Marty Cooperman's tale of "The Longest Day" under sail on Lake Erie. And Tom's "Flight of the Damn Foole" should appear in installment #3. Designs we hope to bring you are Bob Cummings' "Canoe Trimaran", John Bolduc's "Ocean Racing Kayak and Phil Bolger's "River Keelboat". Projects contemplated will include Griff Venator's "Experiences with a Herreshoff Kayak", David Hinds' "Saving a Duxbury Duck", and we'll start John Wilson's detailed report on "Finishing Out a Whisp". Filling out any remaining space will be some of the following: Chuck Sutherland's "Small Craft Nav-Aid"; Andrei Foldes' "New York Boat Story"; Andy Follansbee's "Reflections on Cruising Rt. 95", Margaret Barclay's "Boats & Marriage", and Tom Fisher's "We Wouldn't Own a Boat Made of X". They'll not all make it, obviously.

On the Cover...

Jim Thayer contemplates going all the way in his swamping test of his "Wee Punkin" sailing dinghy, fully immersed in this issue.

Commentary

**BOB
HICKS**

Jim Thayer has some fun in this issue telling us about his "real wet world" swamping test of his little "Wee Punkin" sailing dinghy, plans for which he markets to home builders. While it's all kind of fun in Jim's story, he does touch on the serious aspect of just what do you do when you capsize a small boat. Any small boat. We've had a fair amount of discussion about this topic as it relates to sea kayaks, but haven't had, until now, a discussion of the problem of getting back into a capsized and swamped small boat.

The kayak is perceived by just about anyone, boater or not, as a tipsy little craft easily turned upside down. The kayak trade is aware of this drawback to marketing these boats and tries to address it without engendering too much of an adverse image by encouraging safety seminars and publications. Chuck Wright mentions in his discussion in this issue about leading kayak trips that people often ask him if he's afraid of his kayak tipping over. He also remarks that nobody asks bicycle riders if they are afraid of falling.

So the kayak serves as the point boat, if you will, of this matter of tipping over in a small boat. Yet, an open canoe is more unstable, as are some rowing shells. And even more stable open rowing craft are vulnerable to capsize in rougher sea conditions. Small sailboats are particularly vulnerable in the hands of novices, with improperly handled sails offering a too strong puff of wind a ready grip for tipping the boat over. Not much, though, is seen in the way of comment on the capsize threat to these boats, the kayaks are taking all the heat.

The reality is that most small boat people do not have any advance plan for getting back into their boat if they do go over. As Jim found out in his "real wet world", it isn't easy to climb back into a short, wide, stable sailing dinghy that has gotten some, though not much, water into it when capsized. You ride rather low in the water in a PFD and getting up and over the side of even small boat without assistance is difficult. This same hurdle faces the person in any sort of open small boat that has turned over and swamped, even if it can be righted again from the water, and floats because of built-in flotation. The kayaker has it easier in a way, if he cannot do a roll, he can get back in with a paddle float as the height to climb to the cockpit is the least of any small boat. And the kayaker has most likely already been scared in to having some sort of self-rescue

plan worked out.

I have. I cannot roll, and at 62 am unlikely to ever master the technique. Accepting this, I have set up a paddle float using the paddle, rear deck bungie cords, and a floating seat back rest, that I have test run by doing a number of deliberate dumps and re-entries. If I were to capsize in turbulent seas I might have a lot of trouble getting back in, but it won't be because I have to figure out what to do when it happens. The deliberate step-by-step effort always duplicating my moves that work best has been practiced, and will be some more. I do not want to rely on others to help me out in the event of a capsize, although I certainly would accept it if it was at hand.

Nobody really likes to plan for trouble, in any activity. Many sports, such as bicycling, can injure one if you "capsize", but the landing on the land, and not in the water, provides an assurance that it may hurt but will not likely be really life threatening. When we go play in a medium we are not really at home in, more planning for trouble would seem to be incumbent. Like the old fire drills in school, if you do what has to be done enough times, when the panic button is hit for the real thing, at least you have a conditioned reflex to help you save yourself from possible serious trouble.

Jim Thayer decided to test his design theories on his "Wee Punkin's" behavior in a capsize and found he needed more planning in design features and in the approach to getting back aboard. I'd say that many of us should be doing the same thing as Jim did, taking our small boats out on some protected water with help at hand and practicing capsizing and self-rescue, until we work out whatever system and equipment that proves to be needed. Certainly anyone who goes out alone needs to do this, for even the most stable small boat can be tipped over through some stupid move or unanticipated outside influence, like reaching for a blown away hat or being hit by a major league passing boat wake.

Yeah, I know it's hard to just go overboard on purpose, getting all wet and clumsy in the water, and thrashing around trying to figure out how to best get back into the boat again. Summer's the best time of course, and now summer's gone. But for those who carry on boating into the colder months, or who start early in spring, the much colder water makes it even more imperative that one have an effective means of re-entering a capsized small boat.

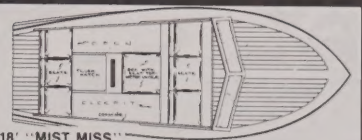


SEE US AT THE ALBANY WOODEN BOAT FESTIVAL
JUNE 22 & 23, 1991

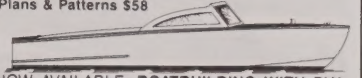
Solid Spruce - Ash Oars from 5' to 16'
Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"
FREE **WATER POWER PRODUCTS** BROCHURE
RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
PH: (902) 688-2351

BOAT PLANS & KITS

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



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



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

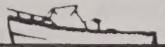
GLEN-L marine design

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



Small Boat Exchange

JOHN L. FREEMAN



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

ON THE WATERFRONT

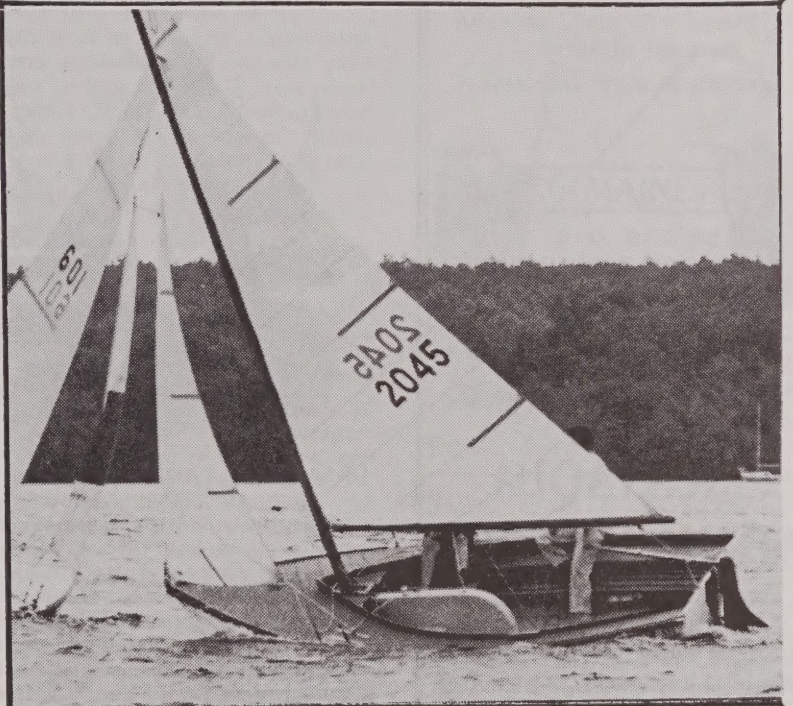
16 KILBURN ST. BURLINGTON, VT
(802) 864-5437

BROKERAGE FOR SAIL AND POWER



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

15175 HAMILTON
DETROIT, MICHIGAN 48203
(313) 868 7900



Wouldn't you really rather sail a TOWNIE?

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

Pert Lowell, Co., Inc.

Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishing.

THE LANDING SCHOOL

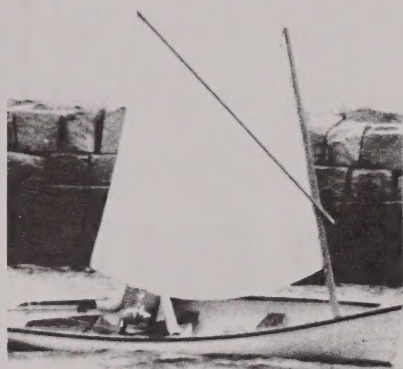
P.O. Box 1490 M
Kennebunkport, Maine 04046
(207) 985-7976

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

MYSTIC RIVER BOATHOUSE

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

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



PISCATAQUA SAILING WHERRY

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

BAY of MAINE BOATS

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

Free Catalog on Request



Cape Cod's
Nautical
Book Shop

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

COLUMBIA TRADING COMPANY

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

OPEN SHOP

(508) 362-8966



Your Commentary



GREAT AUK PROJECT

As of this writing, in mid-September, Dick Wheeler should have arrived in Halifax, Nova Scotia. He successfully made the crossing from Newfoundland to Nova Scotia, one of several major open water crossings his route requires, and was in the Bras 'd Or lakes on September 8th. He reports that his arrivals at the scattered outlying Newfoundland ports along that south coast were joyful occasions with marvellous hospitality extended to him by the uniformly poverty stricken populace of this area. His progress was followed via a weekly CBC broadcast of phone conversations with him from succeeding landfalls, and he was recognized on arrival as, "so you're that man."

His progress down the east coast of Nova Scotia offers a more hospitable coastline with harbors of refuge. The next major hurdle facing Dick will be the crossing of the Bay of Fundy to downeast Maine. Once in Maine he feels it will be "all downhill from here" to Cape Cod, where he is due to arrive late in October. The Maine coast, while rugged, offers a multitude of islands for protection from winds and seas, something almost totally absent from the Newfoundland south coast.

MORE OF A USER

I'm not a builder, I'm more of a user of small cabin sailboats. I really do enjoy your magazine and wish that another of your readers had talked me into subscribing sooner. Here in Muncie, Indiana, we are limited to trailerable sailboats because in winter the local waters get too stiff to sail on. I trailer my boat to Grand Traverse Bay on the Great Lakes each summer which allows me to sail further than is possible on our local reservoir.

Currently I am downsizing my sailboating, I have purchased a really old (1970) West Wight Potter and am rebuilding the interior.

I particularly enjoyed "Piccolos and Ransomania" in the September 1st issue as I have been a Ransome fan for over forty years. I am also looking forward to Muriel Short's article about the Great Pelican and Super Pelican as I have been interested in that design for years.

Tom Grimes, Muncie, IN.

A GREAT IDEA

I think that John Smith has a great idea about a "Boats Wanted Built Service" ("Your Commentary", August 15, 1991). It seems to me that such a column would not only help out both the people looking for unique boats and the designers/builders looking for unique clients, but it would also prove to be a really interesting feature in which to compare a set of design criteria from a seeker with the solutions proposed by the responding designers/builders. It would all depend on there being sufficient interest by both seekers and respondents.

In that same issue Gregg Shadduck asks about comparisons on sheathing fabrics and resins. Chem-Tech supplies information on various fabrics in their Technical Manual, including reprints of comparisons from a couple of magazines. There's little comparison of various resins, however. Chem-Tech's address is 4669 Lander Rd., Chagrin Falls, OH 44022.

Robert W. Stephens Wooden Boats, Searsport, ME 04974.

KEEP IT SIMPLE, USE IT OFTEN

Your magazine is the best I've found on the waterfront and I've gotten them all at one time or another. Your readers/contributors are on a track that appeals to me; "keep it simple and use it often". Having fun on the water does not need to be a big production.

Chuck Tretow, Solomons, MD, "Tinkerer" (A "tinker" with twice as much to do as time available).

NO SHOW AT ALBANY

Regarding your editorial question as to why more of us didn't show up at the Albany Wooden Boat Festival, it was simple sloth in my case. My wife and I are renovating an 1885 church in Athens, NY, twenty-six miles south of Albany. Even though I have restored a 1959 Lyman for her, she doesn't really love wooden boats. Or boats, period. So, mebbe sloth AND marital cowardice?

I just picked up your August 1st issue at the South Street Seaport bookstore, one day after reading Peter Spectre's laudatory blurb in the latest "Wooden Boat". Love it!!

Robert Fresco, New York, NY.

MORE NO SHOW AT ALBANY

About your concern about poor attendance at the Albany Wooden Boat Festival, the lousy economy in the northeast has to be a part of the cause. But, the proliferation of small boat shows divides potential attendance too much. We can't go to them all and neither can the exhibitors. Although we live fairly near to Albany, we elected to go to the Maine Boatbuilders' Show last March over in Portland. I suspect others made similar choices.

I believe a well orchestrated boat show exclusively for small oar, padde and sail powered boats, with perhaps some allowance for appropriate motor driven boats, would attract a large attendance. With one such complete show, all attention could be focussed upon it and everyone would benefit from the economies of scale.

I am speaking not so much as a potential buyer, although I am casually looking for a nice rowing boat. I own a Pete Culler designed and built 18' Concordia Sloopboat and am a dedicated small boat enthusiast. I am one who thoroughly enjoys the immersion in the sights, sounds, smells and conversations to be found at such a small boat show. I look forward to something of this nature taking place.

Hiram Maxim II, Lyme, CT.

ABOUT THE KEUKA SHOW

As an exhibitor at the Keuka Lake Wooden Boat Show in late July, I feel that this show has some of the essentials for a good show. A beautiful location in an area with a lively small boat tradition, a tie in with the broad based Keuka Lakes Arts Festival, and, most importantly, direct and easy water access. Nothing breaks the "exhibit barrier" like having the boats in the water and in use. You can talk about performance and convenience all you want but talk won't convince the way a demonstration does.

We had no immediate sales at this show, but did have a positive reception, making contact with quite a few people interested in our sailing canoe "Greyhound" ("Boats", August 15, 1991) and some of my own designs, from rowing boats to a 28' canoe yawl.

Aside from all the other pros and cons about these weekend pilgrimages to such shows, one constant reward has been meeting and reuniting with a group of really good people with similar interests and friendly generous attitudes.

Antonio Dias, MDC Boats, Wallkill, NY.

A SHOW THAT COMES TO YOU

Your commentary about the sad state of wooden/small boat shows prompts me to offer an alternative; the "show" that comes to you. A videotape. Get the builders of boats, makers of products, designers of plans, offerers of other related services, to tape a segment on each's product/service, all of which are then edited into a master tape of maybe two hours or so. The "advertisers" pay and supply their own tapes. The master tape copies are then sold or rented to the "audience". A two-hour tape could hold sixty two-minute segments. I've done video production on new product development and I think that two minutes will be enough to tell the story on most small boats and related products and services.

Jim Betts, New Product Development, Point Pleasant, NJ.

PISCATAQUA WHERRY



14'x47" Hand Laid Fiberglass Hull
Solid Mahogany Gunwales & Seats
Two Rowing Stations
Well Balanced with Deep, Full Length Keel
Amazing Stability with Sharp Entry to the Seas
Traditional Wine Glass Transom

BAY of MAINE BOATS

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

BAY VIEW BOOKS
595 Fireplace Road
East Hampton, NY 11937

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

Read **Steamboating**,
the bi-monthly "how-to" publication for
steamboat owners, builders, and dreamers.
Yearly subscription, \$18. (MC/VISA)
Satisfaction guaranteed.
Write: International Steamboat Society,
Box 262-R, Middlebourne, WV 26149-9748
Phone: (304) 386-4434. FAX (304) 386-4868

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632 4334689
CANADIAN PATENT 1159342
OTHER PATENTS PENDING

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

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

5 YR. WARRANTY

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

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL



Largest Selection of Canoes
in New England
nearly 500 on display

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD

Prices like the good old days.

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

CAPE ANN SMALL CRAFT

Portable,
Affordable Boats,
Trailers and Accessories

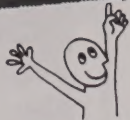
(508) 768-7411

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

Pygmy Sea Kayaks

ULTRA-LIGHT

Wood-Epoxy Construction
38lb. 16'10" - 43lb. 17' - 45lb. 17 1/2"



**AFFORDABLE
KITS**

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

Free Brochure: **Pygmy Kayak Co. Dept. 25**

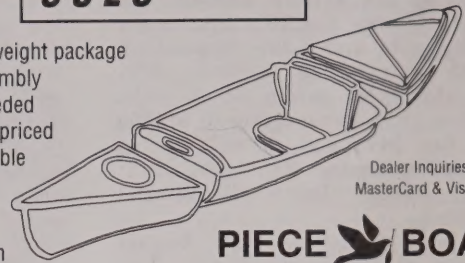
P.O. Box 1529 • Port Townsend, WA 98368 • (206) 385-6143

FOLDING

SOLO

KAYAK

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



Dealer Inquiries Invited
MasterCard & Visa Accepted

PIECE OF BOAT®

OPTIONS INCLUDE:

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

Watercraft Inc.

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



The Amazing PADDLE PAL

(Patent Pending)

Increases Paddling Endurance

Especially Recommended for Disabled Paddlers

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

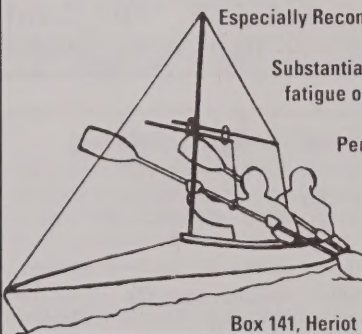
Permits bracing and feathering

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

Write for Information and Prices:

Peter Gregg

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



BUILDERS & RESTORERS!

Use the epoxy professionals use.

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

**PERMANENT BONDING
POWER**

**T-88 STRUCTURAL
ADHESIVE**

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



SEAL, STOP LEAKS

**L-26 EPOXY
SHEATHING
SYSTEM**

- Tough and resilient
- Penetrates wood as well as fabric

RESTORE SURFACES

**F-9 EPOXY
FAIRING
COMPOUND**

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

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

MAIL NOW FOR SPECIAL OFFER — DEPT. M

Name _____

Address _____

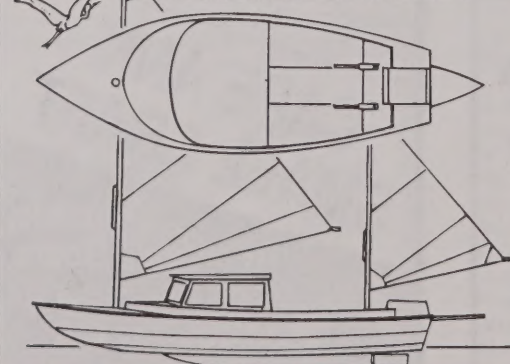
City, State, Zip _____

☐ Send information only, no charge.

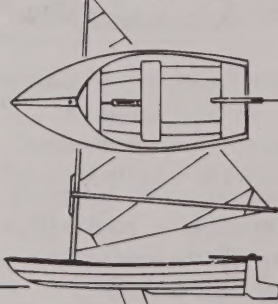
CHEM-TECH INC.

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

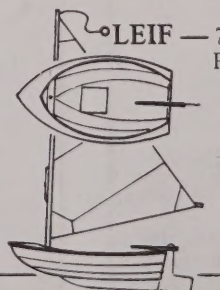
° GREAT BLUE HERON — 19 Ft., 650 lbs — \$6600 KIT \$3550



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



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



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

Catalog \$3

Video (2 hours) \$23



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

CLASSIC YACHT REGATTA

1991 Museum of Yachting
Harbor Parade

Again this Labor Day weekend I was asked to be one of the judges at the Museum of Yachting's Antique & Classic Yacht Regatta in Newport, RI. Despite my performance of last year! Like the real world judiciary, once you get to be a judge...

It was different this year, for hurricane "Bob" had destroyed all the floats and damaged the piers at Fort Adams, so that all the boats to be judged, save for the "small craft" that fit into the protected basin, were out on moorings. This meant a lot of hunting around for boats in the crowded harbor and exciting launch rides in the steep chop a blustery 25 knot northwest wind was kicking up. But there were far fewer boats to be judged, again due to the recent passage of my namesake hurricane.

When chief justice Paul Coble asked the assembled judges if any would care to judge the small craft, I hastened to volunteer. Last year I was looking at superb large yachts, great experience, but stuff I was hardly at home with. Now I could look over a more familiar scale of smaller boats. I was joined by Peter Vermilya, curator of small craft at Mystic Seaport and yachtsman Harry Anderson, and we had a sheltered and interesting couple of hours down at the basin looking over several Herreshoff "Fish" and "S Boats", a Scandanavian Folkboat, a replica of a Munroe "Egret" sharpie, and a neat old powerboat listed as an Elco, but of unclear heritage, possibly built by Matthews.

Right from the top: "Halloween" was the "Best in Show" and "Best Sail". "Rozzy" was chosen "Best Power". The Herreshoff "Fish" is an attractive daysailer, here the judges confer with one owner. "Dagney T" was not up to "Rozzy" in perfection but had great charm for a cabin cruiser.



The "Fish" are beautiful boats and we finally chose the 1916 "Sea Robin" as best small craft. These were not "perfect" restorations in cosmetics, but rather more evocative of the originals in detail and in obvious being used condition. We liked "Vaga", the Folkboat, which was the culmination of an eight year effort by the owners, who had the usual bulging photo album that began with the original derelict ready for the dump. But it didn't fit into the overall judging scheme anywhere conveniently. I could probably come up with some sort of award for any such all-out effort by an owner. We also awarded the Elco, "Dagney T" a recognition for continuing effort in restoration for a power boat. It was not nearly as perfect as "Rozzy", awarded best powerboat, but we sorta liked it a lot.

This is a great way to judge old boats in my view. There's a top three places; "Best in Show", "Best Sail", and "Best Power". Then there are ten "Judges' Choice" awards. You gotta love that opening. As you would expect, the majority of these went to the real yachts for a variety of reasons.

We liked "Vaga", a monument to painstaking restoration effort. "Grimalkin" was fit in despite being a replica. The official parade marshall had this zippy Chris Craft runabout. And the Dixieland band rocked and rolled in the chop as they belted out their specialty along the parade route.

Restoring and preserving a larger yacht is a far greater commitment than doing so for a small craft, and many owners do their own work even on the larger craft, they are not all professional restorations. Of course, some are, like "Nor'easter", a 60' William Hand motorsailer built in 1927, and owned by a Dupont family member, a rescue of a former family boat from oblivion at a reported cost in excess of \$600,000!

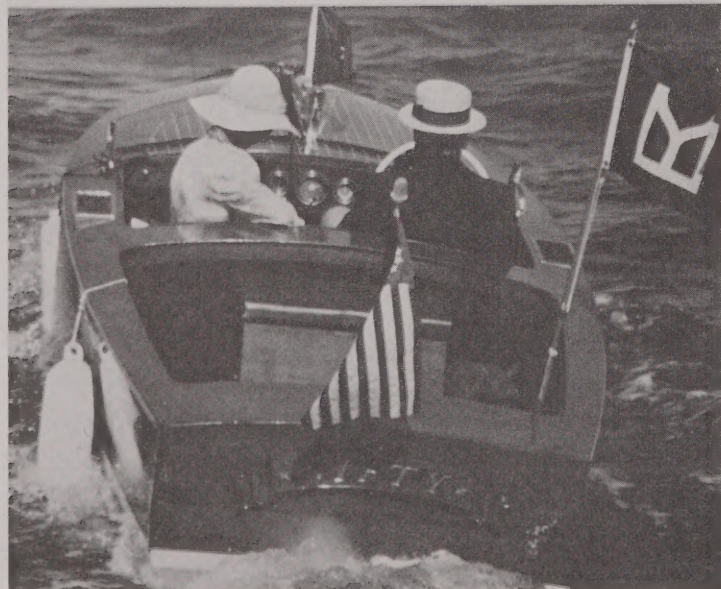
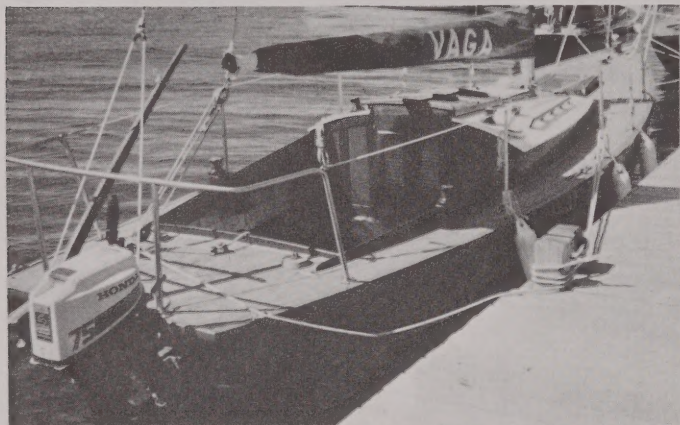
The "Tom Benson Award" for "Best in Show" went to "Halloween", a 72' Fife designed and built yawl built in 1926, and once owned by Tom Benson, fittingly enough. "Best Power" went to "Rozzy", a 44' Dawn designed and built power cruiser built in 1927. "Best Sail" also went to "Halloween", there was no getting away from her superiority.

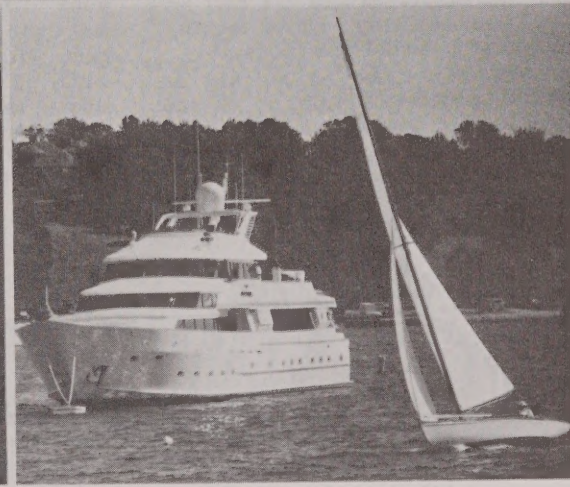
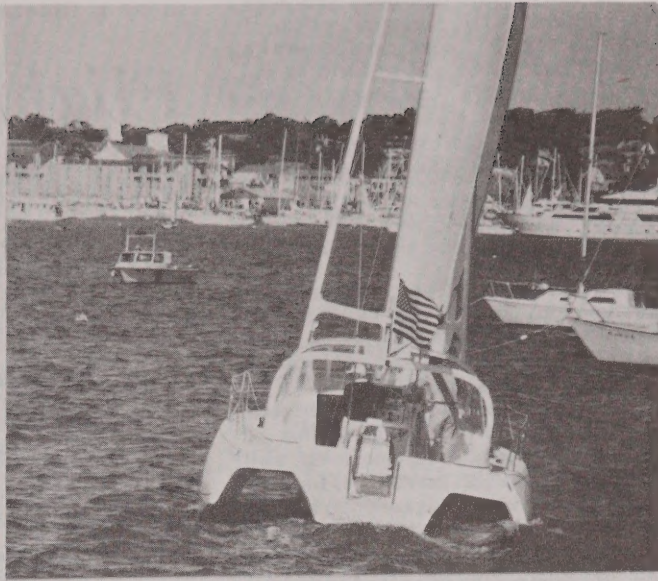
The whole point of this regatta and show is to encourage the restoration and preservation of the classic old yachts of yesteryear, and this year the Museum recognized that smaller "yachts" should be included. But, what to do about a "replica"? "Grimalkin", a replica of Commodore Munroe's "Egret"

sharpie built in 1982 by the owner and builder Graham Ero, had been accepted as an entrant even though it was not an original antique and classic craft. It had been built faithfully to original specs and materials, so we recognized a new class, "Noteworthy Replica of a Historic Design". So Mr. Jones found his niche.

The day was wrapped up with the parade around Newport Harbor. Crowds were sparse, although cannon salutes were fired off at several locations. We again enjoyed the ride aboard the parade leader "Record", the converted Norwegian coastal freighter we described in some detail last year ("Boats", October 15, 1990). Like many other events we have attended this year, the enthusiasm was still there but the attendance wasn't. I don't think this reflects upon the merits of the individual occasions, but rather is a result of the overall state of our economy. Play time is getting rationed by many. And hurricane "Bob" added a major obstacle to hosting and participating in this 1991 Classic Yacht Regatta.

Report & Photos by Bob Hicks





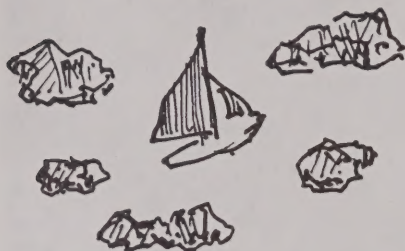
Across the top: "Wind Song", a beautiful Concordia 28 and Gary Hoyt's latest creation for making sailing more accessible look over one another. Across the middle: Three Herreshoff "S Boats" under sail, such nice boats. Not so nice, the remains of a victim of hurricane "Bob" is hauled out at Fort Adams. Someone's vacation was spoiled. Across the bottom: The assembled multitude at the New York Yacht Club view the passing parade. An "S Boat" sails by a modern floating condo.

A heavy rain pounded the seas flat. There still was no wind. I meant to rig the boat up for heavy weather but never got around to it. I couldn't believe how dark it got. Lightning began flashing all about. The thunder was deafening. All that was missing was Mozart's "Requiem".

"I think very shortly you're going to be walking the dog," the boat said.

A sliver of light appeared on the horizon. It quickly expanded to the whole sky and the sun came out. "You're being warned not to go to Novi," the boat told me.

"I think so," I acknowledged. We changed course for the Isles of Souls. The wind had come up and held steady at 12 knots. A fog set in. I wandered 20 degrees each side of the compass course. By noon I heard a foghorn and sailed for it. The horn got louder and higher. I could hear the roar of breakers.



MISTAKE SHOALS

The rocks came out of the fog quickly. I turned to the right, thinking of following them along, but there were rocks ahead. I turned again. The ocean dropped and a rock came out of the sea. "I must be on the coast," I said. But on the chart there was no horn along the coast. "Where the hell am I?" I kept shouting, while tacking and jibing to avoid the rocks.

The fog lifted as quickly as the thunderstorm. High up on the rocks to my right was the Grand Hotel on Star Island, and to the left was the lighthouse. I was in the channel. "Great navigating!" I complimented myself.



"IDIOT"

"Idiot," the boat said.

We rounded the last buoy and sailed into the harbor. I picked up a mooring as far in as I could go, dropped the sails and secured the boat. A woman in a pram passed close by. She was bringing her dog ashore so he could pump out his bilges. I asked for a lift and was rowed ashore with the dog.

Story & Illustrations by Tom

Flight of the "Damn Foole"

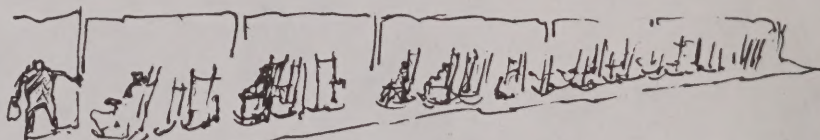


HEADLAND



DOG

There must have been 50 rocking chairs on the porch of the hotel and they were all occupied by elderly people staring at me. An



PORCH

ancient came up to explain. "We couldn't believe anyone was out in that weather. After that awful storm and the fog. Then we saw your little sailboat." He looked at me trying to determine if I had a pact with the devil. He made me wish I'd been on the porch to see myself sailing out of the fog.

I walked over the island to the church that the parishioners had burnt down in olden times.



COSMIC LAW

All the time I was ferried to my boat I was scolded. I managed to ask if I could get breakfast in the morning. "Breakfast is only served to the guests of the hotel," I was told. Another cosmic law. I stood in my boat as she sped away and understood why the good people of the island had burnt the church down.

Next morning I awoke at 0600 to a solar eclipse. I dared not go ashore, fearing the inhospitality of the natives during this phenomenon. From the boat I could see the prominent monument on the hill, dedicated 300 years after the event so as not to be disputed, announcing that Captain John Smith made the only recorded visit to the islands in the Spring of 1614. No one else had thought to bring a recorder. He stayed only a short time trying desperately to teach the inhabitants the new name of their islands, which he modestly named after himself. The natives stubbornly



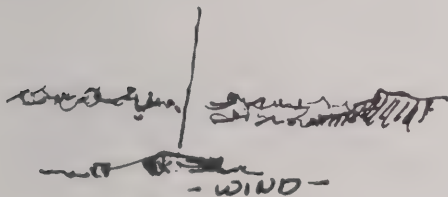
CHURCH

refused, referred to their island as the Isle of Holes. For consolation he declared himself Admiral of New England and sailed away to Smith-ologize the rest of the unknown world. Later when the islands were taken over by fishermen, they managed to make an alcoholic brew from fish oil called shoals. From that they were called the Isles of Shoals.



SMITH

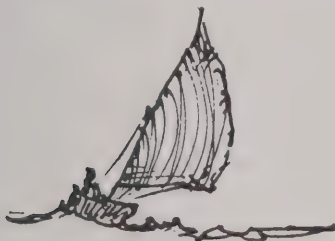
I bailed the ancient boat's nightly bladder failure and discovered a shroud was parting. Three strands were left. I lashed a line on it, not too securely, then quickly forgot it. The wind had come up and strengthened enough to form whitecaps outside the harbor. At 8:30 I was still hanging on the mooring. Scared to let go. A



- WIND -

cold front was coming. I hate cold fronts. The wind blows like hell all day. I thought of staying another day but I'd be stuck in a stationary boat or else would have to go ashore and confront that superior person again. I thought about it a while, then put a double reef in the mainsail, plotted a course to Grouse Joint, 35 miles to the N. East 45 degrees, raised the sail and cast off.

I sailed for a buoy R24YL on my outdated chart, five miles away. The wind eased off and accommodat- ingly shifted so we could sail off the wind. Between Cape Feddick



OFF THE WIND

and Noon Island we accidentally jibed several times, which I am not supposed to admit to. I began rowing when the wind died and as a reward for my good seamanship, the boom started banging me on the head. Until I lashed it properly.



ROWING

Moths and butterflies flew in from the sea and rested on the boat. The wind came out of the south again. Three flies appeared aboard. "Okay," I told the flies, "one of you will have to be killed to strike terror into you other two. Order has to be established by terror. It's worked for millions of years. No one likes it but that's the way it is." I rolled up a chart into a swatter. "Which of you will volunteer?"

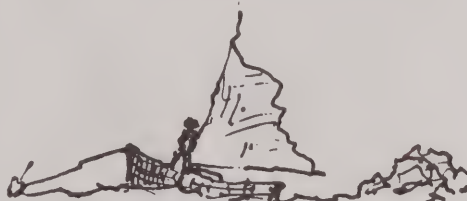


3 FLIES

"Did you ever consider that you have a slightly distorted view of life?" an audacious fly inquired.

"I've found my victim," I screamed angrily, swatting wildly. "Intelligence must go first to preserve order." The flies fled the ordered vessel.

Cape Purpose and Lecher's Neck passed to port. Across Waco bay to Grouse Joint. The wind shifted and strengthened as we tacked for the high cliffs on shore. I grabbed a lobster buoy. It dragged and we drifted towards the rocks. I cast off and sailed further out where I grabbed another buoy and made a mess of a double reefed mainsail. Luffing the jib and sail-



REEFING

ing on the main alone, we rounded the headland. I sailed to a club dock where two young attendants were puzzled by my request for a mooring.

"This is a very private club, and..." they were cut short by a profusely mustached older man.

"Take that one over there."

"I'm beat and the bay is pretty bouncy. Is there a place I can stay the night?"

"Pull two cots together up in the club and sleep there. It's too

expensive anywhere else."

After I had settled in he added, "Nobody will be here tonight, see you in the morning." And he left, never even asking me my name.

I walked a path along the cliffs and happened upon an old man seated on a stool sketching the sea. "Could you tell me where Winslow Homer's house is?"



HOMER

"It's up there," pointing behind him. "Won't do you any good to go up there, though. Private property now. Can't get up there myself. Property is more valuable than people now. Paintings are more valuable than the painters."



PRIVATE

Can't sell people anymore. Art is merchandise now and the merchants don't even understand it, but they'll sell it. In the past we made icons that were worshipped, now we make collectibles for acquisitive people. Pictures are to look at, not to buy and sell. Looking is free. Seeing it, you don't have to own it."

He finished the sketch and signed it "W.H." "Don't mind my ravings young man. Try to remain an idiotic optimist. It's healthier and more enjoyable."

"Why didn't you sketch the tower?" I asked.

"It wasn't there when I was here. There's a dedication on it that says, 'To Chief Mogg, killed here in May of 1677.'"



MOGG

"Why was he killed?" I asked.

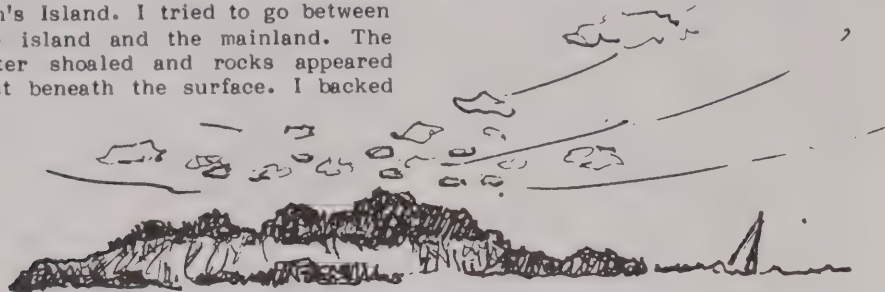
"He was obstinate enough to think he had a perfect right to be here simply because his ancestors had been here for several thousand years. Don't mind me young man. You'll come back grumbling platitudes after you're gone."

"I grumble platitudes now."

I left the old man chuckling to himself and returned to the

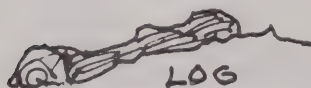
club. Slept soundly. Awoke at sunrise. Profuse Mustache had let himself in and made coffee. "Have a cup," he offered. "Goin' fishing, I'll motor you out to your boat."

The sea was flat calm with not a trace of a breeze. I rowed out of the harbor and headed for Rich-man's Island. I tried to go between the island and the mainland. The water shoaled and rocks appeared just beneath the surface. I backed



RICH-MAN'S ISLAND

off and went the proper way around the island. Off Cape Lizard we struck a floating log. Crossing



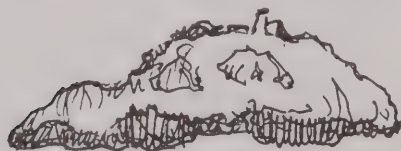
LOG

Waco Bay we struck another log, reminding us that we were in logging country. Passing Brown How



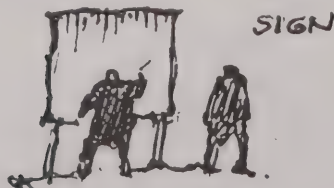
ANOTHER LOG

Now Island and Cape Smell, we sailed into See-Again's harbor. I dropped the anchor at the cable crossing sign and let the boat drift near the rocks. I leaped out with a stern line. "Well done," I complimented myself as the boat obediently drifted out.



SEE-AGAIN

I passed two carpenters merrily cursing their labors and "good morninged" them and climbed the path to the lighthouse. Gulls were everywhere. The lightkeeper was painting a sign, and before I could say a word, he said, "Don't care how it looks, just so's it says what I want it to say."



SIGN

"It says just that," I said.

He took me up into the light-house. "Most of the time you can't see a damn thing, fog. But on a clear day you can see Mt. Wishon-

ton." Later he confided, "I love it here, could stay here the rest of my life. Me and the cat are the only two mammals on the island when you people leave."

I walked about the top of the island wondering how some people can be satisfied with so little. I

returned to the beach to find the boat on the rocks. The rudder was protesting vociferously. I waded in to lift and shove until the surge freed it. But the anchor held, one of the few times it did, and



ON THE ROCKS

brought the boat back onto the rocks again. I broke the anchor free and lifted and shoved the boat free again, then rowed it to a mooring. When I pulled the rudder up I found the rudder track was broken. I got ashore again and asked one of the carpenters to drill two holes in it so I could screw it back on.



CARPENTERS

"Sure," he said. He found the drill under a pile of tools. Then luckily he found a drill bit on the floor in a corner. I could tell he loved his work by the amount of time it took him to find things. He put the track on a metal grate and delicately positioned the bit in the track, then leaned his entire weight on the drill. I could tell he loved his tools truly because he was about to disembowel himself with one. When the drill bit punched through the track it spun the track around, grabbing his tee shirt and wrapping it up to his

neck. "That's one done," he said, untangling himself.

I looked for blood. Amazingly there was none. He put the drill on the track again. "Perhaps we should clamp it down," I suggested.

"Good thinking."

"And perhaps you should use a smaller drill to start the hole."

This was taken as interference and ignored. I returned to the boat with two holes in the track, grateful that I hadn't left a bloody mess on the island. I screwed on the track and slid on the rudder. It didn't go all the way down. The screw holes should have been countersunk. No way would I go back on that island to have that done. Half a rudder is better than no rudder at all.

A boat had come to take the carpenters ashore to the mainland. When they were all aboard the motor wouldn't start. The mechanic hunched over it mumbling obscene incantations while the two carpenters complained, "Get that damn thing going, we can't stand this place. Don't want to spend another minute here. Get us off this island."

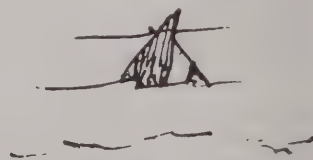


MAROONED

The motor went through its vocabulary of noises and then settled down to a single sound. The boat shot out of the bay and made for the mainland at full throttle. I settled down to heating a can of beans. Cooking doesn't change the taste of beans, beans is beans...and crackers. I rigged the shelter and crawled into the sleeping bag. During the night a cat-boat came in and persistently circled us. I got up and asked if he wanted the mooring.

"Could we take it and you could hang off our stern?" he offered.

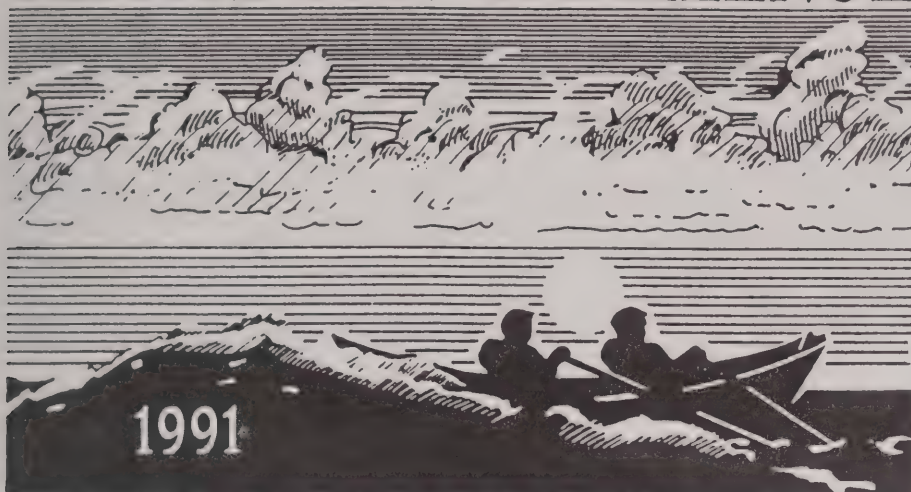
"Certainly," I replied in the best tradition of the sea. After the re-arrangement and all had retired, the boats started playing games bumping and circling one another. He and I alternately fended the boats off through the night. Before sunrise I cast off and rowed away into the fog.



FOG

(To Be Continued)

BLACKBURN CHALLENGE



July 20th was a lucky day for the running of the 5th Annual Blackburn Challenge, the 21-mile circumnavigation race around Cape Ann on the Massachusetts north shore. Weather is a major factor in this ocean-going event, the longest of its type in the northeast. On race day winds were light from the southeast, but the heat threatened to be a major factor. Early a.m. NOAA promised 100 degrees and the hottest day on record since 1953. After we rounded Halibut Point, the furthest north point on the course, it became apparent that the light southeasterly breeze would be with us the rest of the way. A zone about 100 yards offshore was the place to be on this hottest day of the year, and the ocean was tame.

The Blackburn is not just one race, it's an intersection of contests; within boat classes, between boat classes, and between past rivals and surprising upstarts, crew numbers, and ultimately, oneself pushing stamina and speed beyond the limits. This year these contests were as plentiful as ever with 167 people in 86 boats in 14 classes.

The course is so long and the range of abilities so wide that competitors often find themselves almost lonely, and certainly alone, covering long stretches with the only reminder that they are in a race coming from a glance down at the number taped to the hull. After passing Emerson Point in Rockport, much of the course is a mile or more offshore, which enhances the sense of solitude, just when one is tiring and in need of some companionship. So, much of the time the competitors are on their own wondering how they are doing.

And further on, one of the biggest psychological hurdles comes after the turn into Gloucester Harbor, because this is the home stretch. But it is still more than a mile from Dog Bar to the Greasy Pole, the race finish. Wind and current do not cooperate and con-

fused wakes from passing trawlers and whale watch boats require astute concentration. The bottom line of the Blackburn is that it is a real test of mental and physical stamina, even for the initiated.

The most significant contest is that for setting fastest time around the course, and this year it belonged to the racing single sea kayaker class, with Doug Bushnell from Buffalo, New York, covering the 21 miles in his own designed and built Wave Excel in an amazing 3:03:37. Two more of Doug's West Side Boat Shop ocean racing kayaks came in second and third overall; Bernard Wootton in 3:04:22 in a Wave Excel and Blake Conant in 3:06:27 in a Wave Ultra.

Five minutes back of Doug came the first of the multi-oared boats in 3:08:25, "Ockham's Razor", a stretched version of the Concord Yacht Pilot wherry designed and built by Chuck Mainville and rowed by his son Frank, Eric Jensen, Andy Parks, Steve Reich, and Jay Sullivan. Rounding out the fastest five was another multi-oared fixed seat boat, "Exact", crewed by Jack Alexander, Jack Anderson, Steve Davis, Vito Giacalone and Tom Perkins.

Sliding seat rowing craft have dominated past Blackburn "fastest" categories, but this year the best effort was turned in by Dick Viall in an Alden single at 3:18:39 for 6th overall. The sliding seat double wooden ocean shell of Matthew Curtis and Chris Lute was hard pressed all the way by the Pilot 21 double of Joan Mainville and Dawn Spunzo, the men besting the women by just a little under three minutes, 3:33:52 to 3:37:28. Sandy Weatherall was the women's sliding seat single winner in a Julienne shell in 4:50:53.

A major change this year was the separating of the participants in the large kayak class into men's touring, men's racing, and women's combined touring/racing. With the racing kayaks off on their own ev-

ent, Tom Mailhot, who has been kayaking only since spring, bested the touring men's class in a Hydra Sea Runner in 3:31:51. This reporter won the women's class for the second year in a lightweight carbon fiber Arluk 1.8, on loan from Ken Fink, in 4:00:14. The lone double kayak, an Aleut Sea II, was paddled by Don Gorski and Bob Hutteman, Gorski wishing that they had some competition other than the sea itself.

The heroic award goes to those who row the heavy Banks dories, the boats that Howard Blackburn would most identify with. As race time organizer Chuck Mainville pointed out, "I wouldn't want to do that." But Anthony Pizzimenti and Lawrence Marcantonio wanted to, and set a time of 4:22:12 in a class of seven boats.

The nine other fixed seat doubles were led home by Sean Bercaw and Russell Smith in a modified Herreshoff pulling boat in 3:27:39, which was the eighth fastest time overall, quite impressive for a traditional two-man craft, and a bit over a half-hour faster than the multi-oar (without cox) McGee Island dory of Bill Gribbel, Steve Barnes and John Saunderson, who finished in 4:04:40. The traditional fixed seat singles saw a not so traditionally constructed Monfort geodesic Whitehall, built and rowed by Mike McGarty, the winner in 4:28:26.

There were canoes in the race, despite its open ocean nature, four of them, and Dave Lamoureaux and Stephen Nyman turned in a 3:31:04 in an 18' Jensen.

Two of the Blackburn's main organizers and inspirers were absent this year. John Spencer is studying at graduate school, and Pat and Dick De La Chapelle had moved to Seattle. So Dick Price and an extended Cape Ann Rowing Club board took on the task. Dick had previously organized ice boat races and he made the leap from one season to the other most admirably.

Each of the five Blackburn Challenges has been distinct. The first year a northeast storm had left in its wake huge seas on the ocean side of the Cape so the race ran up and back to Lanesville on the protected Ipswich Bay side. The second year it was very hot, which led some to start swimming alongside their racing craft for the first complete circumnavigation. In 1989 a brisk northwest wind made the Ipswich Bay side lively. Heavy fog forced the 1990 race to again run over a shortened course, this time twice up and back to Lanesville. A tradition is in the making with this tough course, with three around-the-Cape races to date, which are those the records will be kept for, according to the race organizers.

Tamsin Venn



Weatherbound on the 12:10

Moist...an excellent word to describe our small sailboat and ourselves after four weatherbound days tucked under the lee of West Island on Buzzards Bay, Massachusetts. Our ensign and burgee hung limply, but we could finally see them. "Mokki" cradled Izzy's footsteps with an easy roll as she prepared to raise anchor, and with the weedy beast lashed in his chock we puttered out of Little Bay by the kind offices of Mr. Johnson.

"Mokki" is a Sailstar Corsair sloop of four tons designed by Paul Coble, statistics being 24'x8'x3-1/2'. Her heavy displacement hull, long straight keel and perky sheer make her a bluff and cozy seaboat.

The forecabin is given over to chain, rope and tools, not to mention our darkroom and drafting studio while in port. In the saloon are two bunks, a little coal stove, a kerosene Shipmate cooker, and a chart table that doubles as counter space when we know where we are. We carry thirty gallons of water in three tanks, three gallons of kerosene for cooking and lights, tending to squander both. Our CQR is lashed on the bowsprit while the outboard motor crouches aft under the lazaret. All in all, a very liveable little ship.

As we left the island astern, the breeze picked up and hurried us across Buzzards Bay and through Woods Hole. A fine sail to Tashmoo Lagoon nestled in Martha's Vineyard laid the hair back on our heads. Going "through" the bar into Tashmoo, "Mokki" decimated generations of barnacles who incautiously had chosen to reside on the inferior aspect of her keel.

Ashore, we watched tourists pour in and out of shops through a drenching rain with undampened enthusiasm. But we had work to do before we could change down from oilies to slippers, such as topping up our water tanks and giving our veggies a wash. As Izzy and I walked out of the woods, we startled a couple parked on the grounds of the Tisbury waterworks. They didn't leave, but I can only assume

that the sight of two yellow garbed figures scrubbing turnips in the rain was so bizarre that curiosity compelled them to stay.

Dawn looked like vanilla pudding, which meant fresh fish on the table. We weighed immediately and sailed to Squash Meadow Shoal off East Chop. The following hints are designed to get you into the thick of the fish at once. Take a bearing from Bell 23 off East Chop to West Chop light and cross this with a bearing from the Red and Black Bell on the southeast edge of Squash Meadow with the highest church steeple in Edgartown. If you can't see the bow of your boat, try a bearing of 206 degrees true.

Should you wish to troll, your best bets are blues and squeteague. Their presence is heralded by a gathering of gulls which hover over the shoal and dine on the spurling, a species of smelt. One proven technique is to use bluefish line and a hook 3" long and 1" across the barb. Which bait is best? Fresh eel skin turned inside out reaps the most rewards. The line is passed through the eel skin and the head of the skin is made fast to a short section of broomstick. This allows the skin to flow back and conceal all but the barbs of the hook hidden within the skin.

Follow gulls if you can see them in the fog, or jog your boat in the current. Once the blues are on the hook, pull them in gently as their mouths are tender. Sprinkling salt on a fish's tail will make it easier to hold while cleaning and filleting.

That morning brought fog, so we fished a shallow patch without success and beat the quahog rake against the skillet. At the turn of the tide, the fog retreated, the breeze got its second wind, and the beautiful sweep of Vineyard Sound stretched out to the west. With ochre cliffs to port and the sandy sweep of the Elizabeth Isles to starboard, we beat down to Menemsha.

Evening again brought fog as the sun set into a low cloudbank, turning the bottle-green water to

pewter. After motoring against the current along the narrow dredged channel to Menemsha Pond we watched the fog create a beautiful obscurity, then we turned to our cozy cabin as the Chelsea struck eight bells.

Early morning found us rowing through luminous fog to the water tap across the street from the small sandy beach in the southwest corner. Back on board "Mokki" we collected our anchor and motored out of the pond bound for Cuttyhunk. The following dawn produced puffy cumulus clouds glowing like platinum, while purple, still water held the reflections of the yachts as steady as their sleeping counterparts. Gradually the anchored fleet began to stir, anchor lights extinguished, while the aroma of coffee filled the air. "Dewey thwarts" is an awkward expression to inflict on a gentle summer morning, but to row 'em is to know 'em, and we wanted to row to Penikese Island.

At one time Penikese hosted the prototype Marine Laboratory conceived by Professor Louis Agassiz, and called the John Anderson School of Natural History. Had the institution flourished, the history of Penikese could have been much happier, for in 1905, after the school failed, a leper colony was established. Today, various cottages and huge brick water cisterns still stand. For the last 50 years the island has been a nesting area for gulls of all descriptions, and since one good tern deserves another; during the breeding season, visitors might carry an oar with a PFD lashed on the blade and held with the orange shape well over the head. The gulls and marsh hens will attack that, allowing the explorer to concentrate on picking a path through the nests.

Rowing back to Cuttyhunk and "Mokki" was time delightfully spent, as was lunch during the sail back to Menemsha Pond. During the evening, NOAA weather predicted a southeast summer blow. Sure enough, we spent the night dipping the bowsprit under, feeling like

urban cowboys on that bull riding gadget.

Next day the breeze increased and backed to the north. The number of boats around us precluded moving, as all had nylon lines stretching far ahead or plunging bows close astern. Chafe, and dinghies maneuvering under power at times damaged anchor rode so badly that some unfortunate boats found themselves cast adrift. Anchors not buoyed were often lost; and worse, some boats were left with only a lunch hook with jib sheets and dock lines tied higglety-pigglety for their anchor rode. We noticed that long distance cruisers, large and small, used heavy unglamorous chain, and stayed put.

That afternoon the wind took off. After anxiety and contemplation, society and solitude, we concluded that boredom just wasn't part of a cruising boat's repertoire. Early next morning we extricated ourselves and sailed east to Hadley's Harbor, the best all weather anchorage on this coast, and comparable to Rogue Island in beauty. Besides, you can't always

see Rogue, even if you're there.

Three centuries have passed since Captain Bart Gosnold entered this harbor in his log. The document, written by a member of the afterguard, John Brereton, was one of the first books written in English about cruising the New England coast.

Although the island is privately owned, waterfolk are welcome to anchor and explore Bull Island and find the "tree"; bring a pocket knife. Commanding the harbor stands the Mansion House, a mansard style of architecture open to the four winds that blow.

John Murray Forbes, whose descendants sporadically reside on Naushon Island, is remembered as one of the founders of the Chicago, Burlington & Quincy Railroad. During the Civil War he devoted much time to strengthening our auxiliary navy. "Azalea", his schooner yacht, carried many parties from New Bedford to the island. Among them was a seasick Ralph Waldo Emerson and Daniel Webster, who was moved in a different way - verse:

"Tis not the capture of the

finny race,

'Tis not the exciting pleasure of the chase,

But hospitality, that gives the grace

And sweetest charm to this enchanting place.

Though skies and stars and seas unite their power,

And balmy airs their softest influences shower,

To gild the outspread wings of every hour,

Yet oft nor eye nor ear these objects seeks,

Drawn both away while Beauty smiles and speaks."

At 0300 we were sitting in the scuttle watching the harbor sparkle as fish skittered along the still surface; dawn came early and redly, engraved in memory. By mid-morning the calm, hot day proclaimed itself a weather breeder. So we motored across Buzzards Bay and down our boulder sprinkled eel rut, in silence at last. "Mokki" forereached an incredible distance to her mooring buoy.

The circle completed, a viable sailing breeze arose and we drove home at 6 knots.

T. Ole Pin

ON DISPLAY
INDOORS

LOTS OF
PRE-OWNED
SAILBOATS



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

FERNALD'S

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

PADDLES & OARS



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

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

CHRIS STICKNEY BOATBUILDER

- * Wooden Boat Restoration & Repair
- * New Construction
- * Shop Rate \$15/Hour

Box 146, St. George, ME 04857
(207) 372-8543



10'6"x3'10" LAPSTRAKE YACHT
TENDER

Designed Circa 1890

Cedar Planking on Oak Frames

Hackmatack Knees & Hard Pine

Thwarts

Copper & Bronze Fastenings

Two Rowing Stations

Weight 75 lbs. - Capacity 500 lbs.

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



as simply messing about in boats.

MESSING ABOUT IN BOATS?

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

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

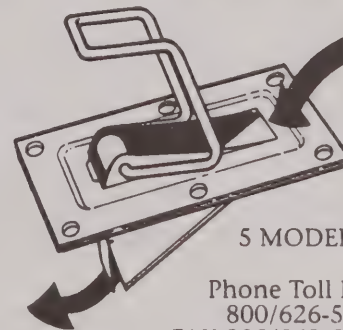
The Solution...
to wet Boats

BAILER

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

ANDERSEN

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



5 MODELS

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

Ankle-deep in dead fish and nauseated by the stench, I led our group of seven kayakers along the shore of Little Snow Island. We had heard about the massive kill of pogies (also called menhaden) on Quahog Bay, but that had been four weeks earlier. Surely it would be all cleared up by now. Wrong! Millions of fish must have died for the shore was covered with a swath of well-rotted fish right up to the high tide line.

We climbed up the bank into the woods where the smell was not so powerful and began to eat a late lunch. The others, all Appalachian Mountain Club members, were invited along as they were close friends. Bob, Doug and I had done this trip last year. The newcomers included Kellie, Marilyn, Lee and...Nancy? Where was Nancy? Marilyn jokingly blew two blasts on her whistle (our group's signal to regroup). Nancy's anguished returning cry came from down on the beach. Soon she appeared, white-faced and shaken. Her flip-flop sandals had sprayed "disgusting green goo" up the back of her legs. Doug offered to sell her his boots for \$50. She unhesitatingly said they were worth \$100.

I had experienced a fish kill before, but never anything like this. We debated turning around and paddling back to our last campsite. Nancy said she would paddle through hell to get away from those dead fish. Unfortunately it was a long way back and several of us were too tired to make it. There was no choice but to stay where we were. We unloaded our boats and gingerly carried our gear across the carpet of dead fish. Later that night we sat around a campfire swapping spontaneous pogie jokes. Our favorite was the description of the little hopping dance step we did walking through the dead fish; the "Hokie Pogie".

The next morning as Nancy and Marilyn dressed in their tent, Nancy began applying deodorant. She stopped thoughtfully and said, "You know, it seems pretty weird to be using deodorant in a place like this. Actually Doug told me I should put it in my nose!". Later Doug and Kellie confessed that they had applied after-shave lotion under their noses.

The fish kill was attributed to asphyxiation. Too many fish concentrated in an area can deplete the oxygen and they die. Pogie's are commonly netted for use as bait in lobster traps. At about the same time as the fish kill occurred, a whale was trapped by a net placed across the mouth of Harpswell Harbor. A net long enough to close off that harbor also could close any of the other bays and coves in the area, like Quahog Bay. Did fishermen contribute to the kill?



The "Hokie Pogie" Paddle

We were glad we hadn't been in the area at the time of the kill, for then the smell had been so bad that people moved out of their homes. In some places the kill was so extensive that everything in the water died. We heard that even the lobsters crawled out of the water. Gun Point Cove, which had previously been filled with lobster traps, was all but empty now.

This was the third day of my third year of leading sea kayaking trips in Casco Bay, Maine. Maybe double threes are bad luck? Truthfully, though, this trip turned out to be an excellent one with six days of sunny clear weather and a delightful group of people. Even the pogies contributed by making the "Hokie Pogie Paddle" a truly memorable trip.

THE TRIP

We had started from Spring Point in South Portland on August 30th. On each of the next five nights we camped at a different location: Crow Island, Strawberry Creek Island, Little Snow Island, Clark Cove, and Little Chebeague Island. The campsites we used were clean and appeared to be relatively unused with the exception of Little Snow Island. This island is used as a picnic spot by the locals and has accumulated debris such as old lawn chairs, tire swings and even a makeshift latrine we dubbed the "pogie pottie".

In three years of visiting these islands in August, I have yet to encounter another party camping on any island but Little Chebeague, which has ample room for several groups. The campsites on Crow and Strawberry Creek Islands are limited, however, as described in the Maine Island Trail Association literature. Little Chebeague is described as a difficult place to camp, but we found camping on the broad expanse of beach above the high tide line on the east side of the island to be very pleasant.

The campsite at Clark Cove is on private land, and is not part of the Maine Island Trail. It was pioneered by Bill Gerber of the Appalachian Mountain Club back in the early '80's as part of his five-day canoe route, which was the foundation for the Maine Island Trail Association route developed by Dave Getchell. We got permission from the owner before camping here.

We pitched our tents in a large field at the top of the bluff with an impressive view of Harpswell Sound. The owner and his son are friendly lobstermen who entertained us with stories, such as one about being attacked by a seal on board their lobster boat. They cheerfully sold us several lobsters and loaned us a big pot to cook them in. Balancing a four gallon pot on a Whisperlite stove was a real challenge.

That night a storm hit the area, passing to the west of us with an impressive display of lightning. Passage of the front brought us a strong following wind for our return to Spring Point. All but one morning were sunny and the air was mostly quite clear, unlike the foggy, hazy times I have had paddling in Casco Bay.

Casco Bay in summer is a busy place. Kayakers do have to keep an eye on the boat traffic, especially the small yellow inter-island ferries, but I enjoy seeing, and being a part of, the activity. We all carried whistles and had a code to alert each other; one blast for approaching boat traffic, two to regroup, and three or more blasts for an emergency such as a capsized.

Many of the islands and peninsulas are quite developed. The small older houses blend pleasingly into the scenery, but the larger new houses often seem intrusive and out of place. Amidst the developed areas, however, there also are small undeveloped islands and untouched coves where the osprey soared and called. Though never

more than a mile from civilization, these places felt like wilderness.

The ocean side of Long Island has rolling swells and crashing surf, an interesting little harbor in Harbor Grace, and beautiful sand beaches at Shark Cove. Although there is local concern about pollution of Casco Bay, the areas I have seen appear clean. There is litter, much of it pieces of lobster traps and buoys, but not enough to be seriously offensive.

I especially liked Harpswell Sound, Gun Point Cove and Quahoag Bay, which all were not heavily developed. We enjoyed watching seals cavort in upper Harpswell Sound and Gun point Cove. The seals also watched us, often surfacing right behind a kayak and peering at it curiously.

Kayaks are excellent boats for exploring coastal waters like Casco Bay. They are silent and maneuverable, and can slip into secluded spots not accessible to larger craft. Whether gliding into quiet coves under the overhanging branches of hemlocks and pines, or skirting the surf washing against sheer rock cliffs, the kayaker is in intimate touch with his surroundings.

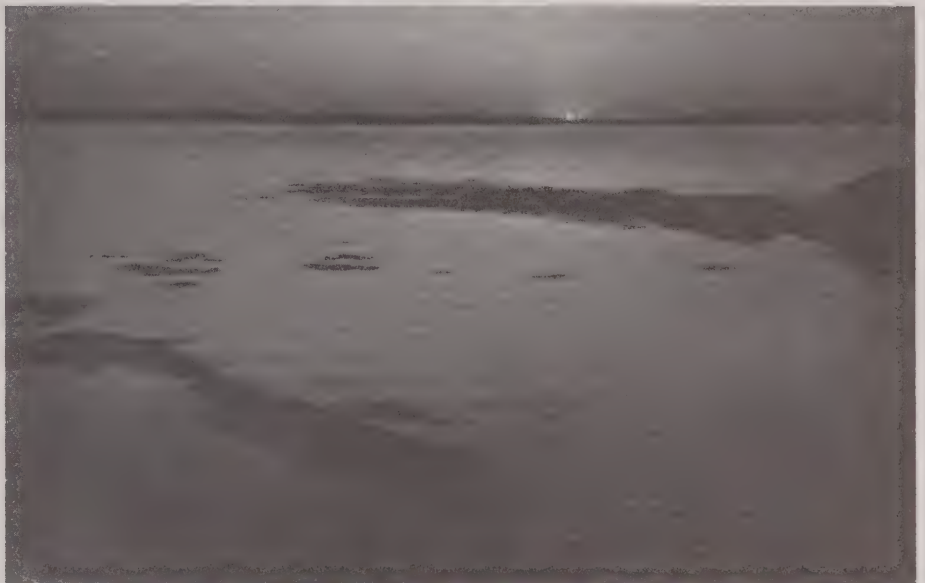
TRIP PLANNING

I research possible campsites in advance and plan a tentative route. Flexibility is essential, since our actual course is apt to change according to the weather or the inclinations of the trip members. A trip should be enjoyable for all so I try to keep paddling distances manageable for even the least experienced paddler. In practice this has meant average distances of about ten miles a day. This requires about four or five hours of paddling, interspersed with leisurely breaks for lunches, swimming and sightseeing.

Paddling in Maine can require navigating in thick fog. I prepare for this possibility by marking a course on my trip charts between major navigational aids and landmarks. I indicate the compass bearing for each. We were lucky that this year was clear, but on two previous trips, part of the route did have to be navigated by compass.

Tides in Casco Bay range about four feet. This year we started our trip about a week before full moon. This meant that the tide was high when we got underway in the mornings, making it easier to get our heavily laden boats down to the water. By the time we landed in the afternoons the tide was on its way back in. The moon was up early in the evening, bathing our campsites in such bright silvery light that flashlights were unnecessary.

Mosquitoes couldn't be planned for. One year they were so thick that we were driven into our tents



Opposite page top: Marilyn with one of the pogies that cover the beach behind her. Above from the top: A cove on the ocean side of Long Island, typical Maine coast, with Shark Cove, the only sand beach encountered, just around the point. Sunrise at Crow Island, from the beach and from the water.

at dusk. This year was a good year. Although bothered occasionally, we usually were able to sit out after dark talking and enjoying the camaraderie of the group.

BOATS, GEAR AND FOOD

Nobody asks bicycle riders if they are afraid of falling, but people frequently ask kayakers if they are afraid of tipping over. Different models of kayaks vary considerably in stability, but staying upright is generally not as difficult as people think. Practice and being cautious about water conditions are necessary however. If capsized, many kayakers can roll back up, but exiting the boat, righting it, and re-entering are possible for the experienced. Getting the spray skirt off is no problem, especially in the high-adrenaline conditions of an accidental spill.

Some sea kayaks have waterproof bulkheads separating bow and stern compartments from the open cockpit area. Gear can be stored in these compartments through deck hatches. In kayaks without such

compartments, gear is stored in waterproof "dry bags". Kayaks carry less gear than canoes but more than a backpacker. "Backpacking with luxuries" is an apt description of kayak camping.

My fiberglass boat is quite light at 42 pounds. Less expensive polyethylene kayaks weigh about 65 pounds. My camping gear for summer travel weighs about 30 to 35 pounds, including a solo tent, plastic tarp, mattress, sleeping bag, rain gear and extra clothes, personal items, backpacker's stove, cook kit, flashlight, first aid kit, weather radio, flares, wind meter and playing cards. This all packs into three medium size dry bags, plus one small bag for emergency equipment. Food was carried in a fourth dry bag, my share weighed about 15 pounds. Two gallons of fresh water added another 15 pounds. We were able to replenish our water supply twice during our six-day trip. Boat equipment includes spare paddle, bilge pump, compass, charts in a waterproof case, life jacket, neoprene vest and

boots, suntan lotion and chapstick, sunglasses and hat, and a loud whistle. The total weight of gear plus food and water came to about 65 pounds.

On most Appalachian Mountain Club trips the leaders supply the food and the group does the cooking. Although fun, this requires large Coleman stoves and takes a lot of time. For this trip we paired up, with each pair determining their own menu and sharing a one-burner stove. Since there were seven of us, Nancy chose to be "odd man out". She decided not to cook but instead brought about 45 pounds of soy nuts, raisins, almonds and assorted surprises which she shared with us throughout the trip. The first night she reached up into the bow of her kayak and produced a whole angel food cake! Later meals were varied with orange gum drop slices and barbecue-flavored corn chips. An unusual menu for a kayak trip to say the least!

The cooking teams reciprocated by sharing all leftovers. At the end of each dinner, Nancy made the rounds with her empty bowl and got to sample the group's more ordinary fare; macaroni and cheese with tuna, macaroni and cheese with canned chicken, various freeze-dried backpacker dinners, chili, jerky stew and more macaroni and cheese. At the end of the trip Nancy still had enough soy nuts, raisins and almonds for another week, as well as one-third of a now stale angel food cake.

ALL GOOD THINGS MUST END

We paddled with reluctance toward South Portland on the last day of our trip. Our arms were strong and our kayaks light. We felt as if we could paddle forever, and wished that we could. We delayed the inevitable by stopping to explore Fort Georges at the entrance to Portland Harbor. This monolithic structure was built during the Civil War. It was made obsolete before the end of that war by the development of more powerful guns that could penetrate its heavy granite walls. Its sides rose straight out of the water, with approach possible only across a small sandy beach in front of the large entry doorway. The doorway was blocked by a deep moat which was spanned by a couple of long planks. We carefully walked the planks and found ourselves in a large courtyard overgrown with shrubbery and weeds. The courtyard was encircled by the granite walls of the fort, which had many windows as well as open areas where the guns once had been positioned. We explored the inner rooms and passageways and climbed up to the thicket of shrubbery growing on the roof. Finally, we could delay no longer and returned to our waiting kayaks.

Top: Fort Georges interior looking towards the officers' quarters, viewed from a gun emplacement. Trip's end as Bob, Marilyn and Lee (left to right) arrive in South Portland.



Being a trip leader requires a great deal of time and effort. My reward is the satisfaction of leading a trip that is enjoyed by all. I consider myself fortunate to have shared the Casco Bay trips with people whose company I have thoroughly enjoyed. This year I had an additional reward given to me as we stood outside the entrance to Fort Georges. They presented me with a boat cushion that had been found washed up on a beach a few days earlier. On the cushion Marilyn had written: "Presented to Chuck Wright, leader of the First Annual Hokie Pogie Paddle, Casco Bay, Maine, August 30 - September 4, 1990." It was signed by my friends and kayaking companions.

Report & Photos by Chuck Wright

SALT MARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

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



BLUE HERON KAYAKS

"Let us help you select the right kayak"

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

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

DRAGONWORKS, INC.

Importers of the Islander

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

Accessories • Tours • Instruction

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

American Traders Classic Canoes



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

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

Dealer inquiries welcome

Sea Wing

SELF-RESCUE SAFETY SPONSORS

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

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

Sealight

GEORGIAN BAY KAYAK LIMITED / PENETANGUISHENE, ONTARIO

6 FOLDING KAYAKS, from \$895

SECURITY BLANKET



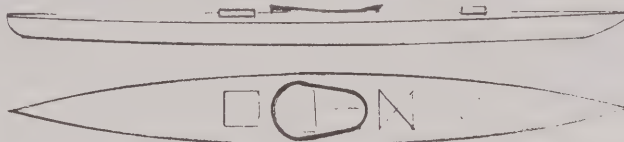
MULTIPLE USE: Fast Re-entry,
Tow Sick Paddler, Swamped Kayak, STORM (SEA BRAKE sea anchor available), Sailing, Fishing, Snoozing...

Georgian Bay Kayak Ltd.

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

Ultralight Sea Kayak Kits

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



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

Chesapeake Light Craft

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

Catch A Wave...



"WAVE EXCEL" 19' x 18.5"

Try a "WAVE SERIES" performance ocean kayak or a "SEAFARER SERIES" sea touring kayak by WEST SIDE BOAT SHOP!



"WAVE PIERCER" 17' x 20"

Catalogue \$1.00

West Side Boat Shop
(716) 434-5755

7661 Tonawanda Creek Road
Lockport, New York 14094



Experiences in the Real (Wet) World

With the successful design, completion and sailing of the radical and delightful "Wee Punkin", even such a dedicated boat nut as myself should have been satisfied, or so one would think. Yet, something, perhaps an inbred search for perfection due to a strong Puritan ethic blood component or such, resulted in nagging doubts. Had I done everything possible?

Obviously not. A swamping test was required. A constantly recurring lesson in my ongoing education concerns the difference between results unequivocally predicted on paper and those occurring in the real world. Ask any rocket scientist.

I fully intended to do the job at Lake Powell but the water seemed a trifle cold. Realistic, true, but I had no photographer. Nothing for it but to wait. In time "Wee Punkin" found herself in sunny tropical Florida, with photographers aplenty. Time to do or die.

The design thinking was that with the large foam core deck the swamped boat would float level and be stable enough to sail, albeit slowly. One should be able to climb in from the water with ease. If near shore, one would simply sail up on the beach to dump her out. Otherwise it would be tedious, but no real problem, to bail her out.

A tranquil lagoon with a bulkhead for the picture people was chosen and the boat cleared of all loose gear, save a nice St. Michaels T-shirt which was hiding far forward. The wind was quite light, but enough for sailing. We jilled around while I got her farther and farther up on her beam ends. I had her deck edge in the water but she seemed no more anxious for the fatal plunge than I. Finally I put my weight right on the coaming and in we went.

The water was colder than I had anticipated. In recent years I have noted that the old muscles aint what they used to be. This

notion was to be strongly re-inforced on this project.

The boat took on very much less water than I had expected. When I pulled down on the high side the boat simply flopped over, the wet sail encouraging a horizontal position. Without really thinking, I decided to pull out the rig. No problem except that it put undue strain on the deck.

The water was now warming up and it seemed like time to get into the spirit of the thing. I flipped the boat right side up and she floated like a cork. It was obvious that one couldn't climb in over the bow. The only answer was to climb in over the transom, which was accomplished with considerable grunting and groaning. It remained only to bail out perhaps ten gallons of water, restep the rig, and sail triumphantly ashore.

Well, what did we learn? One thing I knew beforehand; it is always a lot better to stay in the boat than to fall out of it. It is difficult enough to climb into an empty boat, unless she is a real tub. It is worse trying to climb into a boat with some water in her as the water sloshes around and makes her very unstable. A boat that is swamped to the gunwales can be climbed into but it is probably hopeless to try to bail her out. It is hard to overstate the importance of not getting into these predicaments in the first place.

Once into dry clothes, with a warming libation...a dram tipped overside to propitiate Neptune...one begins to turn the course of events relentlessly in the mind and soon develops a series of moves that would have won in a fraction of the time, on paper at least. It now seems clear that one, even one so flaccid as myself, could have gotten a purchase on the coaming on the high side and popped her upright while at the same time propelling oneself into the cockpit. She would, of course, continue to turn toward one, but

the mast and wet sail would (on paper) have enough inertia to slow her so that one could get in and get organized. She would sink some at the initial thrust and take on more water, but once inside one could deal with that at leisure. I am so convinced of this that I can hardly wait for summer to give it a try.

But, what could we do to make the process foolproof for small children, little old ladies (with tennis shoes, or without), and the like. Clearly the best way back in is over the transom. It only takes a moment's thought to figure out that there should be a toe hold in the rudder blade. One hooks the pedal digits in the hole, straightens the knee and slithers gracefully over the after deck. Why don't all small boats have such a feature? Why didn't I ever think of it before? Well, there you are.

Very likely, if you are out of the boat under protest, there is some water inside. It would be nice to get rid of it quickly and with as little effort as possible. With the "Wee Punkin", which has a foam core cockpit sole as well as end flotation compartments, the water would simply run out if we provided a suitable exit. One simply reaches in over the side and pulls the plug. When she is dry, one must not forget to put the plug back in. A dandy feature if left on a mooring. On the boat I am doing now the through transom pipe will doubtless suggest inboard power.

This test re-inforced my previous notion, forcefully suggested when I left "Wee Punkin" in charge of some landlubbers, on the beach, in a stiff breeze, that the mast should be mounted in a sturdy tube to take the stress off the deck. A mast free of the step and out of control can turn the sturdiest deck into splinters. This brings to mind that hoary admonition to pitch the rig over the side when things get beyond control. One then sacks out in the bottom of the boat until it quiets down. Restepping the rig in a bit of a slop again points up the need for a mast tube.

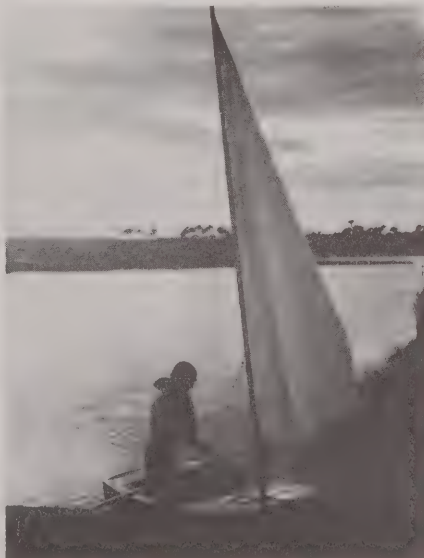
One clear lesson from all this is that people so peculiar or retarded as to mess about in small open boats ought to give serious thought as to how they would go about dealing with a capsize. Moreover, they must go out and actually do it. I recall giving a talk on flotation at St. Michael's once and finding boat, self and gear sinking slowly out of sight. My only regret is that I hadn't had the presence of mind to salute as I went down. So, keep your head, and remember, "paper isn't everything."

Report & Photos by Jim Thayer.



Opposite page: The writer making up his mind to capsize "Wee Punkin", finally succeeding. Above: Recovery stages from the top. Over the side doesn't work. Nor does over the stern with the rig still up. Over the bow fails also. Well, the rig is out, now what? Success at last, coming up over the transom with some difficulty, rig in the water. Bailing out.

Below: Safely ashore at day's end.



WEE PUNKIN

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

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

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



San Francisco Pelican #1, the "Chloe Maru", was built and launched in 1959. Twelve feet long with a six foot beam, the design combined the classic features of the standing lug rig, sampan bow and extra bold dory flare and freeboard, in a lightweight plywood hull. The sampan bow is buoyant and broach proof and the generous freeboard is real insurance against swamping. A handy, fast, centerboarder, with exceptional heavy weather ability, the San Francisco Pelican has become a popular racing class, numbering in the thousands.

Next came the Great Pelican, four feet longer with an eight foot beam, designed for cruising with a snug cabin and a roomy cockpit, and generous stowage space. Her centerboard is weighted and the mainsail carries full-length battens. Great Pelican is a pocket cruiser that needs no expensive berth as she is easy to launch and recover for trailering.

And now comes Super Pelican, eighteen feet long with an eight foot beam, carrying the same sail area as Great Pelican, 187 square feet, with a larger rudder and an optional rear cabin. The drawings illustrate how Super Pelican can be built with various deck/cabin options, from existing Great Pelican plans with an additional two sheets of plans for the "stretching" information.

Welcome to the Pelican family.

M.S. Short, San Francisco
Pelican Boats, 203 Hawthorne Ave.,
Larkspur, CA 94939, (415)
924-0685.

Flying Colors Ltd.
468 THAMES ST NEWPORT, RI 02840
FLAGS·BANNERS·WINDSOCKS
FOR YOUR BOAT - BUSINESS - HOME
OPEN MON-SAT 9-5 (401) 846-0418


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

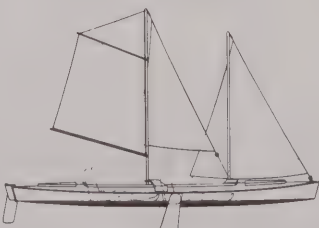
WILL BUILD ON COMMISSION:
Sailing dories, daysailers or cruising
boats to 30' LOA, built to your
requirements. All of superior con-
struction in wood at reasonable price.
THE LANDING BOATSHOP, PO
Box 1490, Kennebunkport, ME 04046.
207-985-7976.

WindHorse
Marine

All-wood Sailing Sea Kayaks

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

\$10 for loaner video



91 Library Rd • South Britain, CT • 06487

THE ALDEN



Row anywhere—anytime.
Call for our free brochure.
(800) 477-1507
MARTIN MARINE COMPANY
BOX 251-I KITTELY POINT, ME 03905
Dealer Inquiries Invited



WOOD-CANVAS CANOE RESTORATION

INSTRUCTION

CLASSES * MATERIALS * REPAIRS

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

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

William Clements

Boat Builder

P.O. Box 87

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



Builders & Restorers

Canaan Canoes
& BOAT SHOP

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

RFD 2 BOX 2757, CANAAN, ME 04924

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

**SUTHERLAND
BOAT & COACH, INC.**

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

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

BLACK DUCK Boat Shop

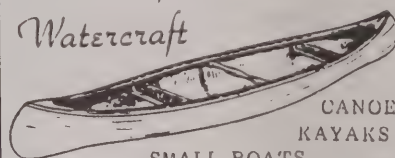


CUSTOM WOODEN BOATS TO 20'
REPAIRING & BUILDING OF WOOD BOATS
GLUED LAPSTRAKE, STRIP PLANK
SKIFFS, KAYAKS, CANOES

53 Blackberry Road, Danbury, CT 06811
(203) 797-8047

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

Woodstrip Watercraft



CANOES,
KAYAKS &
SMALL BOATS
Built in modern wood construction.
Also Accessories, Supplies, Restoration & Repair, Custom Designs.

1818 SWAMP PIKE
GILBERTSVILLE, PA 19525
AL BRATTON
Builder
(215) 326-9282



LAPSTRAKE CANOES

Wood Canoes & Boats Built & Repaired

Fine wooden sporting boats from 20lb. solo canoes & decked sailing canoes to guide boats & small sailboats.

Lumber
&
Hardware

KEVIN MARTIN
Box 441 RFD #1
Epping, NH 03042
(603) 679-5153

Canvas
&
Filler

New life brought back to your old wood or wood & canvas canoes & boats.

NIMROD 12

The Amazing 15-Pound Canoe
Incredibly lightweight and durable

A Geodesic Airlite[®] design by Platt Monfort

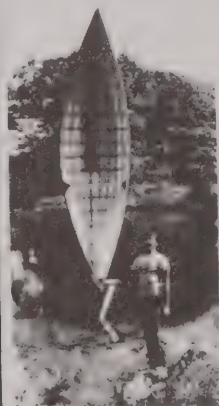
Complete Boat \$ 895.00

Complete Kit w/plans \$ 290.00

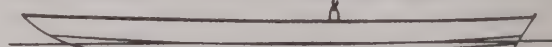
Shipping & Handling Extra

STIMSON MARINE, INC.

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



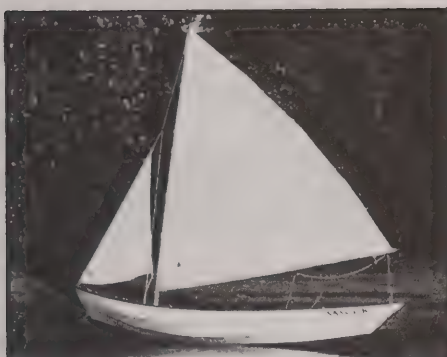
TRADITIONALLY BUILT SMALL CRAFT
SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR
HONEST BOATS AT HONEST PRICES
ALSO "TORPEDO" PLYWOOD RECREATIONAL SHELL



STUDY PRINT \$3

PLANS \$26

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



17' SWAMPSCOTT DORY

NORTH RIVER BOATWORKS



6-C ELM STREET, ALBANY, NY 12202
518 434-4414 Info \$2.00

Wooden Boats for Sail, Oars or Power

CONTINUING THE EVOLUTION OF... (EVER SINCE 1979) The ADIRONDACK GUIDE-BOAT

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



STEVE KAULBACK CHARLOTTE, VT 05445
802 425-3926



19' Garvey Workboat

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

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

O'CONNELL'S



Melonseeds • Dorys
Whitehalls • Catboats

Built to Order

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

10'6" ~ 20 lbs.

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

Feather Canoes

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

Repair & Restoration

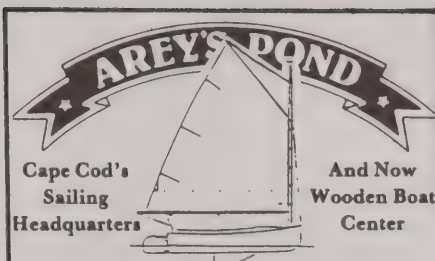
Of Wooden Boats
Custom Built Traditional Wooden Boats

HUMPHREY BOAT WORKS

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

RAVEN'S WING WATERCRAFT

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



Cape Cod's
Sailing
Headquarters

And Now
Wooden Boat
Center

Arey's Pond Catboats

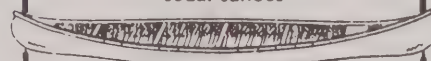
Built to Order 12' & 14'
Custom Quality Wood Boat Constr & Repair

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

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

HARDKNOCKS CANOE SHOP

cedar canoes



construction • repairs • recanvassing

100 HUNTER CURIAN HOPE MAINE 04847 • 207-763-3074

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY
(207) 268-4802

Rt. 1, Box 1090
Litchfield, ME 04350

WOODEN BOATS

Canoes & Classics

Repair Restoration Upholsters
Refinishing Canvassing Custom and Stock Boats

FIDDLEHEAD BOATWORKS

Mike Collins & Jennifer Schadsma



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

Row Sail & Power

Cartopper KITS



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

G.F.C. BOATS

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



The Adirondack Guide-boat

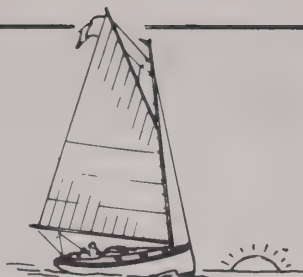
by the

Indian Point Guideboat Company
732 Midland Avenue, Midland, PA
15059

412-643 / 5457

Gardner Callanen, boatbuilder

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



BUILD YOUR OWN CAPE COD CATBOAT

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

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

Capt. Pete Culler's Plans

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

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

DENNIS DAVIS DESIGNS

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

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

MELONSEED



Build a Classic!

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

Study Kit: \$7.00
Construction Plans: \$65.00
Pre-Lofted Plans: \$90.00

O'CONNELL'S

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

Plans



MOBY DINK

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

JIM MICHALAK
118 E. RANDALL, LEBANON, IL 62254

COMMON SENSE DESIGNS

YOU CAN BUILD A BETTER
BOAT THAN YOU CAN BUY!

BUILD MICRO *Designed to be inexpensive



to build & own.
*Easy 'instant
type' construction.
*Spirited sailor.
*Self righting,
self bailing.
*Comfortably
sleeps 2,
daysails 6.

PLEASE SEND ME:

☐ "Micro" Plans for \$50.

☐ Study Packet for "Micro" and 15
other Common Sense Designs, \$5.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

COMMON SENSE DESIGNS

P.O. Box 91429, Portland, OR 97291

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



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



NYMPH: 7'9" x 3'6" Tack & Tape "Witch" Craft

Just eight hours in your shop can flesh out this dynamically rounded hull that Phil Bolger engineered into Nymph's five flat plywood panels. Quick and responsive under sail or oars, easy to cartop, and the most boat at the lowest investment of labor and materials.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$25.00 ☐ Study plan packet for Nymph and 24 other easy-to-build Instant Boats for \$5.00
BOOKS: ☐ Instant Boats, \$15.00 ☐ Build the New Instant Boats, \$19.95 ☐ Go Build Your Own Boat, \$20.00 ☐ Build the Instant Catboat, \$9.95 ☐ How to Build the Gloucester Light Don., \$7.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 ☐ Boat Modeling with Dynamite Payson, \$17.95 Add \$1.00 S&H

Name _____
Street _____
City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587



Boat

Plans & Kits

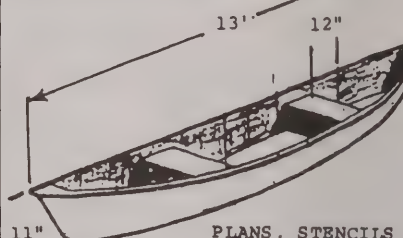
- Full size patterns
 - Instruction manual
 - Design portfolio
- send \$2.00



MONFORT ASSOCIATES

RFD 2 Box 416 • Wiscasset, Maine 04578

CAJUN PIROGUE



PLANS, STENCILS

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

Send SASE for info.

289 Lake St.

E. Weymouth, MA 02189

617-335-3643

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473 2360

SPARS



SOLID
and
HOLLOW

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

Wood Canoe Hardware



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

CUT COPPER CLENCH NAILS

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

P.O. BOX 300 MB PORTSMOUTH, NH 03801

Mast Hoops

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

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

Custom wooden boats, mast hoops,
authentic nautical turnshirts

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

Materials & Supplies

VOLVO PENTA

Orr's Island Boat Works

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

ATLANTIC WHITE CEDAR

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

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175

(804) 758-2721



RANDOLPH
BOATWORKS

custom
WOODEN MASTS
& SPARS

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



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

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

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

POLYESTER RESIN (With Catalyst)

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

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

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

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

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

MERTON'S FIBERGLASS SUPPLY

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

Tel. (413) 736-0348 To Order Call Toll Free 1-800-333-0314

CALL OR WRITE FOR FREE PRICE LIST - WE SHIP U.P.S. ANYWHERE IN USA.



COD

THE SOURCE FOR:

WEST
SYSTEM

AWLGrip

EPIFANES
YACHT FINISHES

HARKEN

Schaefer

3M

Nicro Fico

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



FAX 401-847-4215

We accept these credit cards



58 VAN ZANDT AVE.
NEWPORT, RI 02840

JT's
SHIP
CHANDLERY
Established 1907



(#578) 33'0"x10'0"x3'0"

work inside the inner sheathing for clear air circulation, and for the handy access forward and aft from a helm station at optimum height. I think she'll inspire confidence offshore by the combination of high reserve buoyancy and fine lines above water as well as below.



Classified Marketplace

15' WEST WIGHT POTTER legendary mini-cruiser. Self-righting, self-bailing, unsinkable, slips 2, M.J. Options incl electric bilge pump, cockpit safety rails & cushions, food locker, ladder, motor mount, trlr. Vy gd cond, \$2250. Will consider trade on Honda OB, 14' aluminum V-bottom boat, small trimaran. FRANK CLOUSE, Worcester, MA, (508) 831-0750, (508) 791-4766. (11)

8-1/2' HOWMAR HANLER SAILING DINGHY, FG, unsinkable, vy gd cond, \$550. FRANK CLOUSE, Worcester, MA, (508) 831-0750, (508) 791-4766. (11)

SEA GULL OUTBOARD, 3hp (ca '72), solid state, recoil start, long shaft. Just serviced. A most agreeable motor. \$350. KIRK WILKINSON, Manchester, NH, (603) 225-6087. (11)

OUTBOARDS. 1963 Johnson 3hp, \$300. 1960 Johnson 18hp w/remotest tank, \$300. Both run well after recent tuneup by Charlie Davis of Sandwich, MA. BERNARD WAHLE, Sandwich, MA, (508) 833-1898, (508) 888-4226. (11)

28' IVERSON SLOOP, blt 1955 in Sweden. African mahogany on white oak frames. New deck & cockpit sole; cabin sides & coaming bright; Atomic 4; wooden mast, 7/8ths rig, compl set of sails. Easy single-hander. Need to sell, am bldng new boat. \$3,500. C. VON HAGEL, Bel Air, MD, (301) 838-9261. (11)

21' LAURENT GILES YAWL, sister of "Trekka". Blt 1987 by R.K. Wilmes. Fiberglassed red cedar on oak, Sitka spruce spars, mahogany brightwork, 7 sails in exc cond. \$15,000. DAVE BOBOC, 59 Newgate Rd., Oxford, CT 06478-1534, (203) 888-7348. (11)

18' SWAMPSCOTT DORY, blt 1979 at Lowell's Boat Shop, Amesbury, MA. Comes w/British Seagull OB, cover, oars, trlr. Seaworthy, dry, great boat. \$3,000. DON PIGEON, Amesbury, MA, (508) 346-8479 aft 5:30. (11)

7'9" DINGHY, FG over ply, great tender or for fishing. New paint, no leaks, \$250. DON PIGEON, Amesbury, MA, (508) 346-8479 aft 5:30. (11)

22' CAPE COD CATBOAT, Americat 22, FG. Unusually fast & seaworthy boat. Full hdrm, enclosed head, 4 berths. New sail, diesel, fully equipped for cruising. Cabin htr, Sea Swing stove, awning, depth sounder, knotmeter, VHF. Total LOA, bowsprit to rudder is 28'. \$25,000. FRED WALES, Manchester, MA, (508) 526-7396. (11)

30' WOODEN SLOOP, 50 yrs old. New deck, motor installed 1989. Slips 4, chem head, galley, 5 sails, depthfinder. Sails well but nds continuing restoration. \$2,000 or trade for 16'-20' beachboat any material. JAMES FLINT, Westport, CT, (203) 226-0595. (11)

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 48, Westlake, OR 97493, (503) 997-7818. (TF)

VCP KAYAKS. Plastic Skerray, Anas Acuta, Nordkapp, Skerray Aleut Sea II, Selkie.

STEVE HANSON, Rockland, ME, (207) 594-2097. (11)

12-1/2' BEETLE CAT, nice shape, w/trlr, \$2,100.

DOUG MACRAE, Barrington, NH, (603) 332-4645. (11)

WANTED. Used wooden dory or peapod/Whitehall type, preferably w/sailing rig.

TOM FREDENBERG, Concord, NH, (603) 224-4598. (11)

NEEDED. A free boat in sailable cond. Any size, anywhere on east or Gulf coasts.

BOB SLATER, P.O. Box 686, Coldspring, TX 77331, (409) 653-2015. (11)

18' OLD TOWN CANOE, 1924, cedar/canvas Charles River model w/sponsons & compl sail rig. New canvas in 1985. \$1,600.

BOB ZELLEY, Yardley, PA, (215) 297-8579. (11)

NEW SEALUTION SEA KAYAK w/hatches & bulkhds, incl spray skirt, \$1,600.

BOB ZELLEY, Yardley, PA, (215) 297-8579. (11)



24' EASTWARD HO SLOOP, mahogany/oak hull. Incl main, genoa, jib, Atomic 4 aux (FW cooled), sink, stove, head, refrigerator, VHF, Loran, depthsounder, knotmeter, dual batteries, 2-man Achilles inflatable, misc gear & trlr. This boat has been thoroughly restored. Asking \$12,000.

CHARLES CHASSE, Amesbury, MA, (508) 388-3135, (508) 388-3564. (11)

28' HERRESHOFF ROZINANTE KETCH. Alaskan yellow cedar on oak. Blt in 1974 by Rhuland, Lunenburg, NS. Hwy trlr incl. \$30,000.

HERB POLLOCK, Benton Harbor, MI, (616) 925-2882. (10P)

FOLDING STEEL BOAT CRADLE, 144" long, 68" wide, 6 screw pad assy's, 2"x8"x144" keelboard, 700 lbs empty weight, 11" high when folded, capacity 15,000 lbs. 1 yr old, never used. List \$1200, sell \$700.

DAVID JACOB, Sea Cliff, NY, (516) 671-5468. (11)

USED BOATS. 16' wood canoe, no canvas, \$100. 19' FG sailboat w/main & jib, nds cosmetics, \$895 or offers. Used trlr \$200. 12' solo canoe, \$250. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (11)

BULLSEYE SAILBOAT #581, 1981. M&J, teak trim, new gelcoat, mint cond, cradle, \$3975.

DICK VILLA, Manchester, MA, (508) 526-7127 eves. (11)

BOLGER ZEPHYR, 20'9"x3'8", blt 1991 (tack & tape), epoxy coated, FG outside & inside bottom, rolling seat for rowing, 2 sails (one unused), cartoppable, \$300. Too active for this septuagenarian. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405, (919) 686-4184. (11)

GLOUCESTER LIGHT DORY, Bolger designed. Plywood, Douglas fir & oak. New, asking \$1,095.

R.V. HARRINGTON, P.O. Box 445, (369 Forest Rd.) Hancock, NH 03449, (603) 525-6644. (10P)

BUILD TO ORDER, any wood boat design to 15' length.

R.V. HARRINGTON, P.O. Box 445 (369 Forest Rd.) Hancock, NH 03449, (603) 525-6644. (10P)

WANTED. Spars & sails for Herman catboat, dismasted in Hurricane Bob. MARC HOVDE, Portsmouth, NH, (603) 436-3548. (11)

16' WHISP, Redmond designed, w/varnished leathered spruce oars & caned seats. Professionally blt & Awlgripped inside & out, \$1,400.

STEVE PAGE, 372 Gov. Chittenden Rd., Williston, VT 05495, (802) 878-6529, (802) 425-2004. (11)

16' WHISP, Redmond designed w/varnished leathered spruce oars, skeg, keel & slatted seats of locust. Professionally blt & finished, topcoat color to be selected, \$1,200.

STEVE PAGE, 372 Gov. Chittenden Rd., Williston, VT 05495, (802) 878-6529, (802) 425-2004. (11)

19' GRAHAM OLYMPIAN RACING SHELL, FG w/drop-in unit & Baltic sculls, \$600 or B.O.

STEVE PAGE, 372 Gov. Chittenden Rd., Williston, VT 05495, (802) 878-6529, (802) 425-2004. (11)

STILL LOOKING for 'most any kind of old racing OB boat. Also old "green tank" Mercury OB's of late '40's, early '50's, KG-7, Mark series.

AL SNELL, P.O. Box 841, Jasper, TX 75951. (11)

WANTED. 19' O'Day Mariner FG sailboat & trlr. Also want 24' FG express diesel inboard cruiser. I live in Florida but make frequent trips north.

B.F. Greene, 306 S. Tessier Dr., St. Petersburg, FL 33706, (813) 360-0151. (11)

SPACE WANTED. Condo-bound amateur builder looking to rent space within 20 mile radius of Boston, MA, in which to compl 15'x5' skiff. Must be heatable.

MIKE PAVLOV, Brookline, MA, (617) 731-0437. (11)



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)

1986 DOVEKIE, 22' ultra shoal draft lee-board cruiser. Tlr, new motor, compl cruising package, many extras, \$8,500. JIM SEARLS, Madison, WI, (608) 231-2054. (11)

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)

SAN FRANCISCO PELICAN. Plans and complete building instructions for easy and economical plywood construction. "Pelican 12" sailing dory-pram, sturdy center-boarder, flat bottom, standing lug rig, \$25. "Great Pelican 16", basic design with cabin, \$35. "Super Pelican 18" stretched hull drawings (to be used with 16' plans), \$20. Three-in-one "Pelican" package, \$55. M. SHORT, 203 Hawthorne Ave. Larkspur, CA 94939, (415) 924-0685. (13P)

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) 543-5457. (TF)

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)

25-1/2' NOVA SCOTIA DORY, 7.5hp Volvo Penta diesel, split shaft, 4 hrs on rebuild. Gaff rig dacron 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)

WANTED. Construction plans for the British Tyne folding Greenland kayak, or the rigid version. Please airmail details. Postage & costs refunded as req.

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

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)

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)

WANTED. Menger catboat, cruising package desired.

RALPH ELLIS, 384 Rt. 87, Columbia, CT 06237, (203) 228-3178. (11)

SEAGULL CENTURY OB, 4-5hp long shaft, vy gd cond, recent rbl. Grt for sailboat or trolling motor. \$150.

DARRELL STREET, Somerville, MA, (617) 628-6779. (11)

WANTED. Obsolete charts of the Carolinas coast, #1227, #1228, #1229.

DON WELTON, P.O. Box 295, Elizabeth City, NC 27907, (919) 331-1559. (11)

SUNFISH. Compl w/trlr, spare tire, cover, rack for spars while trailering, paddle, wind indicator, ratchet block & cleats, tiller ext, dry storage for valuables in hull, stern dolly for launching. \$800.

TOM GRIMES, Muncie, IN, (317) 759-5080. (11)

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

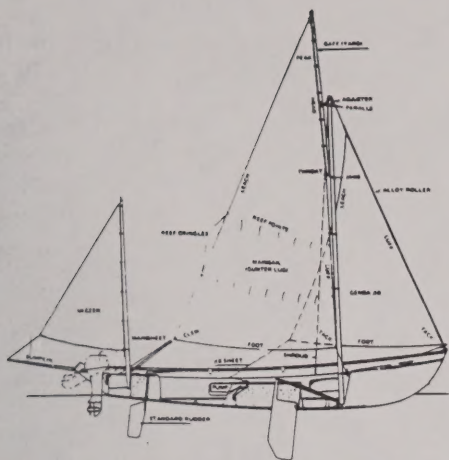
SEA SKIFFS INC., 7980 Market St., Wilmington, NC 28405, (919) 686-4356. (TFP)

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)

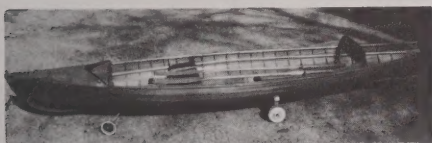
ALDEN SCHOONER PRINTS. Limited number of prints of John Alden's finest schooner, "Mandoo". 21"x15-3/4" plus margins. Original oil by well known British naval artist Leslie A. Wilcox. \$25 each.

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

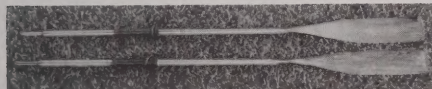


21' DRASCOMBE LONGBOAT, 1981. Original owner, boat & acc in exc cond throughout. New sails 1988. Well equipped w/2 anchors, seat cushions, etc. 1984 Merc 9.9hp O.B. Never on mooring, always dry sailed. E-Z Load trlr, hwy equipped w/rollers for 1 person launch & recovery. \$6,400.
BOB ANDERSEN, 7 Pond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

WANTED. 10'-12' fiberglass peapod or wide canoe.
W.C. REID, Rt. 4, Box 295, Hopkinton, NH 03229, (603) 225-3564. (11)



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' PISCATAQUA WHERRY w/Shaw & Tenney oars and equipment for forward rowing. Not for sailing.
W.C. REID, Rt. 4, Box 295, Hopkinton, NH 03229, (603) 225-3564. (11)

16' CEDAR STRIP/EPOXY CANOE, custom blt, mahogany decks inlaid w/holly, white oak rails & thwarts inlaid w/mahogany, cane seats. Beautiful & comfortable, \$1,200.
PAT FARRELL, Salem, MA, (508) 745-8373. (11)

VACUUM MOLD, constant camber for 16' Chris White design proa, w/platen & patterns, \$800.
PAT FARRELL, Salem, MA, (508) 745-8373. (11)

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

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

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)

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., Sodus, NY 14551, (315) 483-4970. (10)

WANTED. Someone to finish my bare hulled "Glander Cay 23" which is L.F. Herreshoff's "Prudence" w/stdng hrdm. Compl w/custom blt galv trlr w/surge brakes. Could work a deal through a non-profit charity.
JIM TOMKINS, 2783 W. River Rd., Grand Island, NY 14072, (716) 773-5268. (10)

13' STARWING SAILBOAT, 1987, w/jib & trlr. All exc cond, garage kept. 140 lbs w/100 sq ft sail. A spunky little boat, will deliver within reason from central NJ. \$1,250.
ALAN ATHEARN, Jobstown, NJ, (609) 723-2061. (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)

"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. (TFP)

25' SPARKMAN & STEVENS SLOOP, cedar on oak, bronze fastened. Gray Marine rblt 1986, low hours. New main, lots of recent upgrading. Vy gd cond, \$16,000.
PAT FARRELL, Salem, MA, (508) 745-8373. (11)

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

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)

17' THISTLE, hull #36. Blt in 1945 of "hot molded" mahogany. Beautifully restored. 2 sets of sails, spinnaker, cover, trlr. Asking \$2,500.

JOHN PAGE, 151 S. Champlain St., Burlington, VT 05401, (802) 658-1728. (10)

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 repowering a 31' Casey cutter. A donation to a non-profit preferred or a good price.
RAY HARTJEN, Port Tobacco, MD, (301) 934-2992. (10)

CHARLES W. AKERS

BOAT BUILDING & REPAIR
WOOD • STEEL • FIBERGLASS

2816 AHERN DRIVE
ORLANDO, FL 32817

(407)658-0622

SEA KAYAKS

603 868 5634

DURHAM BIKE

PETTEE BROOK LN
DURHAM NH
03824



SEDA * WILDERNESS SYSTEMS * SAWYER



THE MASTER by John Gable

A NEW SCULLING PRINT.

20" x 21" overall \$50 postage paid

We offer a diverse selection of prints & posters on sailing, rowing and sculling.

A 12 page color catalog is available.
Please include \$2 for postage and handling.

JOHN GABLE IMAGES
The Arundel Point Publishing House
Sept. SS, P.O. Box 1058
Kennebunkport, Maine 04046



messing about in **BOATS**

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

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

ADDRESS CORRECTION
REQUESTED

ANorAK

If you are into sea kayaking, you should be a member of **ANorAK**. **ANorAK** is a loose network of paddlers who enjoy sea kayaking, and who exchange tips, information, ideas, and names in a bi-monthly newsletter called **...ANorAK**.

1 Yr. Subscription (6 issues) 2 Years (12 issues)

\$15.00 - U.S. \$25.00

\$17.00 - Canada \$29.00

\$23.00 - Foreign \$40.00

Subscriptions are for the calendar year. Regardless of when during the year a subscription is entered, you will receive all issue for that year.

ANorAK 34 East Queens Way, Hampton, VA 23669

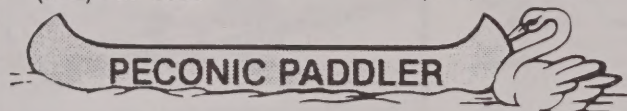
TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

IX-10

(516) 727-9895

(516) 727-3060



Canoes & Kayaks

AQUATERRA * NECKY * VALLEY CANOE

CURRENT DESIGNS * PERCEPTION

OLD TOWN * MAD RIVER * GRUMMAN * WENONAH

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

89 Peconic Avenue, Riverhead, New York 11901

Follow the Leaders...



BERKSHIRE OUTFITTERS

THE MOTHER OF ALL CANOE AND KAYAK SHOPS

SEA TOURING, WHITEWATER, TRIATHLON, PRO
NEW & USED

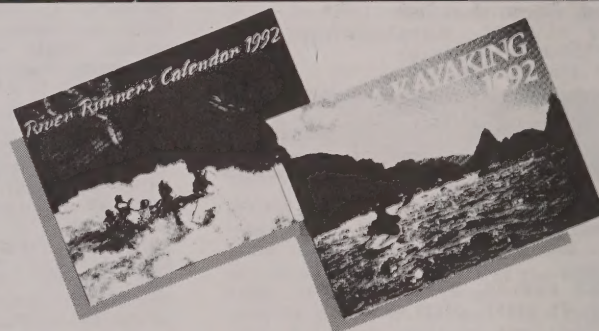
EVERY ACCESSORY IN THE KNOWN WORLD!!!

RENTALS, BERKSHIRE TRIPS

Berkshire Outfitters

Rte.8 Cheshire Harbor

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



Get Wet Every Day... All Day... 365 Days A Year

Hang the 1992 Sea Kayaking or 1992 River Runner's Calendar on your wall and experience your favorite watersport every day of the year.

A full 20x13 on the wall the calendars each showcase 13 full color photographs that capture the dynamic moods and action of the sea kayaking and river running adventure.

Large daily grid boxes for your personal notations.

Astronomical phenomena, moon phases, holidays, personal quotations, little known river facts, history and trivia along with environmental data are included.

\$9.95 plus \$3.50 shpng/hndlng (each additional calendar add \$1.50 per calendar for shp/hndlng). CA res. add 6% sales tax. We will send gift calendars if provided with separate address.

Sandpiper
Publishing

P.O. Box 5143 Stateline, NV 89449 • 916/544-3506