

Twice a Month!



**messing
about in**

BOATS

Volume 9 - Number 13

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messing about in BOATS

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Our Next Issue...

Should have the next installment of Tom's "Flight of the Damn Foole", which didn't turn up in time for this one as we promised. We will have Scott Wolfe's report on the Traditional Small Craft gathering at St. Michaels, Maryland, and T. Ole Phin's "Titusville Follies" which got passed over this issue. To these we add Roland Evans chronicle of a cruise on the New York canals in his steamboat "Tryall". Phil Bolger's designs will continue, although we haven't seen the next one at this writing. We also look at Mason Smith's "Chipmunk" constant camber canoe/shell and Bernie Wolfard's "Double Brick". Chuck Wright tells of his search for a boat suitable for handicapped boating pleasure and Larry Sedgewick's "Building My Baidarka" will make it on its second try, as will Dan Marcus' discussion of painting boats, enhanced by input from readers on that subject, and gluing, in response to Gregg Shadduck's inquiry.

On the Cover...

Art Poole's Seabright Skiff under sail off Rockport harbor in Maine, at the fall Traditional Small Craft meet there. More photos in the middle of this issue.

Commentary

BOB
HICKS

In this issue are a couple of letters from readers suggesting that I undertake to fill the void left when the old "Small Boat Journal" metamorphosised into today's "Boating World" devoted to power boating. Understandably, a number of long term readers of that magazine were distressed to find all the good small boat stuff fading out as the outboards rushed in. Many of these readers were already readers of "Boats" and they comment that what "SBJ" had that we don't were regular columns about various small boat subjects; sails and rigs, handy boatkeeping ideas, new designs, new products, that sort of thing.

Well, they're right, and as long as "SBJ" was serving up that useful information we felt no obligation to try to do something similar. I say try, because the assembling of those columns for six issues a year was done by a staff of four people who handled that magazine's editorial content. Here there's just this one guy, and I'm doing twenty-four issues a year, not six. I had no desire to try to add that sort of researching and additional writing to my duties. Now with "SBJ" gone there's some justification for making the try, but the existence of justification doesn't create the necessary time, nor does the financial level of this magazine permit adding any staff.

Amongst the hodge-podge that each of our issues usually consists of are many items that would fit the bill for special columns on "how to" or "what's new", disguised as reader tales of their activities. We often have new designs noted, along with building articles that discuss how certain tasks got done. The one thing I don't do much is carry those news releases of "new products", which are thinly disguised free advertising submitted by ad agencies and run as an accommodation for advertisers in commercial magazines. Most of our advertisers don't have ad agencies, and we often do run stories about new boats and gear that they, or even, non-advertising small firms have come up with, if I think they are of sufficient interest.

Well, maybe this winter I can make a start in these directions. I have always welcomed your input

for the hints and tips sort of thing, but unlike "SBJ" I cannot offer even the modest payment they did for those they accepted. If you do it, you do it because you want to share what you know with your fellow small boaters, and we certainly will publish your efforts along these lines. I welcome news from small builders about what's going on in their shops, running a page or two on that when material warrants. I invite announcements of interesting new boats and gear available for small boaters and will try to slip at least brief note of these into print. I cannot offer technical columns written by experts in their fields as again there's no wherewithal to pay them, and professionals like to get paid for what they do and know. Can't blame them for that.

I think it's clear that the obstacle I face to bringing you more of a "full service" publication for small boats, and as such taking up the slack from the disappearance of "SBJ", is the matter of scale. We're small, just like our boats. "SBJ" had a circulation of somewhere around 65,000, maybe half of them subscribers. We have 3,500, and it's growing, but not, as some suspect, at a rapid pace from the arrival of all those ex-"SBJ" subscribers. Most of them, unhappy as they may be about no more small boats in "Boating World", are unaware of our existence, and there's no affordable way for me to reach them. We are too small to run major circulation campaigns trying to reach them. A modest ad we did run last spring in "SBJ" brought in a few dozen inquiries and some subscriptions, that's all.

As I've often stated, it's your participation in the content of "Boats" that makes it work. I can assemble it every couple of weeks and get it printed and mailed, and do a few articles myself, but cannot devote the time necessary for feature articles requiring research or interviewing or extensive travel. Nobody else will typeset or paste up or mail if I'm out living it up as the "Editor" doing all the fun stuff. So, I'll try to bring onto these pages more of the sort of thing you tell me you once got from "SBJ", but you'll have to help me with the raw material.

REVIEW

CATERNARY VIDEO PRODUCTIONS
PRESENTS

75 YEARS OF SAN FRANCISCO BAY



"75 Years of San Francisco Ferryboats". A Caternary Video Production. 90 minutes, black and white, color and full sound. VHS or Beta. Distributed by Pentrex, P.O. Box 94911, Pasadena, CA 91109. Order Code "CVP-FERRY". \$49.95 plus shipping and tax. Visa or Mastercard. (800) 950-9333 24 hours a day. Fax (818) 793-3797.

Hemmed in by water on three sides, San Francisco needed help to survive and prosper as the city by the Golden Gate. Stuck on the end of a long peninsula, its needs were endless. It needed railroad connections with the east but they terminated in Oakland across the bay. It needed the wagons, and later the trucks, carrying the riches from the territories across the Golden Gate and up the Sacramento and San Joaquin Rivers. Perhaps most of all it needed workers to man its shops and offices. So the ferries came, and for over 100 years ferryboats were an essential part of San Francisco life.

They're all gone now except for two museum preserved examples and perhaps some faint archeological ferries to life. This is a professionally produced video, albeit that some footage was taken by ferryboat lovers and is amateur in quality. Never mind. The producer, Don Olsen, aided by a superb narration by Fred Krock, used the major funding from "the people at Chevy" to advantage, as he integrated the available b&w and color films, some with sound, with old photographs to tell a loving tale of those ships whose miles of steaming astern match their miles of going ahead. The script by William Hogarty is well written and tells the story with depth, affection, and sometimes humor. It's a special interest video but also one anyone can watch with interest and gain a painless education.

At the peak in 1930 there were 58 ferries. Bridges did them in, one by one. That and the success of aviation as a replacement for rail travel. In the video we see the ferries in their days of glory and

follow them to the end. It all started in 1850 with the little "Kangaroo", the first regularly scheduled steam ferry, running back and forth between San Francisco and Oakland. Then they came on thick and fast with routes all over the bay and into San Pablo Bay; Port Costa to Benicia, Martinez to Benicia, San Rafael to Richmond, and the City to Sausalito, Richmond, Berkeley, Oakland, Alameda, Tiburon, Vallejo, Marin. Some ferries carried only railroad cars, some carried only people, most carried both vehicles and people. Fifty-five million people and six million vehicles were ferried one year.

It's all there in the video. Ferries old and newer, some diesel powered, most steam driven. Tall skinny stacks billowing black smoke. Closeups of whistles blowing steam plumes and pilots jingling up speed changes on engine room telegraphs. Ferries that started out as single-ended and were rebuilt with twin ends. Paddle wheel steamers with overhanging main decks on sponsons, the shadowed paddles kicking up delicate patterns of froth, somehow managing to look like ballerinas "en pointes". Ferries with walking beam engines with pivot towers pushing above the promenade decks, the giant beams nodding wisely as they agree with the pilots' decisions.

The busy Ferry Building in San Francisco, at one time the terminus for seven different operating companies and twelve routes. The Oakland Mole, a gigantic train shed for both steam and electric railways, shops and restaurants, and four ferry slips, all indoors. Cars from the '50's driving on and off in early Technicolor ("Is the year '54?" one wonders as one tries to figure from old memories whether that Hudson is the newest vehicle in the crowd). Old trollies and inter-urban electric cars at ferry piers, waiting for their commuters. Ferries entering their slips with screeching crunches against pilings, and the dropping of the aprons before floods of people trample them out of sight. Commuters disembarking in a business-like rush, all the men wearing hats. Deckhands in uniforms and stiff box caps pushing a car that didn't start.

Bridges were the enemy. Not only the Golden Gate Bridge but the Bay Bridge, and others. The ferries continued to operate while the enemies were being built. Great shots of bridges under construction, with ferries going their oblivious ways below, providing front row seats for bridge viewers. One striking sequence has four ferries, all passing close to an empty-topped bridge pier. Some people thought the ferries would continue

after the bridges opened; sentiment, tradition, who knows the reasons for their belief? In every case they were wrong.

Nutritive stuff for the steam buff. Close-up shots of engines at work. Great connecting rods and machined cams sliding in their eccentric but ordered orbits to slow, relentless rhythms. Nodding walking beams and their connecting links sliding up and down. Engineers in uniforms prying something within the engine with long bars, their moves casual yet carefully timed. "What in the world are they doing," one wonders.

White ferries with white wakes arcing in triplet out of the Ferry Building's slips. The World's Fair Terminal Island and orange painted Key System ferries. Commandeered ferries in wartime gray paint taking workers to the shipyards. Ferries of the Santa Fe and Western Pacific and Southern Pacific and Northwestern Pacific, and the narrow gauge Northern Pacific and South Coast Railroads. Old ferries fiercely burning for easy salvage of the metal parts. Ninety minutes of ferries, enough for anyone. Good stuff!

My summary? Although I spent a happy year commuting across Auckland Harbor on similar ferries and like ferries as honest workboats, I'm not deeply into ferries (tugboats are a different matter). But if I were a ferry fan I'd buy this video. Or if I were the program chairman for a club with some interest in nautical affairs, I'd buy it for showing at just one meeting. Cheaper than a speaker and reusable in a couple of years. Maybe I'd buy it just because I like boats. This video has nicely captured a slice of history and reveals yet more of this upon each replaying, growing better in the process.

Hugh Ware

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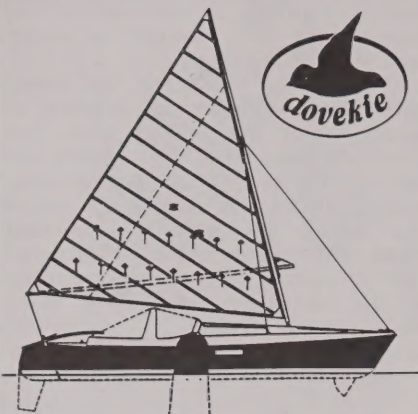
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**Your
Commentary**

BAJA PADDLING ANYONE?

Here we go! We're not holing up in Maine this winter if all goes as we hope. Instead we are organizing four possible sea kayaking expeditions to Baja California in February and March. We hope to share the warmth of Mexico in winter with eight to ten clients on five day paddling adventures from a wilderness camp near Loreto. We're organized for all skill levels, and will provide introductory technique and safety training and environmental awareness information.

In 1991 our three day coast of Maine trips were again the most popular we ran and in 1992 we will offer at least eight of these. We open our 1992 Maine season in early May with our guide training program which will qualify those completing it for fulfilling the Maine Recreational Guide's License test. We have had a 100% success rate from our prior guide training programs.

We plan our grand opening in our new quarters in Stonington in May. Any readers who wish to learn more about our kayak expeditions and outings, in particular the projected winter trips to Mexico, should contact me soon.

D. Gay Atkinson II, Explorers at Sea, P.O. Box 51, Stonington, ME 04681, (207) 367-2356.

ENJOYED "GRAYLING" SERIES

I enjoyed last summer's series by Doug Goldhirsch on the "Cruise of the Catboat Grayling". Before I moved south I sailed an old Seaford skiff on "Grayling's" home waters of Great South Bay. I think his final statement about "a clear vision patiently and persistently pursued can become a reality", is an inspiration to those of us with seemingly open ended projects ahead of us.

Earlee Cadwell, Lilburn, GA.

BOATS & SPRING IN MAINE

We have great things in the wind for our Maine Boatbuilders' Show next March here in Portland, with more participation of builders and increased demonstrations planned, as part of promoting a city-wide celebration of spring and boats in Maine. We'll have more details coming along, but interested builders and other marine related potential exhibitors are invited to inquire soon about reserving space and presenting demonstrations.

Phin Sprague, Portland Yacht Services Inc., 58 Fore St., Portland, ME 04101, (207) 774-1067.

PICK YOUR TIDE

Planning an event well in the future has been difficult if it required timing for the tides. This problem is now easily surmountable with the Cape Ann Rowing Club's tide and current prediction service. You won't need to await publication of tide charts now. Using a computer program provided by Micro-nautics, Cape Ann Rowing Club can give you tide predictions from easternmost Maine through New York harbor out to the end of 1993. As a not-for-profit group, Cape Ann Rowing Club makes this service available for a nominal fee.

Details are available on request, send a SASE to the Cape Ann Rowing Club, Box 1715, Gloucester, MA 01931-1715.

A SAILING PARTY LINE

For sailing enthusiasts who have computers and modems, an on-going sailing "echo" is now available. Boat owners across the United States and Canada are now in contact with one another in continuing discussions and debate about endless boating subjects.

The Sailing Echo can be contacted by way of modem electronic communication only (no voice) in its home port of Lynn, Massachusetts. Contact NPI I at (617) 593-0081, or contact a local bulletin board and request that your system operator join the Sailing Echo. Tell him to contact NPI I (617) 593-0081 at FIDO address 1:101/192.

Join in the conversations with people who sail the Mississippi, Puget Sound, New England, Florida, the Great Lakes, the Gulf of Mexico, the Chesapeake, the California coast, and the lakes, rivers and seas of Canada. Swap yarns about anchors, sails, boat design, piloting cruising grounds, knots, safety, navigation, maintenance, rigging, racing, ocean passages, weather, celestial navigation, communication, charts, etc.

For further information send a self addressed stamped envelope to Kenneth Bax, 8 Lander Rd., Lynnfield, MA 01940, (617) 334-5393.

WILL MISS "SMALL BOAT JOURNAL"

Although "Small Boat Journal" has mutated into something called "Boating World", the magazine once had columns that will never be replaced by lots of snapshots of guys paddling canoes and kayaks. "Messing About" to me has more to do with repair, maintenance, innovations, seamanship, line lore, tips on mooring, or ideas on oar hold downs. Also there is the presenting of new items on the market for small boats.

While I tend to be a purist about no ads, you'd be helping a lot of folks if they could find out on your pages who makes and markets line, paddles, fittings, lumber, sail cloth, epoxy, etc. Many of us don't live near a marine outlet of any kind (I'd have to drive a hundred miles). If I had never seen a Chem Tech or Smith Company ad, I'd have never built any boats.

I'm not renewing my "Boating World" subscription but I'm really going to miss those columns on repair, maintenance, seamanship, market place, rope locker, and boating tips.

Dick Randall, Cherokee Village, AR.

CONSIDER EXPANDING

Have you considered expanding to fill the niche once held by "Small Boat Journal"? Not the gloss, but the former content of that publication is sorely missed.

Adrian Vallejo, Amarillo, TX.

HELP FOR TRISTAN JONES

Please allow me the opportunity to enlist the support of your readership in helping one of the world's greatest sailors and finest story tellers, Tristan Jones.

Unfortunately, Tristan, who has shared with the world most of his 400,000 sailing miles in such books as "The Incredible Voyage", is in rather dire medical straits. Having lost one leg to wounds received in the Second World War, he is now threatened with the loss of the other. As Tristan has dedicated the last years of his life and all his resources to the cause of the handicapped, he is now without the means to afford the expensive medical care necessary to restore his health.

It is my sincere hope that we in the yachting community, who have received so much from this incomparable mariner and raconteur, can give something back to him at this critical time. Contributions (tax deductible in the U.S.A.) may be sent to:

Atlantis Society Account,
Tristan Jones Medical Aid Fund,
c/o Manager, Trust Dept., Chemical Bank, 204 W. 4th St., New York, NY 10014.

I know I speak for Tristan when I say your help is greatly appreciated.

Michael Cain, Oak Harbor, WA.



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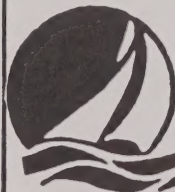
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The Great Auk Project

On Wednesday, October 16th, I met Dick Wheeler. He has twinkling eyes, and a quick grin. An aura of excitement surrounds him. Dick is a man of "purpose".

Throughout Wheeler's adult life, his purpose has been to hold up a mirror for the rest of us mortals to look into. Through his tutelage we see that each one of us can make a difference to the world we all share. Dick's message is, "We have a commitment to life. Not just to our own or to our loved ones", but to every living cell on

this planet." When you talk with Wheeler you realize his message goes deeper and farther beyond the trees, birds, animals and people of today's society. Dick breathes life into everything. It could be the life style of the lobsterman, the "U.S.S. Constitution", or the now extinct Great Auk. Wheeler can make the abstract, the derelict, or the deceased come ripping into your life in living color. "Do something, help someone or something, we may never get another chance."

At the age of 61, Dick Wheeler is retracing the migratory path of the now extinct Great Auk. For 1,200 miles each year the Great Auk would swim from Funk Island off Newfoundland to winter over on Cape Cod. Dick is following this path by paddling his sea kayak from Funk Island to Buzzards Bay, a distance equal to driving back and forth between Boston and New York four times. That may be easy enough, but remember, Wheeler doesn't have the windows rolled up and the heater turned on. He's getting direct sun, wind, rain, waves, salty spray and maybe some snow. "When it really gets cruddy out there I think of those birds swimming through the same stuff. They would do it every year. I am only going to do it once. I draw strength from their tenacity of purpose. Why did we kill them all?"

Within minutes of meeting Dick Wheeler I was enveloped in his warmth and mission. We loaded up his kayak for a trip to my shop. During the day, the Henry R. Hinckley Company in Southwest Harbor repaired Dick's sick movie camera. During the next two nights I repaired a much weakened hull, and Forrest Dillon of West Tremont provided food and a bed for Dick to rejuvenate his muscles. Purists might holler, but Dick isn't an Auk. His movie camera was broken and his boat was damaged, was he supposed to stand out in the rain and wait for them to be fixed?

Dick Wheeler has touched many lives in his journey. His boat is covered with hundreds of names of people who have signed on in support. They all care for Dick Wheeler and his mission to get others to care for our surroundings. Each and every one of us makes a difference to our environment and we must all act responsibly for future generations. Dick will finish his journey and he will begin another, he's one tough old bird!"

Barry Buchanan, Caribou Kayaks, Bass Harbor, ME.

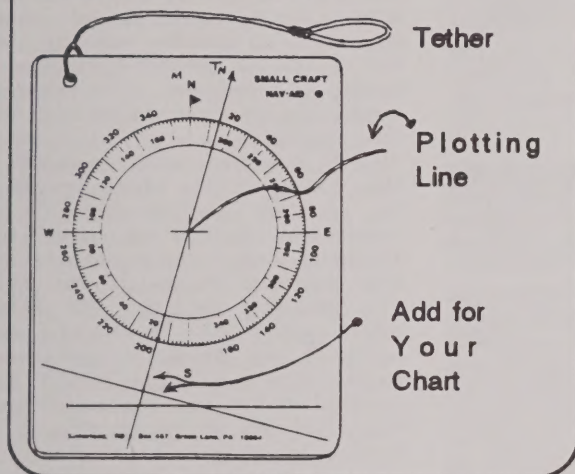
Top photo: Dick's Arluk is well down on its Plimsoll line, over 300 pounds onboard. Below: The intrepid paddler and his boat, the latter carrying hundreds of signatures of folks he's met along the way.



NAVIGATION in SMALL BOATS

THE SMALL CRAFT NAV-AID

enables mariners in open boats to easily and accurately determine course bearings from charts while underway. Great for kayakers. It is a compass rose on a 4x5 in. plastic plate with a flexible course plotting line. Instructions are included. Make checks \$5.- to C. Sutherland. Postage paid. Write: C. Sutherland, RD 1 Box 457, Green Lane, PA 18054



It is customary in navigation to plot course bearings at home prior to "setting sail". A good idea for sure. This practice insures that we are familiar with the area in which we plan to sail/paddle/go fishing. Small open boats lacking the comforts of sheltered chart room are not well suited for navigation once underway. Such navigation is perhaps most difficult in a solo kayak where one is often as much in the waves as on the water. Charts are usually stored in a transparent chart case under the deck lines. To use the charts you have to stop paddling.

It often happens that once underway trip plans must be modified due to changing weather or sea conditions or for other reasons. The thought of being hostage in any degree to course bearings plotted prior to launching seems undesirable. In larger boats course protractors or parallel rulers can be used at any time to obtain new course bearings. These devices are difficult to use and store in small open boats.

I believe that it is important for all mariners to be able to easily determine new course bearings while underway. Which way is home?, for example. To address this problem I have had a compass rose printed on a clear plastic plate. A flexible line, dubbed a BEARING LINE, is anchored at the center of the rose. It is used

to determine the bearing on the chart from your present location to your destination or next check point. This simple device, called a Small Craft Nav-Aid, is easily stored under the deck lines with your chart. I believe this device may change our attitude toward the practicality of effective navigation while underway.

True N-S and E-W lines are drawn on the Nav-Aid for your specific chart (see Figure). These may be removed later with rubbing alcohol. Nautical mile marks for your chart are put on the Bearing Line (Figure). The True Lines are drawn on the Nav-Aid at a position equal to the variation noted in the center of the compass rose on your chart. This makes the rose on the Nav-Aid comparable to the magnetic inner rose on your chart. Instead of drawing parallel magnetic True Lines all over your charts, you can now just place the Nav-Aid over any position on the chart necessary for course plotting.

So the theory is becoming clear, right? To use the Nav-Aid, place it on the chart so that it is centered over your present position with the True Lines oriented parallel to the nearest True Lines on the chart. Extend the Bearing Line out to your next destination or check point. The course bearing to that check point is read off the Nav-Aid where the Bearing Line crosses the outer edge of the rose. The distance in nautical miles to that point is read off the Bearing Line. This determination is made in just a few seconds. Upon pointing your boat along the newly determined course bearing, your destination should lie under what ever reference mark on the horizon you can get your eyes to lock onto (tower, lump of trees, etc.). Note that most navigation is done in weather that is clear to the horizon. Navigation in rain or fog is just an extension of these same methods but without the normal visual horizon marks.

I am selling the Nav-Aid for \$5.00 as noted below. Resulting profits will be used for projects that benefit the paddlers of Chesapeake Bay. The Nav-Aid comes with several pages of detailed instructions on its use. I believe this device removes the mystery that usually surrounds traditional methods for course plotting. I look forward to hearing from people using this device.

Chuck Sutherland, RD 1 Box 457, Green Lane, PA 18054

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**.

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The Vikings Arrive

Loading up our Folbot at the ramp on Pepperell Cove in Kittery Point, Maine, at the conclusion of the post-race festivities at the Ger-rish Island Race last September, we learned from Frank Durham, who was heading back out in his dory,

that some Viking ships were supposed to be arriving at 5 p.m. A scan of the seaward horizon showed no sign of the impending arrival, so we decided to dismiss the news as rumor and headed home.

At 10 that evening I was

awakened from my usual dozing off over a book by a call from a reader in the adjacent city of Beverly. "There are three Viking ships moored off Misery Island," he announced. Had I not already been forewarned of such an appearance I might have questioned my groggy understanding of what I was hearing.

The next morning early, about 7 a.m., we drove over to West Beach from where we could see the mooring area next to Great Misery Island. Sure enough, there were three bright finished wooden sailing ships with upswept ends and midship masts at anchor, along with a modern motor sailer. Gone, of course on Monday morning, was the swarm of weekend raftups of nearby powerboaters. I launched my kayak and paddled out to see what was happening.

A few men were on deck on the Viking ships, which proved to be, on close up inspection, wooden lapstrake replicas of what Lief Erickson must have sailed over in. One crewman on one of the ships was swabbing some pine tar on the sheer strake and one or two planks below it, as far as he could reach over the side with the brush. As I paddled under the stern the whiff was right out of the traditional old wooden boatshop.

I greeted another crewman standing near the stern, but he only nodded and didn't seem much interested in striking up a conversation. I concluded he probably did not speak English, as by now I accepted the fact that these were what I had heard they were, replicas built in Norway after a Viking era ship discovered there by marine archeologists, and sailed over on Lief Erickson's route to celebrate 1,000 years of Norse explorations. Upstaging next year's Columbus extravaganza being planned.

The motor sailer nearby was apparently a "mother ship" for the fleet, it too flew the Norwegian flag. Nobody was on deck. Since this is 1991, a few non-traditional details obtruded on the scene, making the envisioning of this as how it was way back then a bit more difficult. The island background was wooded and so one could pretend this was a wild coast. But the inflatables tied to the stern of each ship with their Japanese outboards prominently displayed, and the white plastic wind generators hung on the backstays, lent modern

The three Viking ships, each one different in design, the lower one said to be of a later era than the upper ones.



touches too obvious to mentally airbrush out of the picture. And when a youthful blond Norseman leaped over the stern into one inflatable, fired up the outboard, and rushed off to another of the ships, cutting several exhuberant donuts in so doing at full throttle, all efforts at imagining how it was fled.

Two women in a dinghy hanging on one of the Sunday raft-up moorings nearby waved me over, and asked if I knew what this was all about. They lived on a shore-front estate and their morning viewing of the bay had turned up these surprising vessels. I passed on my limited knowledge about it and, as I again paddled off to take some photos, one pointed out to me the name "Viking" emblazoned on my kayak foredeck, asking if any of the crew I had attempted to converse with had noticed. Funny, I hadn't thought of that at all. My Seda "Viking" is marketed by a California firm which has them built in Mexico! Not a historically accurate name for the craft.

Subsequent to my investigation I learned a bit more. The three ships had been built as replicas of Viking era craft and of later Norwegian trading ships, and left Norway in May as the major part of "Vinland Revisited", a year-long commemoration of the voyages to the west from Norway and Iceland about 1,000 years ago. They had stopped over in Iceland, Greenland and Newfoundland, and cleared customs in the U.S. in Gloucester a dozen miles or so northeast of Misery Island that Sunday. Good thing we hadn't waited around at Kittery for them.

They had moored off Misery out of public view, they assumed, for some sprucing up for their official arrival in Boston the following weekend. On the chart it looked ideal, and it was, except they had no way of knowing about the hundreds of local powerboaters partying it up in the anchorage. Maybe that's why they weren't much interested on Monday morning in chatting with me.

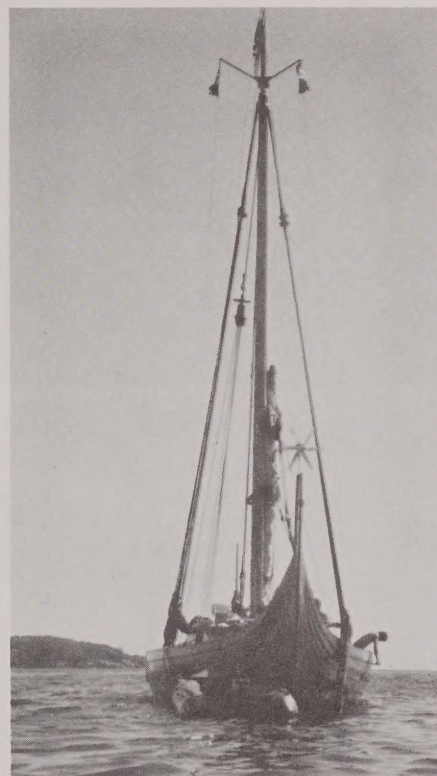


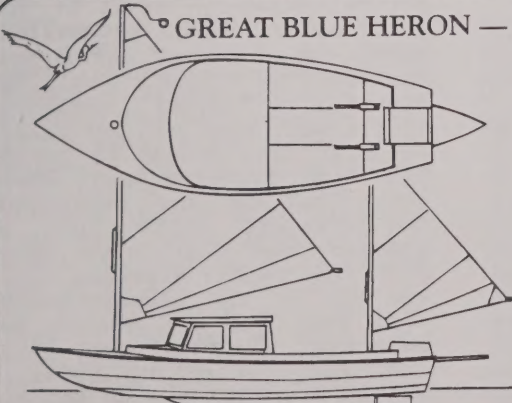
Above: Oiling the topsides. Right, note the inflatable tucked under that classic stern.

Their itinerary went on to Boston, Newport, New York and Washington. Quite an appearance, and one announced intent was demonstrating that we had spent the past 1,000 years discovering the world, and should spend the next 1,000 years cleaning up what we've done to it, according to some published press releases.

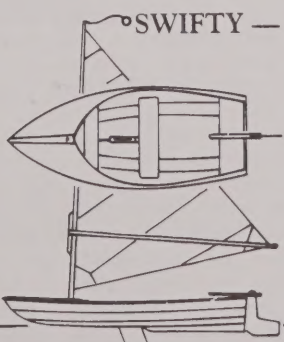
Like most such "recreations" of bygone adventures, this one was carried out with modern day safeguards for the lives and investment involved, with the motorsailer along with electronic navigational aids, the outboard inflatables, all that. Electricity, modern food and drink and sanitary facilities all no doubt included. I thought of Tim Severin and his Brendan Voyage, in which he and his crew had departed west into the North Atlantic from Ireland in that recreated skin boat with no modern gear at all nor mother ship either. Scary, but a closer reliving of how it must have been.

Report & Photos by Bob Hicks

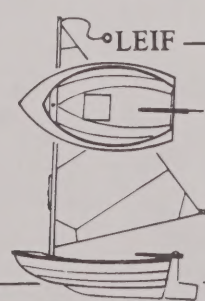




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"Oldshoe", "Skimmer" and "Shearwater" at the dock.

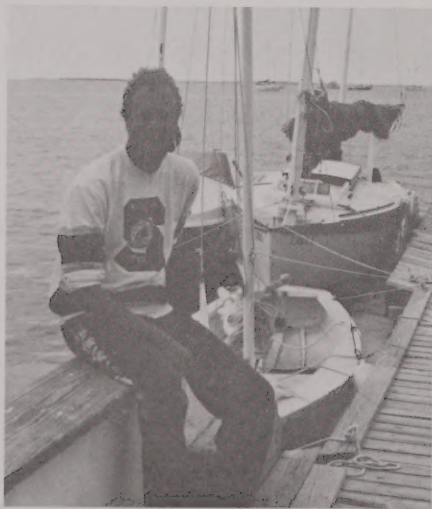
Sailing "Oldshoe" on Sunset Cove

Jim Lacey

The ad for Key Largo Shoal Water Cruises has always whetted my appetite for sailing the thin waters of Florida Bay amid mangrove islands and shores fringed with palmetto and cabbage palms. But asking my wife Barbara, a reluctant sailor under the best of circumstances, to camp out aboard a Bolger sharpie for upwards of a week would have been a bit much. The cottage which Shoal Water Cruises also rents seemed an agreeable compromise, since, as the ad notes, it comes with a 16' daysailer. So just at twilight on the first Saturday in January we arrived and settled ourselves into the cozy cottage, having left behind a bitterly cold New England winter morning for what looked and smelled like a balmy summer evening in the tropics.

In contrast to some ideal tropical paradise à la Paul Gauguin, our first daylight impression was of a somewhat run-down area with houses and

Paul Fochtman, affable proprietor.



businesses built one upon another. The constant traffic on U.S. 1, a four-lane highway in the town of Key Largo, and the rather commercial nature of the town, with its flamboyant signs and billboards, did not suggest the South Seas or even the Caribbean. To our surprise we discovered that there were no beaches in the area and that the bay and the ocean were all but inaccessible since much of the waterfront property was private and often posted with No Trespassing signs. Of course what Barbara and I had in mind were the long ambling walks along the miles of beach on Sanibel and Captiva islands, where we had spent the previous January. (See "Paddling Through the Mangroves," *Boats*, August 15, 1990, 18-19.) It took us a day or so to discover the virtues of Key Largo itself.

The good news, as we learned later that first day, was the cordiality of Paul Fochtman, proprietor of Key Largo Shoal Water Cruises, a laidback young man in his thirties from the Midwest with a background in canoeing and backpacking, and the comfortable, relaxing atmosphere of his dock, which includes a spectacular view of Sunset Cove, the pleasant sights of Paul's flotilla moored and at anchor, and the minimal activity on the bay and shore, including the antics of waterbirds and the occasional windsurfer, board sailor, or cruising sailboat that had drooped a hook for the night.

When he noticed me suspiciously eyeing the tender, leaky, and antiquated racing dinghy that came with renting the cottage, Paul said it would be all the same to him

if we used *Oldshoe*, a 14' Bolger daysailer, which looks and sails like a downsized *Micro*. The sturdy little *Oldshoe* was as comfortable as her name suggests and, with her wide beam, chine, and shoal lead keel, and under-canvased with a junk-rigged mainsail, she was about as stable as the dock. As long as the wind was moderate, Barbara willingly ventured onto the four-foot waters of Florida Bay in the reassuringly well-mannered *Oldshoe*. It was on our almost daily sail in this little Bolger boat that Barb and I got to enjoy the character and beauty of a Key Largo far from the din of Route 1, as we poked about the tiny offshore keys, the little islands, and inlets of Florida Bay. The case might be made that you cannot see or appreciate Key Largo except from a few hundred yards off shore.

We quickly discovered John Pennekamp Coral Reef State Park, which I, the dedicated non-tourist, reluctantly agreed to visit. There we spent several afternoons taking in the aquarium and natural history exhibits at the Visitor Center, snorkeling among the colorful coral and cartoon-like fish, walking through a spooky mangrove trail, and, when our geologist daughter Beth joined us for a few days, canoeing among mangrove islands and observing the offshore reefs from a glassbottomed boat in ten foot seas. The rather alarming roll and yaw of the glassbottomed boat that day was enough to make most the passengers sick and this old sailor queasy, but it did not seem to bother Barbara at all! A word of caution for those who swim at

either of the two pleasant, palm-shaded swimming areas at Pennekamp: those wide strips of mauve may look like sandy beaches, but they feel like concrete lightly dusted with rock salt.

In addition to Pennekamp, there were trips to Long Key State Recreation Area, which I heartily endorsed since it was off the beaten track, and to the Everglades, which I had doubts about because of my reluctance to go where everybody is expected to go. Despite my reservations, I have to admit that the Everglades is unique, an enormous natural phenomenon with a rich variety of habitats, each with its own atmosphere, mood, and character. And not all of it is Pogo country.

Particularly enjoyable as a change of pace was the sail I enjoyed with Paul in his new Dovekie late one afternoon in a bit of a blow--the first time he had taken her out. She was pretty wild until Paul thought of trying to sail her with the rudder in the down position.

Barbara and I settled into a comfortable routine. After a breakfast of toast, coffee, and large glasses of fresh orange juice, we would stroll down to the dock to sit on comfortable deck furniture, observe the scene, and talk about plans for the day. Ordinarily, we would shop at the well-supplied grocery store a five minute walk from the cottage and then drive to the spot we had decided to visit or explore. The highlight of the day for me was the generally lazy sail we would take at about three o'clock. Then there would be supper leisurely prepared in the cottage--I remember particularly Italian sausages, pasta, exotic pizza, and key lime pie. Finally, we would stroll down to the dock again to watch the night come on, tallying all the sounds and sights until we found ourselves sitting quietly in the dark.

Paul's fleet at Shoal Water Cruises consists almost entirely Bolger sharpies, including the 34' Gauntlet, the 28' Shearwater, the 25' Skimmer, the 22' Dovekie, the 16' Micro, and the 14' Oldshoe. Being boat rich and cash poor, Paul lends out his boats to locals in exchange for goods and services as well as to customers who charter them by the day or week. The experience of those who charter for a week is more like camping out than cruising in a yacht, as the accommodations,

like the boats themselves, are basic and functional. If spit-and-polish and yacht-like trim is one of your ideals, be advised that some cosmetic repairs are likely to be put off to next week or next month at Shoal Water Cruises. During the time of our stay his customers ranged from a young couple who appeared to know a great deal about sailboats and camping to a middle-aged group of men who needed help finding the halyard and who never did

bother with the mizzen. Though not particularly weatherly, these sharpies with self-tending, cat-ketch rigs are relatively easy to sail. All the customers we saw returning from their daytrip or week-long excursion had the look of people who had thoroughly enjoyed the experience.

Paul Fochtman's idea of a vacation? Trailering his Micro to the Midwest to sail in Michigan and Minnesota!

From the top below: The cottage constructed from local materials. Aboard "Oldshoe". Barbara's favorite sharpie.



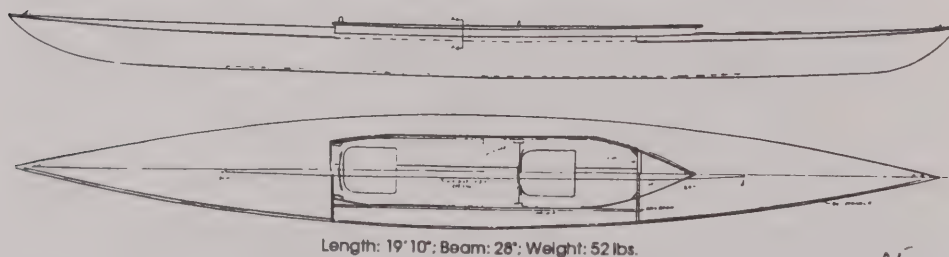
Designing Compounded Plywood Kayaks

A few years ago I decided to build a double kayak. After some looking and hull kicking I realized that I wasn't satisfied with any of the designs I'd seen. Many were too beamy and heavy to handle well and a few were quite unattractive. Though my previous design experience was limited to dinghies, I decided to try designing my own kayak.

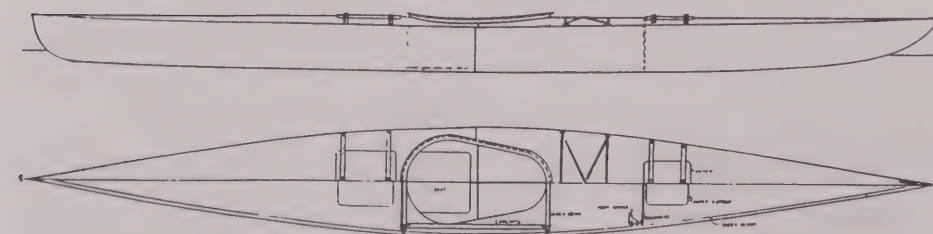
I started with a list of design goals: The kayak would be light enough to be carried and loaded onto a car by one person; it would be fast and stiff so as to be fun to paddle; and it should be pretty...life is just too short for homely boats. The kayak would be built of wood with a minimum of time, money and skill.

The first order of business was deciding on a method of construction. I sank the idea of a hard chine boat immediately; having owned hard chine boats from 6' to 28' long, I was aware of their performance limitations. The idea of a strip planked boat also floundered. They are beautiful, but I just don't like sanding that much. The canvas boats I saw were a little too slow and fragile, so that building method was also scuttled. I've had no experience with cold-molded boats and I thought trying to learn to both design and build with an unfamiliar construction method was too risky. Having previously built the Dennis Davis designed DK-13, I was impressed by his approach to compounded plywood construction (which he calls "tortured plywood"). I wondered if this method could be used to build a double? I decided to try, after all, racing multihulls and rowing shells have been built using this technique.

A compounded plywood hull is formed by bending a thin plywood panel in two directions at once to form the boat's hull. Two panels shaped vaguely like the boat's profile are joined at the keel line by attaching them to a keelson or by applying fiberglass tape set in epoxy. The sides of the hull are then bent or "rolled up" to form the shape of the finished hull. In-wales, deck beams, bulkheads, or the deck itself, may be used to hold the hull in this shape. The hull has a monocoque structure though; the hull skin, rather than a frame, is the primary stressed part of the boat.



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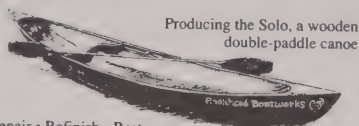
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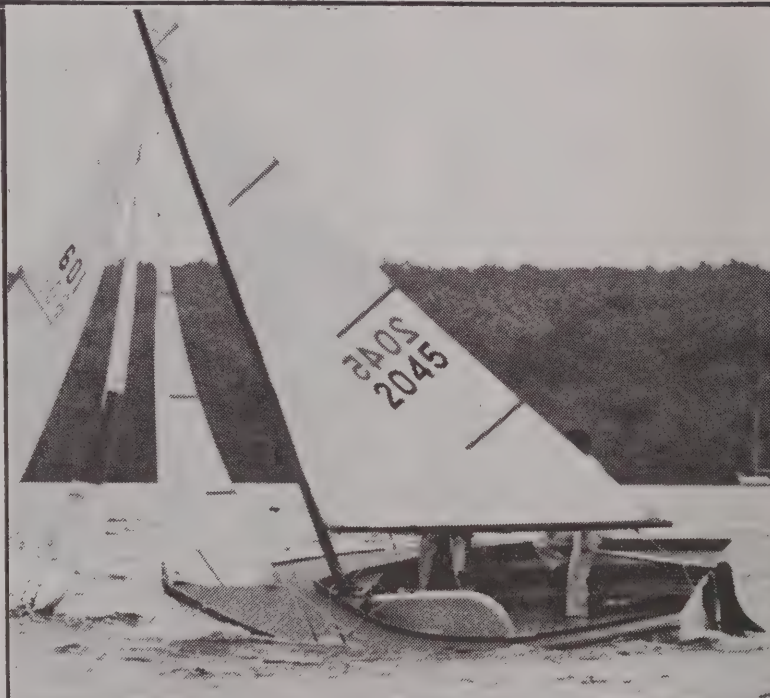
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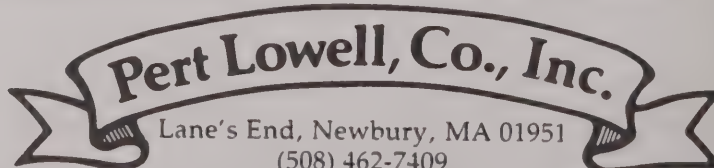
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Traditional Small Craft Gather Down East

Late September again brought traditional small craft folks to Rockport, Maine, for the second such gathering sponsored by the Maine TSCRA. About 35 boats and 75 people turned up on a nice weekend for two days of informal sharing of boats and experiences and ideas. The town waterfront park is devoted to the event with a good ramp, plenty of dock space, and protected Rockport Harbor to play in. Nearby is the Rockport Apprenticeship, a focal point of traditional boat building, open for inspection by the faithful.

Saturday lunch was scheduled for out on Indian Island at the mouth of Rockport Harbor, some of us ate there, but many never did come out, eating instead back at the dock. Too bad, it was a nice paddle (row, sail) and the island, privately owned, is made available to the participants for the purpose on this day. Saturday evening dinner was great down east baked beans and seafood chowder provided by a Rockland caterer, the "Brown Bagger", and the evening's program was presented by Kate Cronin of the Maine Island Trail Association.

No reason why traditional small craft cannot enjoy using the trail, certainly most of the boats are quite appropriate.

This sort of gathering is best described in pictures, for it is the boats that make it so interesting to those who were unable to attend. So many people have built or restored so many nice small craft of bygone types, and the variety is amazing. Being there, one can also enjoy meeting the people behind these boats, which adds that human interest depth to messing about in boats.

Report & Photos by Bob Hicks.

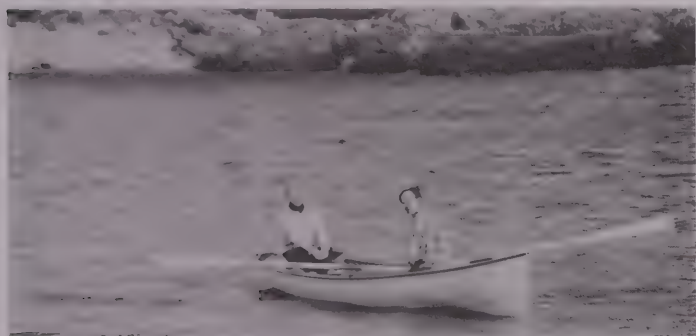


Left from the top: Arrival at Indian Island, and lunch on the beach. Below: Bonnie and Ron Ginger ferry Platt Monfort (center) out to lunch in Ron's power dory, "Thumper".

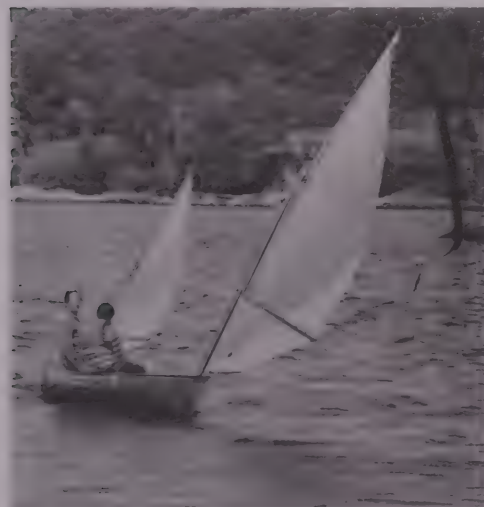




Above: A dream, "If only I had one of these!" Below: Marty King and Bruce Malone arrive at Indian Island in one of Bruce's beautiful pulling boats. Both worked on making the event the success it was.



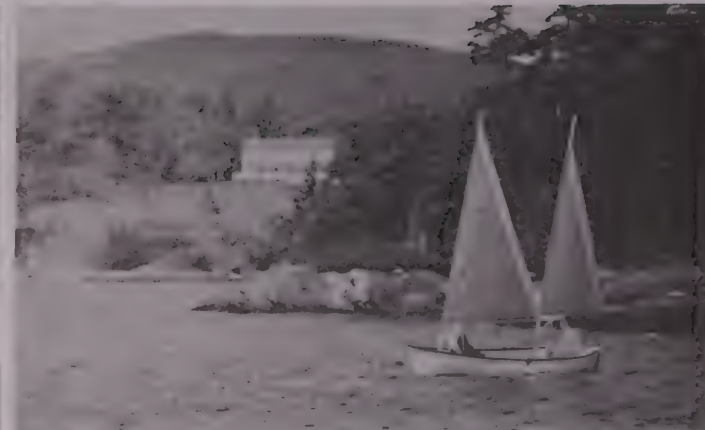
Under sail across the bottom: Bob and Scott LaVertue in Bob's 19' "Princess" sailing canoe; one of Rob Barker's beautiful Swampscotts; Art Poole's Seabright Skiff.



Four of the SMALLER of the traditional small craft at play. I would have been unable to get accurate identification hailing from shore behind the telephoto lens so I didn't even try.



Above: The Leonard Sairs enjoy the canoe they've owned since 1965.



Above: John and Mary Ward in their Sea Pearl, certainly traditional in design if not in material. Below: Eric Risch and his "yacht quality" "Cockleshell", extensively redesigned and built of finest materials to a superb finish.



Finishing Out "Whisp"



When I sent for study information on, and later purchased plans for, Whisp, I embarked on construction of what I consider one of the most successful small boat designs available today. (Redmond Designs, P.O. Box 1605, Burlington, VT 05402; study plans \$5, building plans \$30). Success is measured not only by the 4,000 amateur builders who have ordered the plans. Whisp has more than its share of innovative construction methods, high performance, and good looks.

The graceful lines of Redmond's design I am sure are responsible in part for the enthusiastic response for plans. What the Alden Oarmaster rowing rig drops right in.



builder receives, however, goes far beyond graceful lines. The sharpie form is admirably suited to construction in plywood and epoxy in the garage or basement shop. The sides (three planks, chine log and outer gunwale) are laid up in one unit flat on the bench or floor. Assembly requires only two spreaders and proceeds very quickly.

The result is more than a pretty face. Here is a boat that is stable, fun to use, versatile, and fast. It can be rowed conventionally or be fitted with a sliding seat unit, such as the Alden Oarmaster (Martin Marine Co., Box 251, Goodwin Rd., Kittery Point, ME 03905; Oarmaster unassembled \$425, Douglas Feather Oar Kit \$225). When set for one person with an Alden unit, the bottom edges of the stem and transom are just above the waterline, making the performance of the sharpie's rockered bottom exceptionally fast, with little drag during the recovery.

TOURING CAPABILITIES FOR TWO

I willingly sacrifice a bit of performance to cruise more sociably with a passenger. This will set the hull an inch lower in the water, which spoils the free flow of water past the stem and transom. A good arrangement for two positions the Alden unit forward for the oarsman, and a back rest seat at the stern for company (see diagrams #1 and #3 for locations). With these changes, my wife Sally and I took our adapted Whisp "Christy" on her maiden voyage to the Canadian inlets of Lake St. Clair. We found her admirably suited to travel with camping gear onboard.

This experience confirmed the utility of Whisp, in a manner reminiscent of the Adirondack guide

boat, a feather-light, two person, high performance rowing boat. Having toured the Saranacs in upstate New York in a guide boat, I can tell you that the sharpie's flat bottom is more user-friendly than the round bottomed guide boat. There is also no comparison between the conventional oar-on-gunwale and the efficiency of the Alden Oarmaster.

In addition to the value of the sliding seat, the trip to Lake St. Clair pointed out the desirability of a portable sailing rig. A fellow boater at the Wallaceburg launch had a simple sail supported with bamboo poles which he could set up when needed while on the water. With a wind to the stern, I longed for such an addition to "Christy", which was completed the following summer. I will give details later in this article, but let me point out what I see as a small sailing rig's main feature...portable power which supplements the touring ability of the boat under oar. It must be lightweight and easy to stow and rig while under way. At the same time, I can sacrifice efficiency to windward and ability in light air if necessary.

NOTES ON WHISP'S HULL

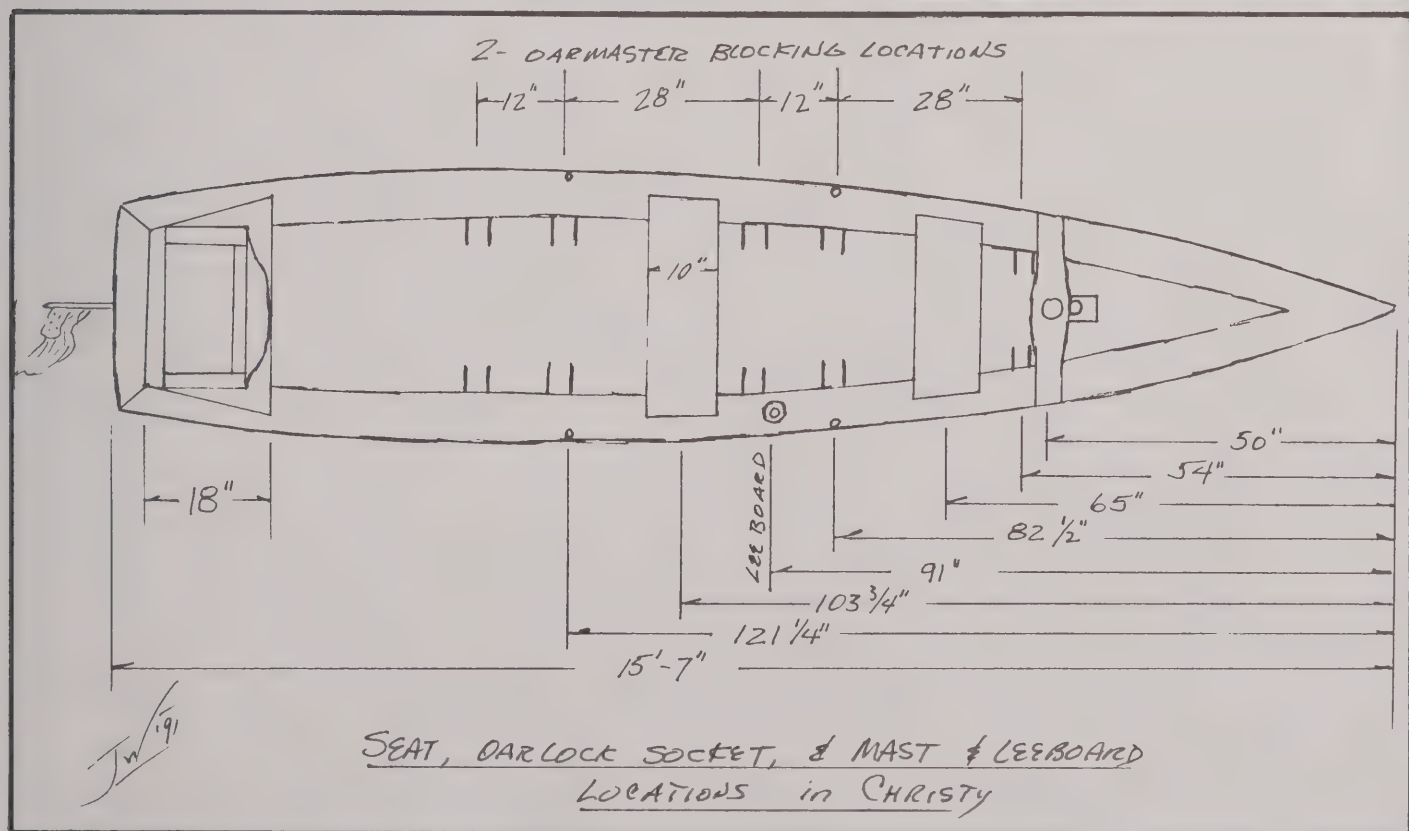
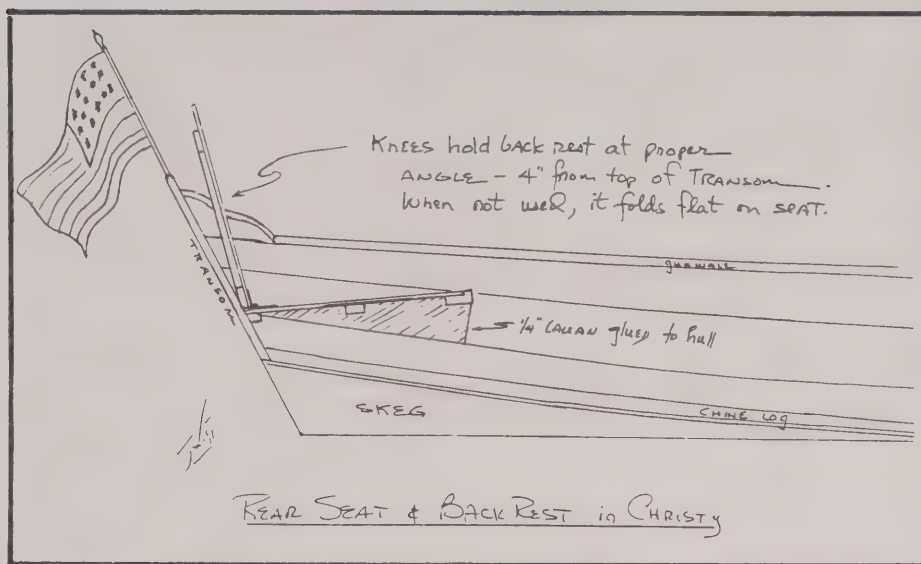
So where does that leave us in the construction of Whisp? First of all, let me say that you can do no better than follow to the letter the design of the hull as given in the blueprints. The form is exquisite. The materials that Redmond suggest result in a light yet strongly planked boat. Lauan plywood, commonly called quarter-inch, which is in reality a bit under 6mm, does the job well, with the flat floor stiffened by the keel and strengthened with epoxy-saturated glass

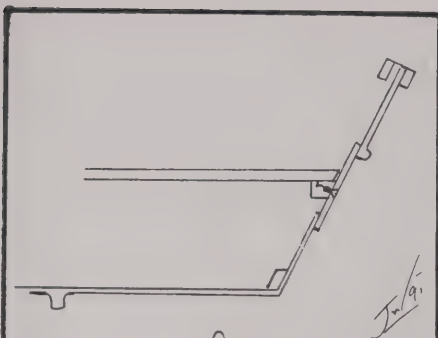
cloth on the bottom. I have found that a sheet of 6mm lauan weighs only a pound more than a sheet of 4mm occume. The weight gain is minimal, while the availability and price are more accessible.

I made the gunwales from cherry cut $1/2" \times 7/8"$ for outwales, inwales and spacer blocks (rather than $3/4" \times 3/4"$), which I think looks more graceful. The need for a screw through each spacer block is optional as the epoxy joint is stronger than wood. Having enough clamps to do without screws may be a problem, but a classmate from the Wooden Boat class, Tom Whalen, has a good answer. Split 1" segments of 3" PVC pipe, which make spring clamps with 8 pounds of clamping pressure that will do the job.

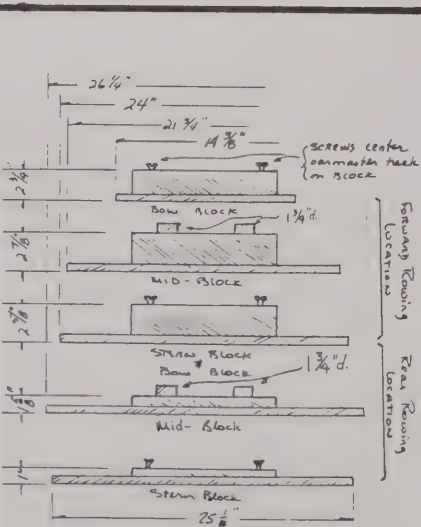
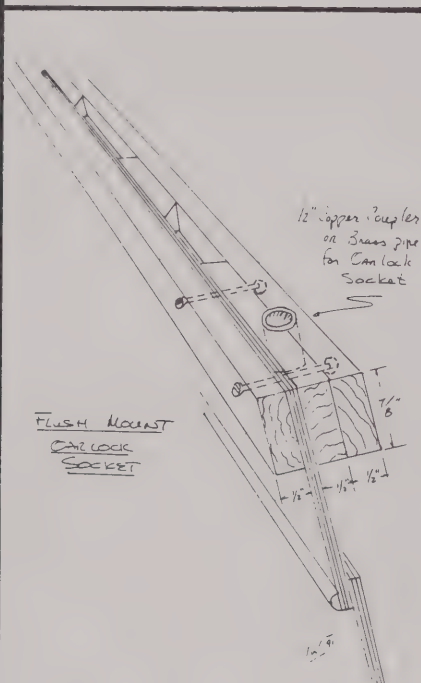
SEAT ARRANGEMENT

The seats in Redmond's plans are caned, and the source is Shaw & Tenney, whose work is as traditional looking as their establishment in Orono, Maine, is venerable (P.O. Box 213, Orono, ME 04473, three seats for Whisp are \$92). It is misleading to assume that "caned seats will save 15 pounds" as stated on the plans. Certainly saving 15 pounds is a worthy goal. However, following up on my suspicion that this may not be so, I cut out the seats from $3/4"$ western cedar and weighed them up. The total for all three, including the stern seat with backrest, was $14-1/3$ pounds. The midseat weighs $4-1/2$ pounds, the bow seat $3-1/3$ pounds, and the stern seat...well, at that point I figured I wanted to do something





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different with the stern. A guide boat stern seat, where the city sport lounged in comfort, looked good. I built a light frame to carry the 6mm lauan seat, and hinged a re-inforced lauan backrest. The whole affair weighs 6-1/2 pounds (See detail #1). Using glued blocks to secure the seat (detail #2) saves weight, and, in my opinion, looks neater than using seat risers.

OARLOCKS

Most rowing boats will have two oarlock locations rather than the single position shown on the plans; one amidship for single or triple occupancy, and another forward location when rowing with one passenger. The latter solves the problem of keeping the boat from being out of trim in the stern when your companion comes aboard. Location of the midship placement for the oarsman is important as the clearance of the stem and transom above the waterline is a performance factor of some importance. Diagram #3 shows the placement of seats and oarlock sockets for conventional rowing, as well as the placement of two locations for the Alden Oarmaster in "Christy".

The oar lock sockets which I have developed for use on a variety of boats are simple and cheap. Redmond follows a tradition I have seen on the Atlantic coast of mounting a block on top of the gunwale into which a brass socket is set. My preference is to use a piece of brass or copper coupler (used in 1/2" plumbing pipe) with an inside diameter to fit the oarlock. Cut the pipe or coupler 3/4" long. Drill a hole through the gunwale to fit this sleeve at the rowing position. Do not drill all the way through the wood, but leave 1/8" remaining at the bottom of the hole. Set the pipe sleeve in place with epoxy. The bit of wood at the bottom will keep the epoxy from dripping out and will insure that the pipe is well set with glue. When set, drill out the inside (drilling through and taping the bottom side has also been done). A gunwale has never spilt on me, but I usually re-inforce the wood on either side of the pipe sleeve with brass bolts through the gunwale (detail #4).

SLIDING SEAT

The Alden Oarmaster is a self-contained unit that includes the outriggers as part of the seat frame. Once assembled, it drops into the boat without putting any strain on the hull. This allows you to remove the two seats without causing the boat to flex. The Oarmaster is set up on blocks whose height is determined by the clearance of the riggers at the gunwale. I use 1/2"x3" pieces across the floor of the boat and glue additional blocking in the center of these

1/2" boards to hold the track (see diagram #5). The Alden outrigger has large holes drilled into the frame. On the midblock I glue and screw two wood circles to fit into these holes to serve as anchors to keep the rig from sliding. The cross pieces fit into little 1/2"x3/4"x3" strips epoxied to the bottom that straddle the blocking. They look like the cleats in Redmond's plans. In fact, they make fine foot cleats when using conventional oars and seats. The Oarmaster sets into place without any screws, so be sure to tie a tether to the gunwale to avoid having a mishap send your expensive rig to the bottom.

SAIL RIG

The sail rig is a supplement to muscle power. Normally a sail option is designed to be used separately and the boat is rigged from the dock and used for sailing. But I wanted to take my sail with me when touring. Portability places some limitations on rig design, as well as easing goals for performance. In the first instance, it is important to be able to stow the sail, mast, rudder and leeboards when rowing. Size and weight limits are real concerns. The rig should be set and struck with ease while on the water. Rowing to windward and in light air alleviates the need for a large and efficient sail. With these matters in mind, let's see what kind of rig was created for "Christy".

The finished weight of the components made for "Christy" is about half that of those shown on Redmond's plan. Sail and spars are 8 pounds vs. 13-1/2 pounds; rudder and tiller 3-3/4 pounds vs. 4 pounds; leeboard and attachments 2-1/2 pounds vs. 10 pounds. I had help from Chris Wentz of Sailspar Sailmakers, Inc. (65 Commerce Rd., Stamford, CT 06902) in designing the sail and judging the size of the rig. Chris made the observation that the spar dimensions are often larger than they need to be, and if something doesn't break once in a while, you are building too heavily. Now, that seems a suspicious statement until you look at the difference between a dory fisherman and me. I make the choice to travel light and enjoy it, and will remake a spar when necessary.

The sail that Chris Wentz drew up for "Christy" is shown laid over the Redmond plan (diagram #6). The area is the same as the reefed size of the original, or 42 square feet. A smaller sail suits me as I will be rowing in light airs. The mast is 4'6" shorter than Redmond's thereby saving considerable on the weight aloft, and making the mast 1-1/2" diameter instead of 2". This is both a weight savings and simpler to construct, since standard 1-1/2" spruce fram-

ing can be used. The sprit is a foot shorter and correspondingly lighter. There is no boom to contend with. For ease of stowing, the spars could be made in two sections with a sleeve connection. When complete, this rig actually sacrifices very little to the limitations of portability and stowage, and is a joy to sail.

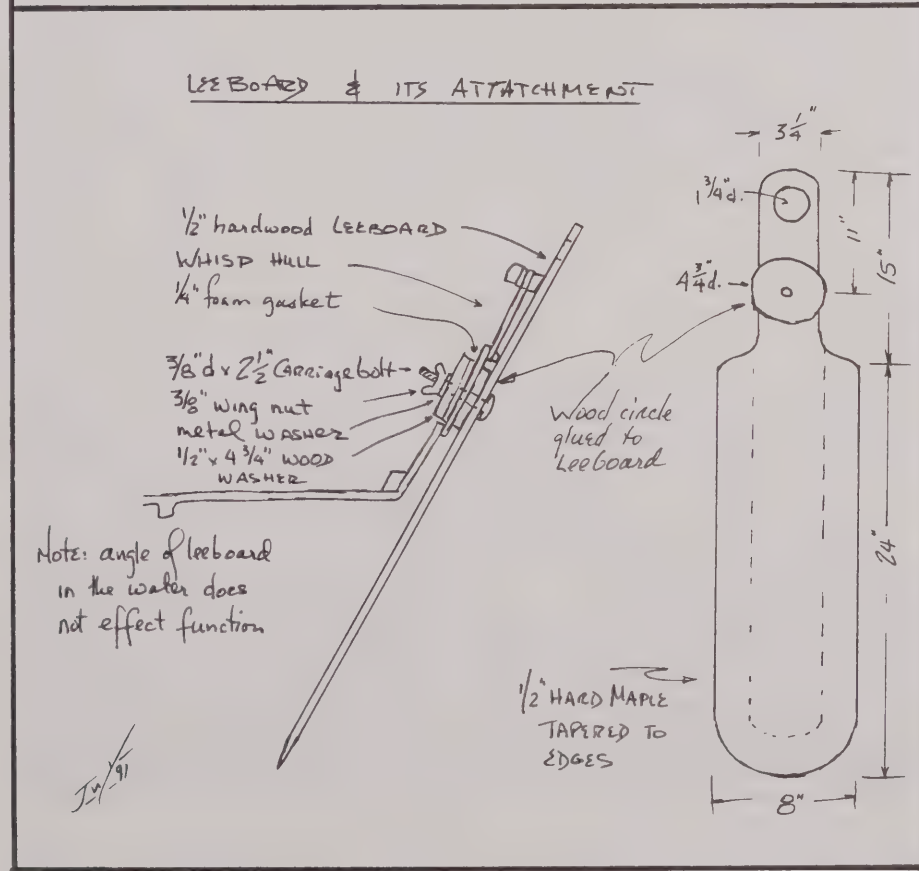
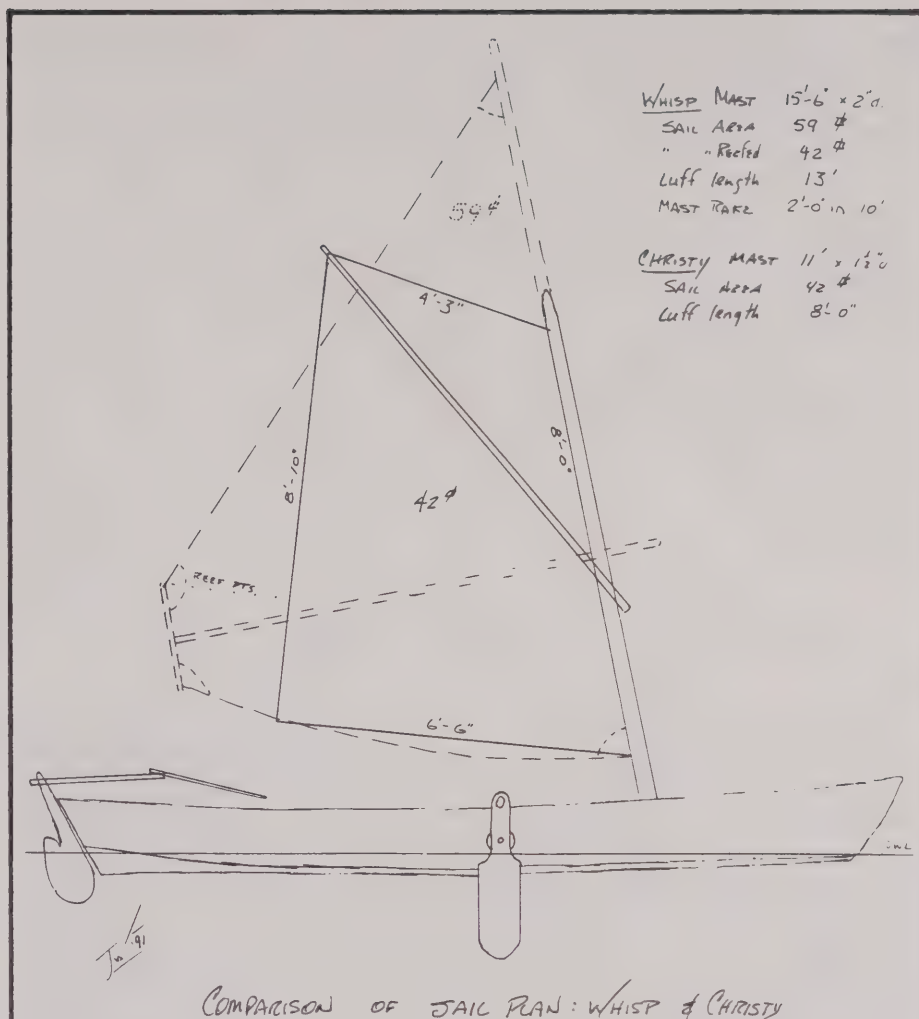
The locations of the mast thwart and step are in the same locations as given by Whisp's blueprints. The thwart, however, is not part of the bow seat frame. It is half-inch hardwood which is bolted to the underside of the gunwale (see diagram #3). Although the bolt on each side is easily removed, I leave the mast thwart in place most of the time. NOTE: The gunwale is re-inforced with bolts where the thwart is attached in the same manner as the oar sockets are re-inforced.

RUDDER AND LEEBOARD

The rudder follows the profile of the Redmond plan exactly. However, the material is 1/2" hard maple instead of 3/4" stock with 3/4" cheek pieces. I used no cheek pieces, and inserted no lead ballast. The 1/2" bronze pintals (\$4.50 each) and gudgeons (\$3.60 each) are available from Jamestown Distributors (28 Narragansett Ave., Jamestown, RI 02835), and attach directly to the 1/2" blade. The appearance fits the skiff well. The tiller is likewise cut from 1/2" hard maple and uses the length given in the original plan. An extension swings from a bolt at the end of the tiller.

Finally, the leeboard option is perhaps the most challenging. Leeboards take the place of a centerboard or daggerboard whose trunk would get in the way of the rowing arrangements. Down wind there is no need for lateral resistance. Also, there is considerable resistance provided by Whisp's keel and skeg. A leeboard for "Christy" is made from the same 1/2" hard maple that the rudder and tiller are made from. The big difference is fastening the leeboard. The plans call for a thwart which bolts to both gunwales with a large fastening at the end to which the head of the leeboard is fastened.

Making a leeboard effective, lightweight, and not cumbersome for "Christy" was settled in this way. The length was shortened from 48" to 39", the shape simplified (as shown in diagram #7) to 8" wide at the blade end, and the 1/2" maple is bevelled on both sides. The top is simply a slender handle with a hole drilled for ease of holding on to it. The key to the light weight and simple design is the point of attachment which is halfway down the side of the planking. There a hole is drilled through the hull and the bolt is





Above: Kick-up rudder unit and angled leeboard are depicted above.
Below: Sally enjoying the rowing mode in "Christy".



fastened with a wing nut that has the largest wooden washer you have ever made, 4-3/4" circle, made from hard maple. Leeboard strength comes from a shortened fulcrum, about half the length of a leeboard attached above the gunwale. There is no necessity for a leeboard thwart to get in the way. And when not needed, it swings to a place that is inconspicuous on the side just above the water line. A gasket cut from 1/4" foam (such as is used for carpet underlayment) is cut to the size of the inside washer and seals the hole from water leakage.

When the leeboard is removed from the hull, a smaller carriage bolt goes through the hull into the gasket and wood washer to plug the hole. Use 3/8"x2-1/2" for the leeboard and 5/16"x1-1/2" for the replacement. I found this solution to the attachment of the leeboard so simple and effective that I shared it with my friend, Tom Whalen, who was just finishing his own Whisp in the traditional manner. In fact, I sent him a roughed out board and attachments. What he balked at was drilling a hole in his new beloved hull. So there is always some hurdle to overcome. The total weight of the leeboard system for "Christy" is 2-1/2 pounds.

"Christy" cartops easily and deserves more time on the water than it seems possible to give her. Last January she was set up on hangers out in the shop, but got an unexpected outing when I took her out into the fresh snow to take some of the photos which accompany this article. In an eerie way, "Christy" looked like she was in the water. She has the fine lines and good manners that Steve Redmond designed for Whisp. Yet with modifications of sprit sail and Oarmaster, "Christy" develops a new personality of her own that makes her a pleasure to use.

John Wilson

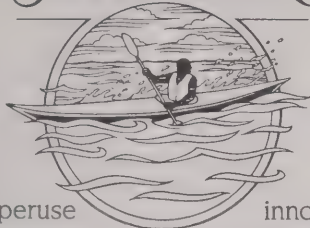
Below: The biggest wooden washer?



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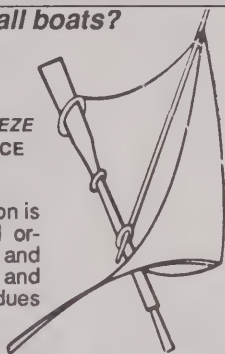
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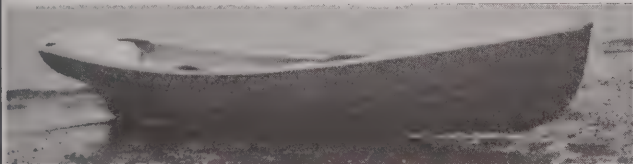
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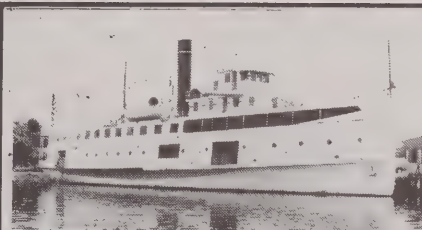
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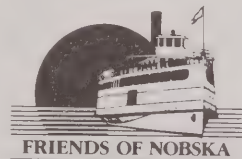


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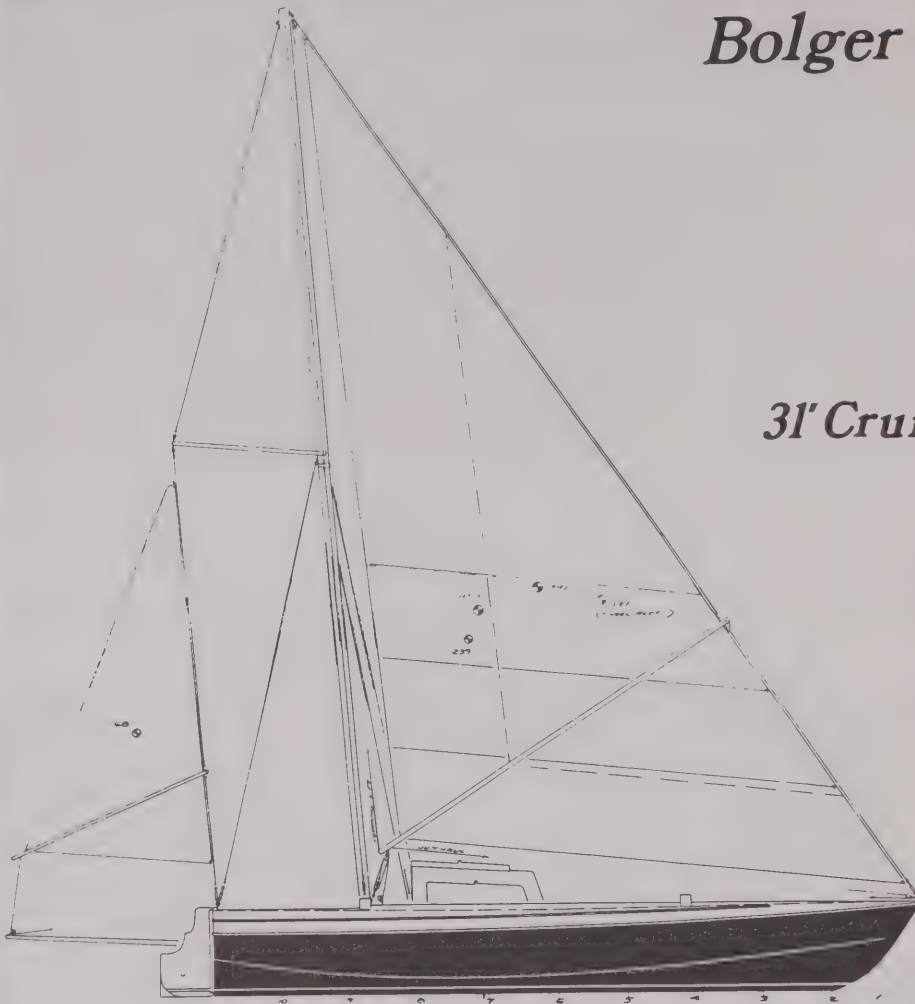
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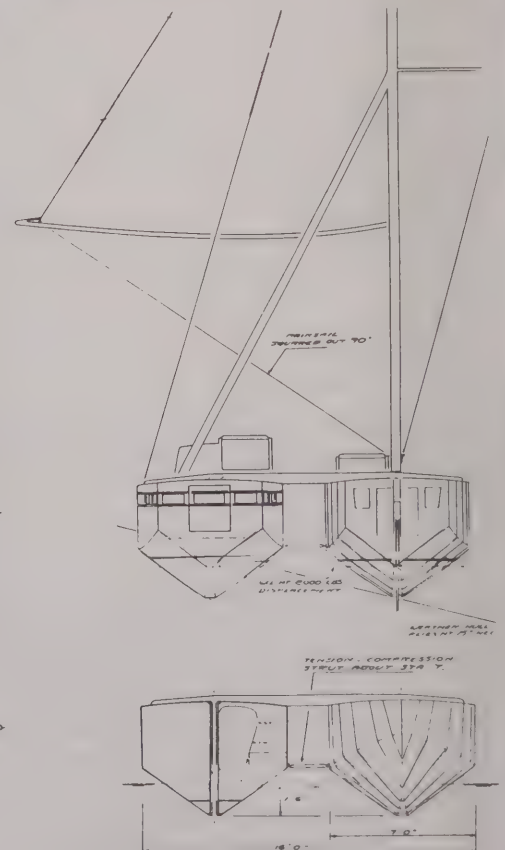
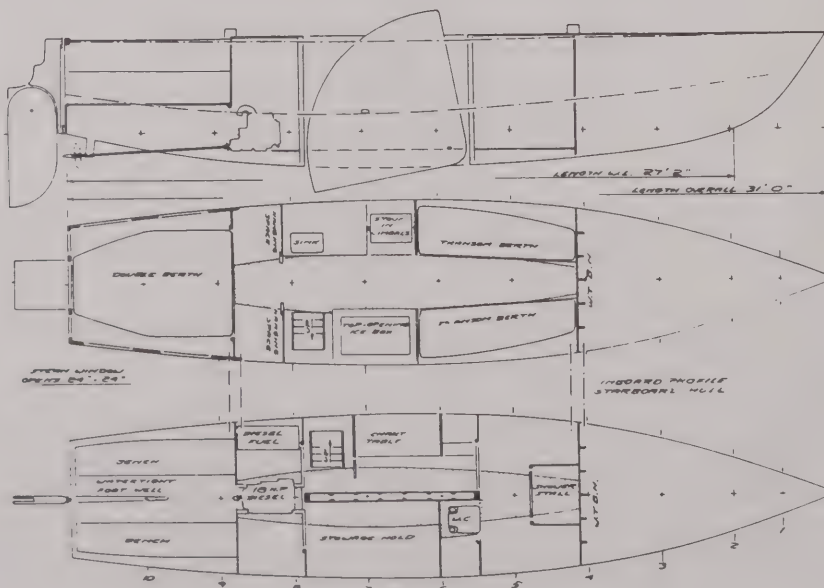
31'0"x16'0"x1'6"

I made this concept study as an illustration for a British book about cruising multihull design. The wide hulls with all accommodation in the hulls, and the asymmetrical layout with most of the propulsion and control in one hull and most of the accommodation in the other, are notions I've often pushed, without arousing much interest so far. The "back staysail" is to balance the exaggerated lee helm of a reefed staysail cat. This rig is docile to handle though, unless sailed by a super expert, it isn't as fast as a conventional cat or sloop. For a multihull the worthwhile virtue is that it has minimal tendency to push the bow down.



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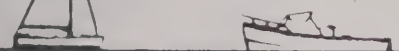
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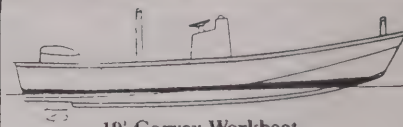
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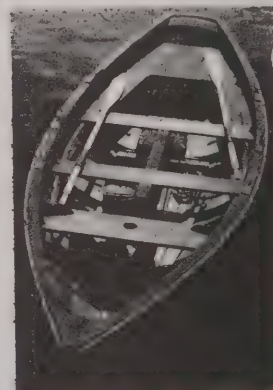
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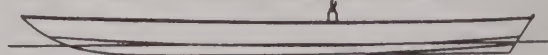


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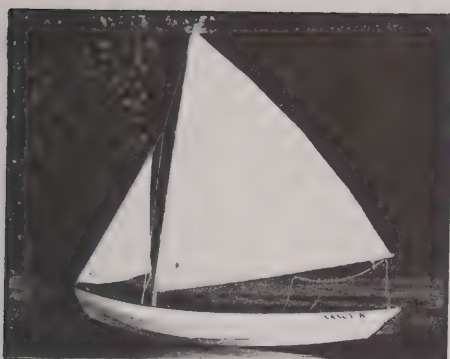
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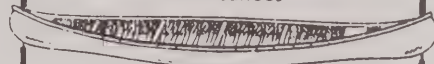
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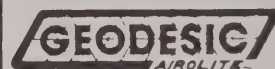
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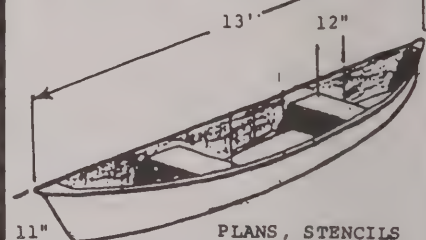
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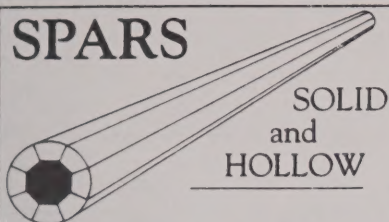
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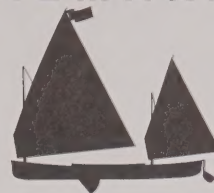
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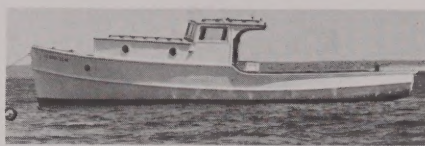
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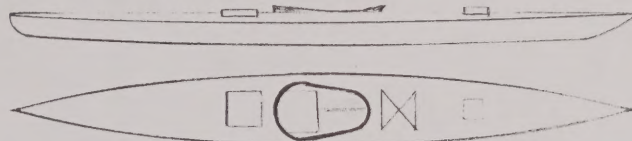
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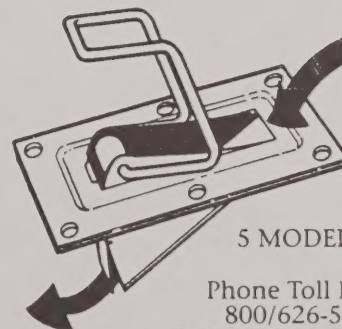
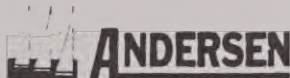
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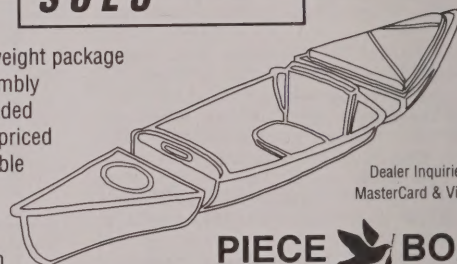
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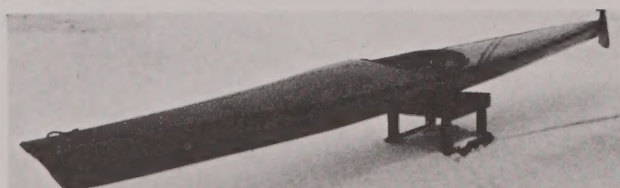
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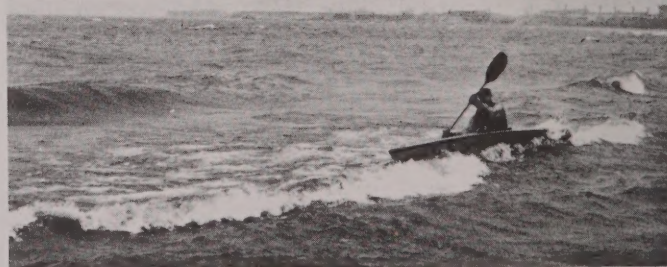
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