

Twice a Month!



messing about in BOATS

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messing
about in

BOATS

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Our Next Issue...

Will be loaded with designs: Phil Bolger unveils the "Micro Trawler", and we bring you five Glen L designs: "Crackerbox", a 15' inboard runabout; "Pirogue", a 13' Cajun canoe; "Classy 15", a 15' daysailer; "Hunky Dory", a 22' OB powered fishing dory; and "Cabin Skiff", a 15' OB cruiser. While we're at the Glen L stuff, we'll review their 90 minute video, "How to Fiberglass Boats". For projects, Ron Denman brings us major article on recanvassing an Old Town, and we'll slide in those already promised reports, "Building a Tidal Mooring" by Mace Bell and "Building a Boat Lift" by Paul Wagstaff. Adventure tales will include Gord Brannen's "First Sea Trials" and Herman Gucinski's tale of a double kayak trip off Vancouver Island, "So Much to Learn".

On the Cover...

It was "off to the races" at Hull, Massachusetts, in late February as the 11th Annual Snow Row launched the new on-the-water season of events here in New England. Pictorial coverage on this issue's centerspread pages.

COMMENTARY

As the onrush of technology envelopes the older art of wooden boat building with epoxy glues and fiberglass sheathings, a semantic issue seems to be raising its head. At what point does the term "wooden" lose its accuracy? Boatbuilder Gardner Callanan of Indian Point Guideboat Company of Midland, PA, builds his historically correct replica guideboats in both traditional wood and wood/fiberglass versions, and has run into this issue head-on when invited to participate in boat shows limited to "wooden" boats. His comments on this subject are deserving of consideration and discussion in my view, so they are presented here for your consideration, with some elaboration on my part.

"Last year the Adirondack Museum asked boat builders, including me, to enter their "No-Octane Regatta" and encouraged the participation of antique boats and modern replicas of traditional types (their words). It was specified that the boats had to be built substantially of wood, and it was acceptable to have wooden hulls laminated with epoxy resins and sheathed with fiberglass. It was not acceptable, I learned to have fiberglass hulls supported by wooden ribs and trimmed out with wood.

This spring the Wooden Boat Show scheduled for Newport will accept a geodesic boat design consisting of a hull of dacron cloth re-inforced with kevlar strands stretched over a lightweight wooden framework but will not accept a boat with a fiberglass hull re-inforced internally with wooden frames and with wooden trim and interior appointments. The difference here in the part that wood plays is hard for me to discern.

If you take thin layers of cellulose fibers and laminate them with epoxy or polyester and then encapsulate them with more epoxy or polyester and glass cloth, your product is termed "wooden". If you replace those layers of cellulose fiber with the same silica based material approved as sheathing over them, you no longer have a product that qualifies as wooden. The latter judgement is understandable to me, the former is not. Where does the semantic demarcation line exist here?

The use of fiberglass in boat-building, regardless of the type of boat being built with it, is demeaned by traditionalists focussed on the purity of wood, yet they appear to be able to accept boats utilizing the very same chemical components in very large measure as long as some wood remains within all the chemicals somewhere.

I feel that the economic prob-

lems that beset small builders of traditional boats are made worse by this matter of the choice of building material driving apart these builders. I produce the most accurate guide boat reproductions on the market today using modern materials. I sell these at a price that makes them available to a wider segment of the population than can afford the traditional wooden construction. This same economic imperative has driven many who prefer to build in wood to adopt many of the very same materials and processes that I use. Their methods are no more traditional than mine, while they retain the use of wood within the modern materials.

I do build traditionally in wood to order but most of my production is in fiberglass and some of the underlying reasons are these:

Wooden Adirondack guideboats, because of their labor-intensive construction, are very expensive. Most people interested in this particularly attractive design cannot afford the price demanded, thus placing a marvelous boat beyond the reach of a wide potential market. I sell twenty of my fiberglass replicas for every traditionally built wooden one.

Wooden Adirondack guideboats, unless they are sheathed with fiberglass, are as fragile as the antiques they replicate. My thin fiberglass hull is much more durable for everyday use.

The issue that is at the root of my discussion is that of the definition of "wooden" when applied to opportunities to promote public interest in traditional boats. When I was approached by a representative of "Wooden Boat" magazine last summer at the Portsmouth, NH, Small Boatbuilders' Day, he commented to me, "I like your boats." When I informed him that they were fiberglass, he suddenly lost interest. The show that "Wooden Boat" is promoting in Newport this June requires, as does the magazine's advertising policies, that only boats with wooden hulls are welcome. Yet they actually accept, and promote, and offer to teach the construction of, synthetic hulled boats in my view.

The future best interests of builders of traditional boats would best be served, in my view, by discarding this dispute over the materials used and emphasizing the validity of the traditional as it applies to the design, with a range offered from plank-on-frame boats built only with hand tools to accurate replicas using modern composite construction, replicas which recreate the experience of the pleasures the boat's original design provides."

HAPPENINGS

Herewith a few new announcements of events of interest scheduled in the near future:

WOODEN BOAT APPRECIATION DAY

The 3rd Annual Wooden Boat Appreciation Day at Isles of Palms, SC, will take place on April 11th at Wild Dunes Yacht Harbor. This is a hands-on day of on-the-water activity intended to involve the public in an awareness of wooden boats. Contact Sawdust Boatworks at (803) 884-4896.

WOODEN BOAT OPEN ONE-DESIGN REGATTA

Newest attraction planned for the Wooden Boat Show in Newport, RI, this coming June is a regatta for small wooden one-design boats. There's a long list of eligible designs, the one requirement for any of them to participate is that a field of four must appear to constitute a class. This is a wooden boat regatta specifically aimed at the small boat sailor. Interested individuals or class organizations should contact Carl Cramer at (207) 359-4651. Deadline for scheduling a class is June 1st.

FREE FLOATING IDEAS

The turn of the century boathouse on the lake in Brooklyn, New York's, Prospect Park will be the site for two unique small craft events this spring. On April 18th an exhibition of unique small boats,

"Free Floating Ideas" will open, with boats such as a 34' Egyptian sculling barge to be viewed. On May 16th an "Artists' Boat Regatta" for boats built by artists will take place on the lake. Contact Diane Currier at (718) 965-8952.

MID-ATLANTIC TSCA MEET

Mid-Atlantic area traditional small craft owners will gather May 9th at 10 a.m. at Codorus State Park in Hanover, PA, for a day on the water organized by the Potomac Chapter of the TSCA. Contact Marc Barto at (301) 293-1169.

EPOXY COMPOSITES LAD

Wooden Boat School has scheduled a one-week course May 24-29 in Olympia, Washington, on building in epoxy composite construction, taught by Jim Brown and Sam Devlin. Details at (207) 359-4651 (7:30-5:30 EST)



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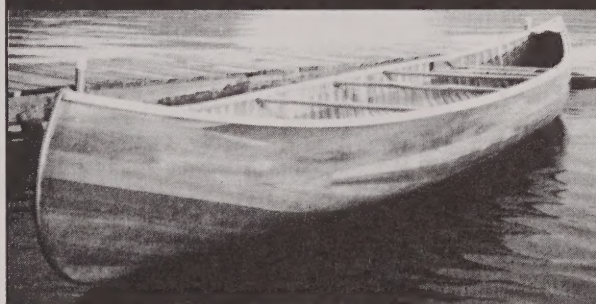
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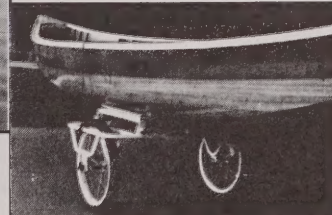
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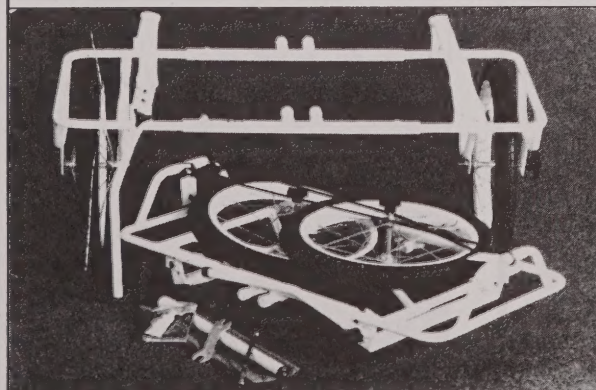
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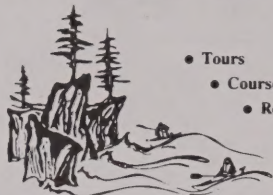
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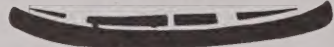
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Your Commentary

ABOUT THOSE CLAM TREES"

Concerning the cover photograph and caption on your February 15th issue, I'm afraid that someone is yanking your chain. "Clam trees"? Set out in Cape Cod Bay to "attract quahogs"? Can I interest you in a sky hook? Or perhaps a gallon of plaid paint?

Those trees are set in the bar which lies off Rock Harbor in Orleans to mark the channel leading through the tidal shelf. The "clam tree" tale is one of many used by locals to zing tourists. My own favorite reply when asked what those trees are doing out there in the bay is simply to grunt and reply, "Damn things will grow anywhere."

Paul Burke, Worcester, MA.

EDITOR'S NOTE: Well I am "off-Cape" and believed the explanation. Zinged. But, Paul, how much are you asking for that plaid paint?

WHO SENT THE \$6?

We have received a copy of our ad from your magazine with \$6 cash for our literature from someone in Maine, no idea who with no return address. Perhaps a reader will recognize himself and let us know where to send the ordered material.

Barry Witt, Glen L Marine Design, Bellflower, CA.

WHICH PRAM TO BUILD?

I am in the market for a set of dinghy plans and am hard pressed to determine the various advantages and disadvantages amongst Joel White's "Nutshell", Ian Oughtred's "Acorn" and Harold Payson's "Nymph". I need a dinghy to tow behind my cruising modified 15' Marshall "Sandpiper" that can double as a sail trainer for my kids. I would appreciate any input from readers.

Peter Van Beckum, 20 Elm St., Unionville, CT 06085.

FIRE UP TO BUILD

You put out a great magazine. A friend gave me a bunch of back numbers and I am hooked. The stories are all great, from Tom's "Adventures" to Hull's expeditions, the "Ant", "Grayling"... I do a bit of messing about with my family with three windsurfers, a Sunfish and a canoe. Now I'm getting fired up to build a boat.

David Young, Huntington, MI

CONGRATS TO TONY

Congratulations to Tony Dias for his commentary in the January 15th issue, he is right on target. It is amazing that so many Americans are not happy out-of-doors unless they are being propelled along by an internal combustion engine.

Stuart Cattell, Homer, NY.

A TRAILERABLE DORY

In the article in the December 1, 1991, issue entitled, "We Needed a Powerboat", the author described a decision making process to choose a suitable boat exactly like I am now going through about building a trailerable 19'-21' dory. I've previously built a hydroplane and a Folbot, and now with the kids off to college I look forward to building this more ambitious craft.

My dory will have a stand-up pilothouse with toilet accommodations and sleeping for one. Power will be dual 35hp and 9.9hp outboards, for backup safety and also for use on certain waters where 10hp is the limit. Weight is critical, plywood/epoxy may be okay, but I'd like to know more about thermoplastic sheet or other high-strength, low-weight, easily used materials. Perhaps some readers can help.

Jim Fischer, 568 Rainier Dr., Pittsburgh, PA 15239.

A CELTIC LAUNCHING

Recently for the launching of a Redmond Whisp, we searched for an appropriate Celtic ritual. When none could be found in our five inch shelf of Celtic literature, we made one up. We wanted to name the boat "Don de Dieu", but this seemed pretentious, so we decided to call it "Dandy".

The following (in translation) was intoned at the launching, accompanied of course with a sprinkling of Old Bushmills:

"Be alive boat.

Go with the wind.

Go on the water.

You were made for the wind.

You were made for the water.

Redmond drew you.

Dutchmen made Bruynzeel.

Adirondackers cut cherry.

And I was allowed to fuse them.

But you are truly a Don de Dieu,

And we will call you Dandy."

Thomas Whalen, Cohoes, NY

KEEP UP THE SAILING ASPECTS

Keep up the sailing aspects of your magazine. I have been sailing for 40 years and now sail a 26' Thunderbird I built in 1970 (see photo). More articles on "how to" and repair of old boats would be

helpful. You have the potential to take the place of "SBJ", once an excellent magazine to which I was one of the original subscribers.

Pat Kimbrough, Spicewood, TX.



A COMFORTABLE PUTT-PUTT

Here is a pretty little boat that the Pease Boat Works in Harwich gave me to play with. It's no speedboat but a comfortable putt-putt. It laid in someone's barn

for many years and when they got it, it was full of all sorts of stuff. I offered to clean it out for them prior to their painting it.

Chet Farrell, School St., W. Dennis, MA 02670.

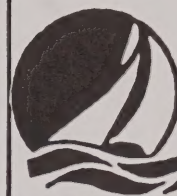
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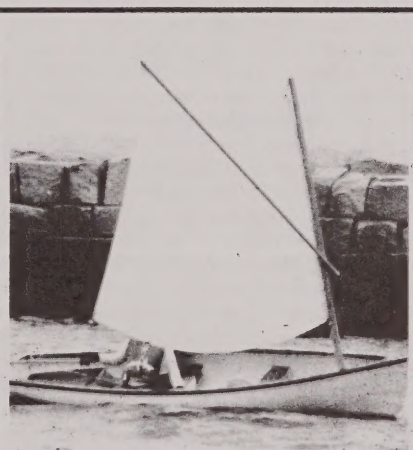
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Buying a Weekender

by Jim Lacey

Recently, while looking for a chart, I dug into an old schoolroom desk with a swingup top in which I store all kinds of boat stuff—everything from piloting paraphernalia to marina contracts. At the bottom of this nautical grab-bag I discovered three folders filled with brochures, clips from boating magazines, and notes from boat builders and manufacturers. There it was, then, fairly well documented, the three-year search I had undertaken to find the ideal weekender for Barbara and me.

We had been sailing on Fishers Island Sound in White Cap, a 16' daysailer (see "Built Her Myself," November 15, 1990). Since this kit-boat was less than sturdy, sailing on tidal waters in above ten to fifteen knots was more venturesome than Barbara or I cared for. The excitement of the day when we literally sailed a circle around the Mystic Clipper, the excursion schooner with seven sails aloft, did not make up for the many times we couldn't leave the mooring because of the weather. Whitecaps and White Cap, with her one foot of freeboard and tendency to get tippy with any shift of weight, did not get along very well.

In my fancy I had often thought of sailing to Block Island or some such place, spending the night there with Bobbi and I having breakfast aboard—a notion that further sparked my enthusiasm for a bigger boat. Even Henry David Thoreau, that advocate of simplicity who made do with a home-built 15' skiff, thought that a boat with a cabin would be a warranted luxury.

Although about half the sailing I do is single-handed, my weekender would accommodate two overnight with comforts at the level of camping out, and daysail three or four. Sitting headroom and a reasonably roomy cockpit in a trailerable, shoal-draft 22 or 24 footer were what I had in mind. I began my quest by

checking out production boats in that range, starting with those available to me locally—O'Day at Spicer's, Pearson at Noank Shipyard, and Hunter at Burr's in New London. The Pearson 23, it turned out, was no longer in production, and the Hunter 22, though reasonably priced and in a package including trailer, engine, and Coast Guard-required accessories, was too glitzy for my taste. The new O'Day 22, the most appealing of the three, with its sensible 7/8 roller furling rig and relatively attractive lines, was for some reason not quite right. I began to collect brochures from distributors, which I stuffed into a folder and fondly pored over of an evening, imagining various adventures aboard each of my paper boats.

Responses from manufacturers whose advertisements I found in boating magazines added to my files, and I began to eagerly await my bi-monthly hit from Small Boat Journal, the only slick magazine that seemed interested in the kind of boats and sailing that I enjoyed. Photos, articles, and xeroxed clips enclosed with brochures filled out my dream file. The boats I looked into suggest a promiscuous taste. They included standard production boats like the MacGregor 22 and 25, the CAL 22, the Tanzer 22 and 25, the Catalina 22, as well as several I found somehow more interesting, such as the Sea Sprite 23, The Cape Dory Typhoon Senior, the Com-Pac 23, the Bridges Point 24, the Quickstep 24, the Rob Roy 23, and the Nimble 20. I enjoyed thinking about sailing each and all of these boats. Buying any one of them remained a glowing possibility in the hazy future.

I began to take in boat shows at New York City, Providence, Hartford, and, best of all, the on-the-water Small Boat Show at Newport. The indoor shows became headache-inducing acres of white plastic and chrome. The clien-

tele spent much of their time exploring the cabins of the boats, which to me, with their bare bulkheads and dull carpeting, were all too predictable, like rooms in budget motels. I was more interested in the lines, the cockpit arrangements, and the rigs, even though many of them also seemed interchangeable. My conclusion after taking in too many indoor shows was that you might as well buy any available boat, since they were all about the same, and preferably one at second hand, since almost anything the previous owner had done with the boat was likely to have improved it. This cynicism was mitigated by a few boats I saw for the first time at the Newport Small Boat Show, such as the Quickstep 24, the Bridges Point 24, the Rob Roy 23, the Nimble 20, and Bruce Kirby's Norwalk Islands Sharpie. The brochures for these, together with a few others which I fancied, were placed in a second folder, as a kind of short list.

Reviewing my by now well worn files, I realized that the literature describing the boats I most admired called attention to their designers, and names like Carl Albergh, Ted Brewer, and Joel White introduced me to the world of small craft design and its history. I began to read books on design available through publishers specializing in nautical subjects and started to spend time at the Blunt White Library at Mystic Seaport Museum, looking into books no longer in print and articles in back issues of magazines and journals. It gradually became clear to me that the boats I found attractive were down-sized versions of traditional full-keeled wooden sloops or were traceable to less orthodox but no less distinguished traditions such as the canoe yawls developed by John MacGregor, George Holmes, and Albert Strange in England and the sharpie-inspired pleasure craft developed in this country by Ralph Munroe.

I had developed a snobbish aversion to the run-of-the-mill "clorox bottle," and interesting lines, the sort that would turn the head of an admirer of traditional boats, placed fairly high on my list of priorities.

It also occurred to me that the boats I fancied were usually manufactured by small builders who often answered mail inquiries in person and frequently were on hand themselves at the Newport Small Boat Show. I became acquainted with a number of them, including Jerry Koch of Nimble Boats, Gary Lannigan, builder of the Quickstep, Ron Johnson of Marine Concepts, builder of the Rob Roy, and some of the Brooklin crew, who were showing their Bridges Point 24 in Newport. One thing leads to another, and soon I found myself in correspondence with Ted Brewer concerning his interest in the canoe yawl and with the venerable Humber Yawl Club itself. Although all these pursuits were interesting, I began to realize they were potentially everlasting and that it was time to make some practical decisions about actually buying a particular weekender.

After much soul searching, I decided against the full-keeled sloops and in favor of ultra shoal draft, which left me with cat ketch sharpies and the canoe yawls, handy yet unorthodox rigs which suited my personality. The literature I had accumulated about these was placed in the third and last file. I could begin to picture my modest weekender on her mooring. She would be bottle-green, with tanbark sails, buff decks and trim, and bronze attachments.

I confess to being enthralled by New Haven sharpies and the pleasure boats deriving from them (See "About Sharpies," February 15, 1990). I found myself particularly fascinated by the Egret, a 28' sharpie built in 1886 by Ralph Munroe and used to deliver mail in Biscayne Bay. I had learned that a replica of this boat had been constructed by Graham Ero, from meticulously researched WoodenBoat plans, for Robert Jones, a Connecticut architect. When Jones, whom I found myself sitting next to at a symposium in Mystic Seaport, mentioned that "Grimalkin" was for sale, I added another boat to my shortest list. There was also a fiberglass version of the Egret, I discovered, offered by a Florida builder, which I looked into. An ad for a 32' Egret, built by a Virginia shop, turned out upon inquiry to be a plywood version of a Chapelle design. And there were Bruce Kirby's Norwalk Island Sharpies, cat-ketch rigged, shoal draft boats with considerably more room in them than the Egret. Despite the charm of the sharpie lines and the interesting features of the unstayed cat-ketch rig, with lingering regret I talked myself out of each of the available sharpies in turn.

The Egret was perhaps more of a daysailer than a cruising boat, and at \$30,000 "Grimalkin" was more than twice what I intended to pay. I could not see myself going down to Florida or even to Virginia on speculation.

The Nimble 20 at the 1987 Newport Small Boat Show with builder Jerry Koch seated in the cockpit. Bruce Kirby's Norwalk Islands Sharpie is in the background.

Ed Rogers of the Small Boat Shop with Ann Wells and Deborah King of *Small Boat Journal*, posing next to the Nimble 20.

Gary Lannigan (center) showing his Quickstep 24.





Bruce Kirby, designer of the Norwalk Islands Sharpies, said he had his 26 built in Canada for about \$10,000 and that Bob Wilmes in nearby Haddam on the Connecticut River was working on another. After calling and making arrangements to visit, I spent a few hours with Bob and his son, who were about half way done with the sharpie. Wilmes estimated that he would have to charge about \$20,000 for the 26 footer-without sails. I came to the conclusion that, all things considered, I was not ready for a wooden boat, either traditionally built or plywood and epoxy, nor for a boat that would cost more than \$20,000.

That left the canoe yawls--the Rob Roy 23 and the Nimble 20, both of which were designed by Ted Brewer. How he came to design them is an interesting story. In exchange for plans of a 28' dory, in 1970 Brewer was given a copy rare book by Dixon Kemp, in which he found illustrations of Humber River yawls. He immediately fell in love with them, and when Jerry Koch came to him some ten years later for a cat ketch, Ted suggested he try instead something not available on the market and sketched out a canoe yawl. "It grabbed him immediately," Brewer says, "and we were off to the races." The boat that they built was the Rob Roy 23, named after the 21' yawl (not to be confused with canoes of the same name) which John MacGregor sailed from London to Paris in 1867 (See "Solo Sailors: The First and the Best," August 1, 1988). The partnership Jerry formed with Ron Johnson to build the Rob Roy did not last, and when the partners split, Johnson kept the rights to the Rob Roy. Jerry Koch was so taken with the canoe yawl that he had Brewer design several more of them over the years for his new company, Nimble Boats. My final decision, then, was to choose between the original Rob Roy 23 and the relatively new Nimble 20.

The Rob Roy was a proven boat, longer, sharper, and considerably heavier than the Nimble. Her lean, rounded hull and more powerful rig suggest that, though initially tender, she would be faster and more seakindly. Her lines as drawn on the sail plan are more elegant than the Nimble's. The Rob Roy's cockpit, however, seems excessively narrow as does the cabin with its straight-through arrangement with all the furniture evenly balanced port and starboard. The Nimble, though a bit chunky in profile, has a marvelously roomy and cozy cockpit and an imaginatively designed cabin with an unobtrusive galley, an out-of-the-way head, and surprisingly ample shelving, cabinets, and stowage. The Nimble with its flat bottom and ample beam, would be initially stiff, but it was almost too light and would certainly pound in a chop. And the Nimble's plumb bow, plump hull, and eye-pleasing combination of cockpit coaming, cabin, and sheer, began to grow on me.

I don't know exactly when I decided to go for the Nimble. The very first time I saw one, at Newport in 1986, I spent considerable time talking with Ed Rogers, who was showing the boat, and later the same day with Jerry Koch.

View of the 1988 Newport show with Ron Johnson showing his Rob Roy 23, right, and his Sunseeker, center.

The cozy interior of "Chatterwug", forward of the two bunks.

Barbara liked the Nimble at the Newport show.

Unlike many boats which turn out to be disappointing when compared with their posed photos in glossy brochures, the Nimble looked even better than her modest illustrations. Barbara, who really liked the Nimble, did not seem to think as much of the cockpit and cabin arrangements of the Rob Roy. I kept in touch with the Small Boat Shop, Nimble's Connecticut distributor in South Norwalk, noting with alarm that the price of the basic boat went up a thousand dollars every year. The Rob Roy, in the meanwhile, had broken through the \$20,000 barrier.

I chatted briefly with a Nimble owner who kept his boat near Smith Cove on the Thames, and talked about boats at length with Oliver Allyn, aboard his Nimble, which he kept at a slip in Noank. He discussed a number of boats he had owned and spoke very favorably of the Nimble and the people at the Small Boat Shop, who had sold him the boat and promptly attended to an annoying leak in the centerboard trunk. When Oliver, who ran the theater program at Mount Holyoke, mentioned that he was thinking of retiring in a year or so, I predicted that he'd sell me his boat before moving to Florida. Committed at long last to buy a Nimble, I attended the 1988 Newport show to see if I could do some sort of a deal. After a talk with Jerry Koch and lunch with Gaeton Andretta of the Small Boat Shop, I got a that year's price from them for a new Nimble

20 to be paid for the following May. With figures in hand, which I intended to go over with Barbara, I made arrangements to meet Gaeton at the Small Boat Shop the following Monday. That very Friday, I got a call from Oliver Allyn asking if I would like to join him for a sail that weekend. He said he had decided to retire the following year and that he wanted to sell me his boat!

To make a long story short, during a brief sail that Saturday in light airs and choppy water, Oliver and I came up with a somewhat complicated but mutually satisfactory arrangement. I would buy the Nimble for his asking price, \$13,300, make a \$1,000 down payment, take care of winter storage, and pay the balance the following May, as soon as my daughter Beth graduated from Smith. When I called Gaeton Andretta at the Small Boat Shop, he took the news that I had bought another Nimble over the weekend very graciously, asked me about the boat I had bought, and was kind enough to say he had heard Oliver Allyn had done an outstanding job of customizing his boat. The work Oliver had done had substantially improved an already attractive cabin. The tiny V berth forward had been converted into handsome stowage bins for ground tackle, sailbags, and the like; the fabric on the bulkheads had been replaced with pine paneling; and pinrails, shelving, teak cabinets, additional ventilation, privacy curtains for the head, ad-

justable teak curtain rods for the four bass opening ports, and a salty brass oil lamp had been installed. Since Oliver was also a solo sailor, he had run all lines, including a jib downhaul, to the cockpit. To me Oliver's boat was preferable to a brand new Nimble, even though she cost four thousand dollars less.

After three sailing seasons aboard "Chatterwug" I still think that the Nimble 20 is about as close as I can come to the perfect weekender for Barbara and me. Although she has occasionally been outsailed by smaller boats in certain circumstances and is not as weatherly as a sloop with a masthead rig, "Chatterwug" moves right along in most conditions, and her 11" draft with the centerboard up makes getting in and out of my anchorage a lot simpler. If it weren't so much of a hassle, to further improve her looks and performance, I might consider retro-fitting a lead shoe and a stubby bowsprit, installing a small, curved gaff, such as are used on Dutch bidders and Bermuda sloops, on the jib-headed mainsail, and replacing the hardware on the big rudder, which has failed and been repaired twice, with heavier gudgeons and pintles. "Chatterwug" has received many compliments over the years. Perhaps the ultimate one was the time when the skipper of a 38' Herreshoff-designed ketch rowed over to my anchorage just off Napatree beach in Little Narraganset Bay to compliment me on my boat!



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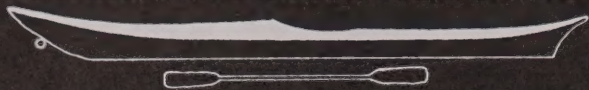
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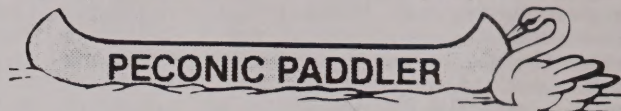
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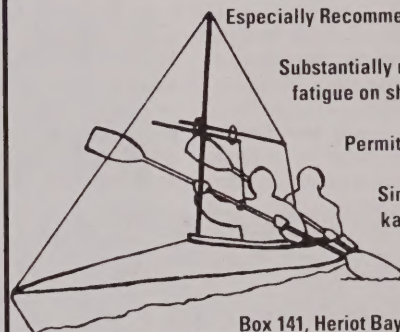
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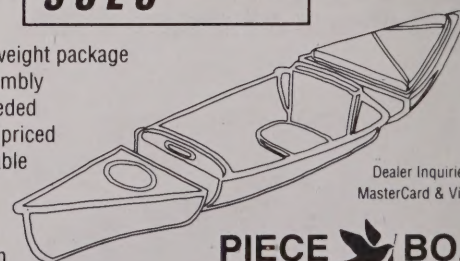


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OARIENTEERING!

Chuck Mainville

I may be the last person in the world that you would expect to hear this from, but there is more to life than racing. Oh, it's not that I don't enjoy a good sprint of five or six miles over an open-water course. This past year I found time to row in several open-water races, and enjoyed every minute of each race and the socializing that followed.

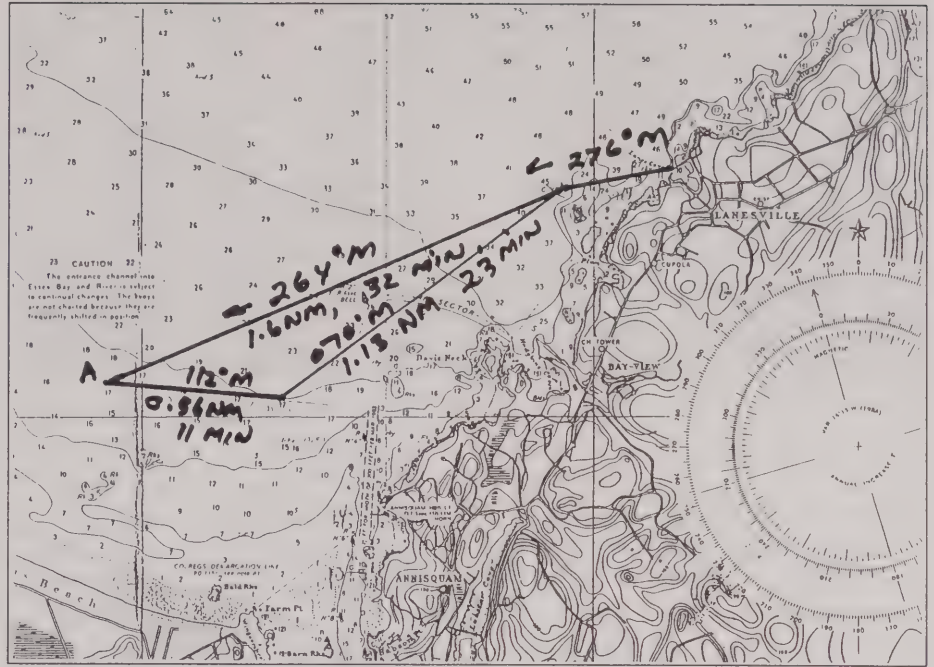
Nor are the races one-dimensional events. They involve skill and planning as well as strength and stamina, and sometimes a bit of luck, as his majesty Neptune showed us when he blew a thick fog over the fleet as we rounded Beauchamp Point in last year's Short Ships Race, and as Neptune's blood relative, Murphy, showed me when I found that a key component of my stretcher fitting was missing as we got the new Pilot 21-D ready before the Gerrish Island Race.

But, what if we were to build some more complexity into an open-water rowing event; make intelligence and skill more important than brute force and stamina? Wouldn't Neptune and Murphy have a ball? And maybe some of us mere mortals could have some fun along the way, as long as we resolved not to tempt the gods too blatantly.

Actually, the folks who organize marathons and other running races probably reached a similar point some years ago. What, they must have asked, if we were to make those muscular fellows think about where they were going? Might change the whole nature of the sport. This line of reasoning gave rise to the land sport of Orienteering.

AN AGE-OLD CHALLENGE

Finding one's way around on the ocean has challenged seafarers since the first cave people dragged a log down to the beach and set forth, paddling with a broken branch. The trick, as you well know, is to get to where you want to go without benefit of street signs, hills, valleys, or other landmarks. So it would seem that we have the potential here for an event that would make intelligence, skill, and boathandling more important than strength and stamina. Let's call it OARIENTEERING!, so that it doesn't get



A sample course plotted on a chart of Ipswich Bay.

confused with running around lost on dry land.

LAUNCHING A NEW SPORT

Actually, we have gone a little beyond the "let's think about this" stage. Last spring, several other members of the Cape Ann Rowing Club Board of Directors and I ran a prototype OARIENTEERING! event, trying it out on a dozen or so very brave and good-natured club members. The consensus was that it was fun, and that we should be doing more of this sort of thing.

Murphy and Neptune even had fun. Murphy must have been in on the planning, although I didn't realize it at the time. He made his presence felt as he attempted to sink the Boston Whaler that we were using to set the temporary race buoys, forcing us to delay the buoy setting to the day of the event. Then, that day, he tampered with the SatNav coordinates, causing the first buoy to sink immediately, although its line was ten feet longer than the charted depth of the water. Neptune got the word a little late, but came anyway. Just as the last prize was handed out on the breakwater at Lane's Cove, he mustered a fine squall with gusty wind, whitecaps, and rain.

WHAT TO EXPECT

While I have no idea what weather the gods are going to provide for our next OARIENTEERING! event, I can, based on last year's experience, describe the competition so that you will know what to expect. Let's go to an OARIENTEERING! event together, looking at the objective and instructions, then going out on the course, rowing (or paddling) through it, and finally, reviewing the scoring and awards.

Objective

The objective of OARIENTEERING! is to complete a course that is based on a series of "control points" at a known speed. A sample course is shown above. Your task is to follow a course (similar to the sample) that you have plotted on a chart. Along the way you will note the identity of the marks or control points, find your position, and control your boat speed as you go. You will find that these skills make the rest of your adventures more fun.

If that sounds like quite a challenge, don't panic. We have divided this event into two classes: "fun" and competitive. So if you like the idea but aren't ready to take off on your own, you have company. See those folks over there on the breakwater? They are going



Gathered on the Lane's Cove breakwater at last spring's OARIENTEERING! are (left to right) Ann Banks, John Spencer, Tom Mailhot, Lola Bogyo, Joan Matteuzzi, and Tamsin Venn.

through the course with a mentor (John Spencer) to guide them every step of the way. You can join them, get some help in interpreting the instructions, do the course with the group and mentor, and still be eligible for a prize. Acknowledging the importance of luck in marine navigation, prizes for this "fun group" are awarded by drawing names from a hat.

There are just two competitive classes—one for kayaks and one for rowing boats. This is done to recognize the difference between forward-facing kayakers and aft-facing rowers.

THE INSTRUCTIONS

But let's suppose you want to accept the challenge. After you register, you will get a set of instructions and a copy of the chart of the area. (A set of instructions is shown on the next page.)

When you pick up your chart and instructions, you will tell the registrar how fast you want to do the course. You can go as fast or as slow as you like; your scoring will depend on how close you come to the speed you selected and how closely you follow the course. You will also get a log sheet that you will complete and turn in when you finish.

The next thing that you will do is to plot your course from the instructions. Even if you are new to plotting, you should have plenty of time. (A sample of a plotted course is shown on the chart of Ipswich Bay.) If you attended the CARC navigation workshop this winter, it will be easy. Once you have plotted your course, you take to your boat.

OUT ON THE COURSE

As you clear the breakwater and head toward open water, you realize that this really is different: instead of paddling as hard as you can, you are striving to control your course and speed. Your brain is as important as your muscles. Ahead, near a green "can" buoy, there is a friend in her red kayak. You are competing with her, but she probably has a completely different set of instructions and may have chosen a different speed. As you watch your compass swing to the course that you have plotted (276 degrees Magnetic) you note that the buoy is right on your course. You feel a sense of confidence in your compass and in your skill. But you remind yourself that it isn't over until you and your boat are back behind the breakwater.

You paddle along. This feels like three knots, the speed that you have chosen. You glance at your watch and realize that you started ten minutes ago, and that you calculated that it should take eight minutes to go from the breakwater to the can buoy. Not quite there yet, better speed up.

Alongside the can buoy, you note the elapsed time on your log and then swing your bow a little through west and watch your compass settle on 264, your course for the next leg. The instructions say to proceed for 1.6 nautical miles. You have calculated that should take 32 minutes at three knots. You note that it is exactly 1 P.M. as you round the buoy.

You paddle on, keeping your speed up a little and holding your course at

264. Twenty-five minutes from the black buoy, you spot what looks like a race buoy off to starboard. Then you note another one just ahead. It is calm, and the tide is slack. Alongside the buoy you see that it is labelled "Temporary Race Buoy" and that it has the letter "B" on it. You were to look for such a buoy, and alongside you pause to write the letter "B" on your log. You note the time as 1:30, and feel that you have done well.

But what is that 100 yards ahead? Another race buoy. You feel confident that you are at the right buoy and swing your bow around to take a bearing on Annisquam Light. You find that you can get a quick bearing by pointing your bow right at the light and noting the compass reading. You write your time and bearing on your log sheet.

A pulling boat passes you close by, heading for the buoy that you saw ahead. You remain confident that you are at the correct mark, knowing that the pulling boat probably has a completely different set of instructions.

Your instructions say that the next leg is on a course 112 degrees and is 0.56 miles long. You swing your bow to 112 and paddle on. You have calculated that it should take eleven minutes to get to the next mark. You feel that your speed was very close to the three knots you were trying to achieve so you paddle at that pace. But you resolve that one day this summer you will get out and do some measured miles, counting strokes per minute, to give you a better handle on your speed next time.

You paddle for about ten minutes and see that the rowing boat that passed you at the last mark has pulled ahead and is moving towards a buoy that seems a hundred yards away. Could be that his course takes him to that buoy too. Wonder how he is doing on time? He rounds the buoy well ahead of you.

Now you are alongside the buoy. It's marked "Temporary Race Buoy" and has the letter "G" on it. You look at your watch and see that you've taken thirteen minutes to reach it. Is this the right buoy? Have you been a little too slow? You look around and some distance away see several other similar white buoys bobbing in the chop left by a passing power boat.

Can't sit wondering — you think this is the correct buoy, so you log your

time and move on, noting that the tide has started to ebb and the current is moving out into Ipswich Bay.

Swinging your bow back toward Lane's Cove, you see that the sky has gotten hazy. You feel glad that you plotted the course from the last mark and steady your compass on 070 degrees. Should be at the next buoy, the green "can" off the Cove, in 23 minutes. You speed up your paddling, feeling that you were a little slow on the last leg.

Rounding the can buoy, you see that it has taken you exactly 23 minutes, just what you were shooting for. You log your time and head toward the breakwater.

You steady your course on the opening in the breakwater, noting that the course is 096 degrees, just what it should be.

Passing through the opening in the breakwater, you head for the small beach. You land and take your log to the registration table, log your finish time, and turn in your log sheet.

You have just completed your first OARIENTEERING! event. You feel a sense of satisfaction: using the same tools that Columbus, Magellan, and Blackburn used, you have found your way around an open-water course. Much of what they talked about at the winter Navigation Workshop is starting to make some sense.

THE SCORING AND AWARDS

In OARIENTEERING! each competitor is scored on how accurately he or she completes the course, both in terms of locating the marks and in terms of controlling speed. To eliminate the possibility of one competitor following another, several sets of courses have been prepared and each competitor selects his or her own speed.

You find, as the results are announced, that you have completed the course at nearly the speed you had selected, but that you had turned on the wrong buoy after the second leg. So the lady in the red kayak goes home with a new compass. But you go home with a new skill, new confidence, and a sense of satisfaction.

And just wait until next time!

OARIENTEERING! Instruction Sheet

June 15, 1991

Cape Ann Rowing Club

Log all data on the card next to the appropriate number.

All courses are in degrees magnetic. All distances are in nautical miles (n. miles). Time is in hours and minutes rounded to the nearest minute.

1. From Lane's Cove entrance, proceed on course 276 degrees magnetic for 0.37 n. miles. Where are you?
2. Change course to 250 degrees magnetic and proceed 1.3 n. miles. What is the letter on the Temporary Race Buoy at this location?
3. What is the bearing to Annisquam Lighthouse?
4. Change course to 312 degrees magnetic and proceed 0.4 n. miles. What is the number on the Temporary Race Buoy at this location?
5. Return to Lane's Cove, passing outside of Buoy "C 1" and get your finish time from the Race Committee Timer.

Please watch out for other participants on the course. If any participant appears to be having difficulty, please stand by until help arrives. Note the time that you expend and you will be credited with that time.

Scoring: Each participant starts with 100 points. Subtract 10 points for incorrect location in (1); subtract 10 points for incorrect buoy in (2); subtract 1 point for each degree the bearing is off in (3); subtract 10 points for incorrect buoy in (4); and subtract 1 point for each minute off anticipated time in (5). Decisions of the Race Committee are final.

(Cape Ann Rowing Club will hold its second annual OARIENTEERING! on Saturday, June 13, 1992. For information, please send a SASE to P.O. Box 1715, Gloucester, MA 01931-1715.)



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(CONCLUSION)

Rounding points always looks to be simple and straightforward work on the chart, but this is not always the reality. Periodically evaluating my progress might start telling me my passage seems to be taking a long time. Conditions can change as tidal circumstances change and unseen underwater reefs can begin producing breakers, or current flows will change and hinder my progress. Rounding a point or headland can test the skills and judgement of a kayaker, and are thus intellectually stimulating experiences as well.

Here at Tekegakrok Point the current and the wind were opposing me. As I slowly gained the point my eyes caught sight of something just beyond it on the windward side. It was a wooden wreck with ribs and large spikes projecting out of the surf. I thought of how tender my kayak's skin was, how soft and muddy the shallow bottom was and how cold the water was. I would have to be careful of such dangers.

The two-foot seas I judged to be the product of 15 knot winds. I trusted my Klepper in these conditions and felt comfortable with it. I knew I had a stretch of about two nautical miles to cover in this more exposed situation and that the wind conditions were stable. I kept a close eye on maintaining sea room and using the rudder to maintain my course. A rudder is very practical for dealing with quartering winds while I applied my strength to paddling forward along my course. I was headed 155 degrees and the wind was blowing from about 100-120 degrees.

As I was making my way down the point I decided I wanted to capture the character of the waves on my videocam because this would add some understanding of what being in these conditions is like to an audience. I feel more secure taking such pictures heading into the breaking waves than I do in following seas, so I felt that on my present course I could get my videocam from its waterproof bag be-

tween my feet in the cockpit and film the seas before the wind pushed me broadside up onto the beach. As it happened, a moment came when I did have to stop filming and paddle out from shore a ways with the camera dangling from my neck, because operating it took longer than I had anticipated.

My experience has taught me that the Klepper hull is designed to have a special heeling synchrony with waves such that, when a wave seems just about ready to jump into the cockpit, the kayak rolls away from the crest. These seas I was experiencing had the usual series of waves within which a few larger ones would come along in a predictable cadence. With all this, I could focus on my filming in relative security.

As I continued south at about 155 degrees I came to the estuary of the Mayoek River. Turning into it I found the entrance was typically restricted by a peninsula of mud colonized to a limited extent by plants. The channel wandered ambiguously through the shallow mud bottom. I began to notice this as I found my paddle blades were scooping up random mud samplings as the wind, now more behind me, blew me along. When I discovered there was not enough water on the eastern side and that paddling across mud was not my style, I took advantage of the wind and channel by heading down the western side of the estuary.

With my trusty multipurpose paddle also functioning as a bottom sampler and depth finder, I paddled and scooped my way down into the estuary. The wind was so helpful now that I expended little effort moving along except when I missed the channel and grounded out. I couldn't always see the channel because the black goopy mud was so churned up in the water. I did not consider what this high tide and pushing wind situation might become when I would later have to reverse my direction of travel.

I chose a peninsula for my campsite that had a convenient wat-

er depth and a sloping shoreline well covered with grasses onto which I could slide the kayak. After I had removed my camp gear I slid the kayak further up into the shelter of a shallow crevasse well above the water and moored it to firmly planted stakes. It was, after all, my only means of regaining the rest of the world.

This area was different than my earlier stops, it had a thinner layer of peat with numerous flat sterile gravel heaves nearly bare of any vegetation. The unusually large sizes and numbers of lichens, as compared to home, gave the terrain a blotchy appearance. They were so easy to collect that I proceeded to do so, pressing them into bibulous papers for taking home to study. The flatness of the area was punctuated with shallow depressions resulting from melted ice wedges. Facing eastward were a number of unusually deep four-foot ravines left by the melting of the wedges, and on the opposite shore extensive evidence of melted ice lenses existed in the form of slumped bankings.

As I scouted out lichens and other local flora, I noticed more than one jaeger flying by, so I lay in wait for their return, but they apparently had found game off to the south, so I walked that way hoping enroute to find perhaps some water inland. As I approached the jaegers I saw one actively hunting, hovering and then diving, and then I saw the large dark bird sitting on the tundra. It seemed unaffected by my presence so I carefully approached it, cameras ready. It roused itself on my closest approach with a yawning and stretching of its wings, and I realized I'd have to wait another moment before photographing it as this posture seemed somehow rather inappropriate for so elegant a bird. As it became alarmed by my presence, I took its photo and then followed it with the videocam as it took flight.

After a somber night I awoke to peer out into the estuary and take stock of conditions, only to

discover there was no water there, only mud, lots of mud, everywhere. Somehow I have never learned to paddle competently in mud. I suppose mud paddling might be feasible but I wasn't in a mood to consider this paddling technique, and the image of kedging across mud flats in my kayak became one of our being transformed into something quite unrecognizable. I decided I had best content myself with awaiting the incoming tide. A caribou skeleton just a few feet out in the mud from where I had landed the evening before was not reassuring to look at.

After several hours the water had returned sufficiently deep so I thought I could successfully launch. Unfortunately, it turned out to be not quite enough, and it appeared that this would be about the most I would get. Then I thought of the kindly assistance of the fair weather wind yesterday bringing me to this spot. It had pushed me along over the shallows and mud making paddling quite easy. Now I realized it was confronting me with a stiff challenge, blowing against me, and my kayak was not floating in the mud.

With great effort I pushed on the paddle and scooted along a few feet at a time, laboriously extracting my paddle from the mud after each forward thrust. The channel was nowhere to be found, it seemed to actually be the place where the mud was the softest. I thought it might be further out, but soon found I could no longer move the kayak ahead at all. Memories of being stuck in fresh ice a few feet from shore in past winters at home caused me to just simply back up. I had learned I had more leverage and strength backing up, so I backed into the area I had started from and then worked more carefully through the mud, having to several times back again to stay in what channel I could find of softest mud. It took much longer than I had expected to regain water deep enough to be afloat again.

Once I got outside, I was greeted with waves from that same 15 knot wind from the day before, only now the waves had had more time to build in size. I made my way back towards the point with the waves quartering my bow, and rounded the point leaving ample sea room to avoid being carried into the wreck by wind and waves. I had decided to go no further along the coast eastward against the wind, having experienced enough curious things there.

While heading back around the point, I had not found the following sea to be too threatening so I stayed about a mile offshore until I had gotten well past it. Then I discovered that this sea which did not seem too threatening on the windward side of the point was now

a following sea of disconcerting character. Every once in a while a cluster of larger waves would materialize and threaten to broach the boat around onto its beam ends. At these moments some wave tops would smack me full in the face. I was glad I had tied down my load below decks as well as having little on the decks themselves, so the seaworthiness of the kayak would not be compromised by shifting loads from the wave action. I always pack on a trip with this sort of sea conditions in mind.

I had to adjust the angle of the kayak to the wind in proportion to my progress speed to maintain my course, and this at times put me nearly broadside to the wind. I was glad I had the traditional Klepper "barn door" rudder on my kayak and stout Wenatchee paddle with strong square wide blades. I have had the experience of paddling a kayak with insufficient rudder and very narrow paddle blades in heavy winds and it was a grim and disappointing one. In that instance, my Arluk III refused to do anything but lay broadside to the wind, and only by most extreme exertion could I get it to veer off downwind. It was a moment best described as "having marginal control" and I felt not only helpless but foolish. Any experienced open water boater, especially a kayaker, should know the capabilities of his equipment in all conditions and venture forth with only the best.

I worked hard to keep my kayak headed where I wished to go, having to compensate for the effects that underwater topography apparently seemed to be having on wave patterns, which to my mind should have been more following than broadside as I followed the coast westward back to Barrow. It appeared that the southerly direction of the breaking waves was caused by some hydraulic mechanics from the drag the extensive shallows had on the end of a wave nearer to shore, swerving the whole wave from a westerly to a

more southerly direction. After a while I synchronized my paddling strokes pretty well with the wave pattern and relaxed a bit and hummed a tune to match the cadence of the wave pattern perfectly. I really didn't want to go for a swim in this icy water.

I arrived back in Barrow luckily before the anticipated arrival of migrating ducks from the east. I had been concerned about arriving at a beach lined with hunters intent upon shooting their winter supply of duck meat. Great swarms of shrimp were washing up on the beach and Sabine gulls were busily scooping them up out of the water. There were no ducks in sight. Some sandpipers and phalaropes were working the edge of the water also gathering shrimp. Some shrimp were even stuck to my kayak hull. The shrimp were very tasty raw and I could have eaten bowls full of them.

I unloaded my kayak and brought it up on land and began carting my gear to a good campsite near where I had camped earlier here. Soon my friends Marie and Salomi discovered that I was back and Mae arrived with her three-wheeler. She figured out how we could manage to load all the gear and the kayak onto it and take it all to my campsite in one trip. So with her at the controls and me balancing the load, we had fun realizing we looked like some sort of circus balancing act circling the cottages. We arrived successfully without losing anything, not even the 16' kayak.

The next few days I spent in Barrow visiting friends and scientists doing research there, and local exhibits. All too soon I found myself back at the airport being seen off by another Inupiat woman from that circumpolar family of Inuit who are so at home in this land. As the jet took off I gazed down at the mass of ice floes in the Chukchi Sea, another horizon for me to experience at another time.



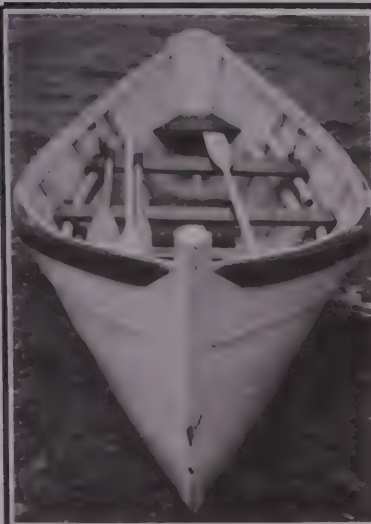
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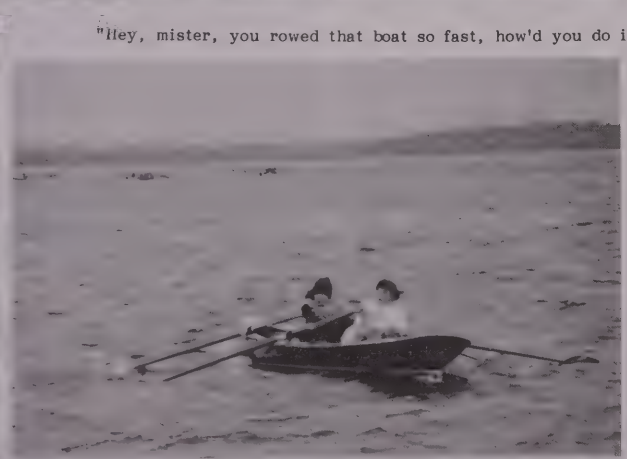
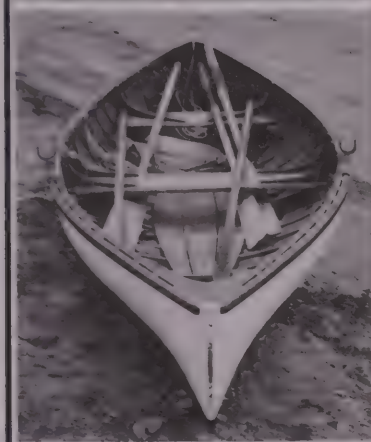
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These Banks dories were from Mystic Seaport's collection. A nice looking Piscataqua wherry gets launched. Look at all the sticks that "Liberte" needs. Getting the jump, Steve Woll gets away in his Crawford Chamberlain gunning dory ahead of the pack... but this young man in a Gloucester Light Dory was first dory home, and 4th overall to boot.



The Sound School from New London won the youth events held prior to the Snow Row itself in this big double ender. Hull's "Pilot" and "Egalite" get off the beach and head out, "Egalite" was second boat home behind the Pilot 26, "Ockham's Razor".



"Hey, mister, you rowed that boat so fast, how'd you do it?"



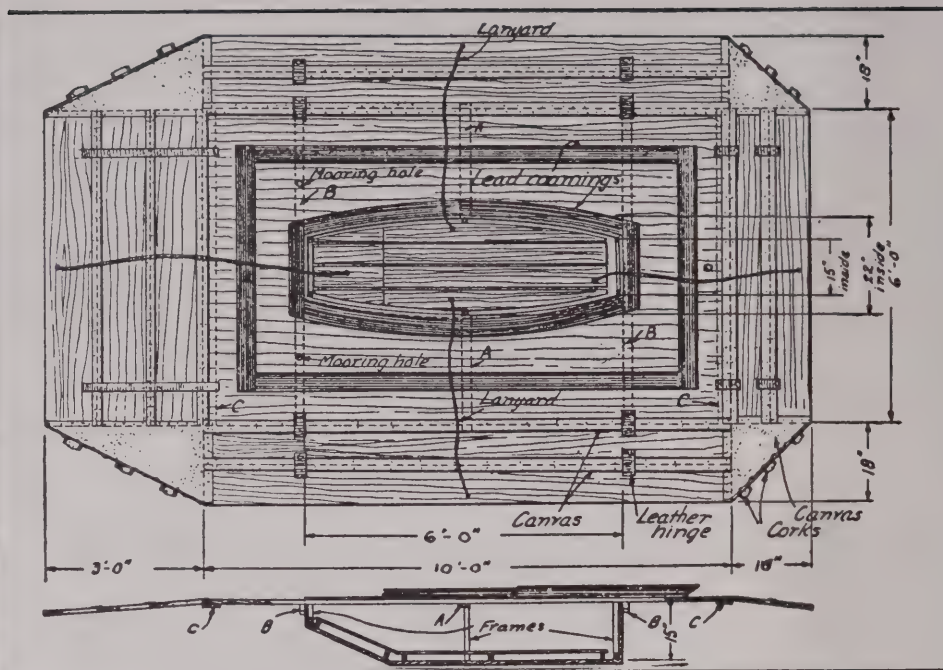
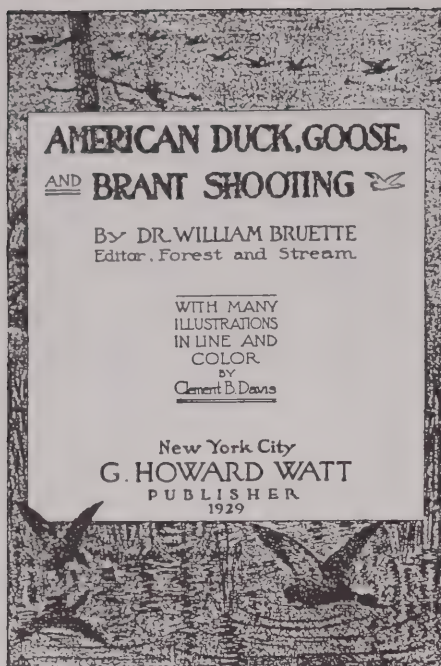
ELEVENTH ANNUAL SNOW ROW

As designer Chuck Mainville smiles, "Ockham's Razor", his Pilot 26, comes home first, far far ahead, crewed by Frank Mainville, Eric Jensen, Steve Rice, Jay Sullivan and coxswain Mary Luckyer.



Above: Full frontal lines, aren't they lovely!

Joan Mainville and Dawn Spunzo battle to get the Pilot 21 sliding seat boat headed into the wind.



HOW TO BUILD A SINKBOX OR SINKBOAT

Complete Instructions for Building a Camouflaged Sinkbox

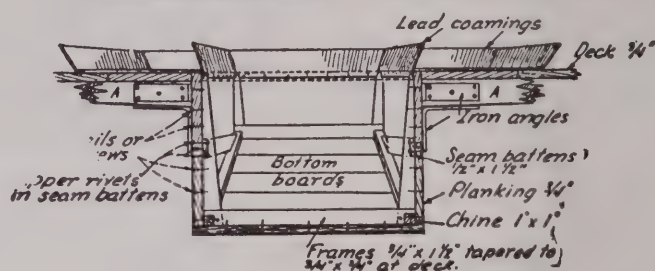
Successful duck shooting from a sinkboat depends upon just one thing—camouflage, and a big stool of decoys. Camouflage so perfectly done that the boat will fit into the surrounding water well enough to fool the wariest old duck afloat or awing. The sinkboat is almost, but not quite, exactly what its name implies, for it is sunk to the point where it will just remain afloat and no more, with the deck and coamings the only protection between the gunner and the deep blue sea. Obviously, such boats cannot be used in rough waters. The boat itself is nothing but a simple scow, made to fit either one or two gunners. The large wooden deck and the side wings serve to steady the scow and are practically awash at all times.

The boat is moored in position with a bridle at the forward or head end in such a way that she will swing easily with the wind. Once in position, a light anchor is dropped astern to hold her there. This anchor is worked through a hole in the deck or platform and should the wind suddenly veer to another direction, this anchor is raised off the bottom and the boat permitted to swing around until she is again head to the wind.

The scow part of the rig should be built first. It is 6 feet long to the outside of the planking, and the inside widths are 22 inches amidships and 15 inches at the bow and stern. She is 15 inches deep at the stern and amidships. The forward end is only 6 inches deep, the bottom slanting down to the 15-inch depth just forward of amidships. This makes it possible for the gunner to lie in the bottom with his head raised just sufficiently for him to see clearly in all directions.

Of course this part of the boat must be absolutely dry and too much care cannot be exercised in making it. The sides and bottom are made up of three-quarters inch material, preferably white cedar. Each seam in the bottom should be cut to a slight V-shape with the opening on the outside, so that it may be caulked lightly and puttied. The seams along the sides and ends are also made in the same way, but in addition to this are backed up with a seam batten, which may be laid in marine glue and riveted through, planking and batten, about every two inches. Marine glue in the bottom seams will also help matters somewhat.

The first step is to get out the frames, one for the bow, one at the stern, and a third exactly halfway between. These may be made of oak, and the dimensions are given in one of the drawings. The end frames are butted directly against each other as shown, and the bow and stern pieces will make them strong enough. The center frame is notched out at a point about halfway between the top and bottom to take the seam batten which will run to the after frame also, but not as far as the forward frame. The lower corners



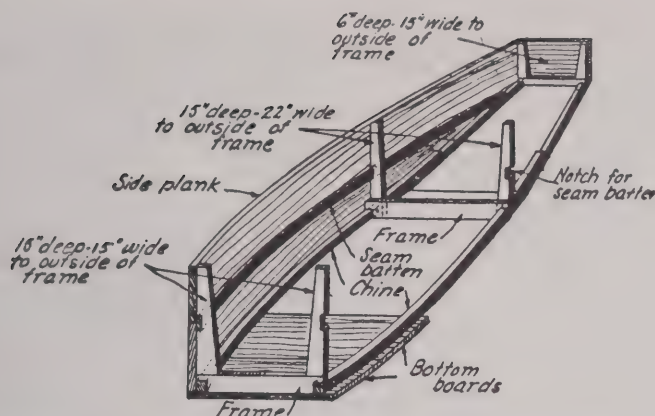
of all frames are notched out to receive the one-inch square chine log which should be set in even with the frame surfaces so that the planking will lie flush up against it.

Now suppose that we have the frames all cut to the proper dimensions. The next step will be to secure the bow and stern to their frames. Following this, the three frames should be set up on a wooden floor, upside down and rigidly braced in all directions. All three frames should have a piece nailed across their tops to hold them securely, and this same piece may be nailed to the floor. Thus we shall have the after frame, center frame and bow frame nailed down at exactly their proper spacing. The next step will be to get the seam battens in place, screwed to each frame and ready for the top plank, which, since the boat is being built upside down, will come down next to the floor. This plank will reach from the floor to the center of the seam batten and will run all the way from bow to stern. Where the bow end is cut up to form the scow, this plank will have to be trimmed off a little.

The chine logs will come next and by examining the drawings it will be seen that these only go as far as the beginning of the rise at the bow end where another piece is butted up against them at the proper angle to reach the bow frame. Where this butt comes, another piece should be fitted, overlapping each section, and screwed into place so that the two pieces are strong and rigid.

Now the other side plank may be put on, lapping over the other half of the seam battens and coming flush with the chine. It is a good plan to put marine glue in back of this joint just to make sure. The side planks are copper riveted to the seam batten although brass screws may be used here if necessary. It is not advisable to use iron or steel fastenings unless the boat is to be used in fresh water only.

The bottom planks will be fitted across the bottom, not fore and aft, and will be nailed or screwed to the edges of the side planks and also to the under side of the chine logs. Particular care should be exercised with the seams on all the planking, yet the wood should not be fitted too tightly for the water will make it swell and this may cause the planks to buckle and even come off. The writer remembers one fast runabout that was built in a heated garage during the winter and when she was launched in the spring, the light plank-



ing started to buckle within an hour and inside of three hours this boat was lying on the bottom of the Hudson River. Later on a professional boat builder had to completely rebuild her.

The V-shaped seams should be coated with some old paint and a thread or two of cotton wicking lightly pounded into place with a caulking iron or an old chisel. Some boat builders use a small steel wheel with a wooden handle, the wheel being ground down to a V-edge in such a way that it will run the caulking into a seam in short order. Before this paint is thoroughly dry, putty should be worked into each seam on top of the caulking and then the entire hull inside and in, should be given a couple of coats of good paint. Copious anti-fouling paint on the outside will do a lot toward eliminating "muskies" and barnacles in salt water.

The hull should now be freed of the floor and after the paint is thoroughly dry and the cross braces between the ends of the center frame have been removed, a few buckets of water should be thrown inside just to check up on any possible leaks. Of course the small leaks will close up by themselves with swelling in the water, but if there are any major leaks, now is the time to fix them.

The inside of the scow should be fitted with a light, slat framework upon which the gunner can lie without getting his clothes wet. This frame work may be set up on one-inch strips so that it will just clear the bottom. In passing, it is advisable to equip your sinkboat with a good sized sponge by means of which excess water can be bailed out. This sponge may be fastened to the boat by a lanyard because if it is lost overboard it will sink in a very few seconds. A sponge is probably the best means of ridding a boat of the last remaining drops of water.

The next step will be to get out the deck or platform. This is made up of three-quarters inch material, almost anything will do, nailed to cross pieces which are screwed or bolted to the ends of the scow. These cross pieces will be six feet long by an inch and a quarter wide and two and a half inches deep at the center, tapering off to about an inch and a half at the ends. In the drawing, these pieces are marked B. To add reinforcement, the piece marked A is located amidship where it is secured to the sides of the scow with iron angle pieces. The platform itself is six feet wide and these pieces, marked A, will stick out about an inch beyond the edge in order to give support to the hinged outer sections.

Holes will be bored in the platform, two at the bow and one at the stern, for the mooring lines and the platform will come even with the edge of the scow. In order to give some protection to the occupant of the boat, two sets of coamings are used, one directly at the edge of the scow and the other about halfway between that point and the edge of the platform. These coamings are made of lead, tacked down as shown and then bent up so that they will shed water. The inner coaming is tacked to the inside of the scow, the top of each frame being notched out to receive the lead. The tacks should be close enough together to make a fairly tight job and, where there is a joint, such as at a corner, there should be a considerable overlap so that the lead may be hammered together giving in effect, a single piece of metal all the way around.

The wing at the bow end of our sinkboat is considerably wider than the other three and is made up of three widths of twelve-inch board, three-quarters of an inch thick and each six feet long. These three sections are fastened together with a sole leather hinge in such a way that the entire structure may be folded back on the platform when it is time to tow home. In fact all the wing sections fold back in this way.

The joints between the boards are covered with canvas tacked down loosely enough to permit the boards to hinge over properly. At each corner another triangular piece of canvas is tacked in such a way that when the boat is in the water, she will present an unbroken line all the way around. Sometimes, the edge of the canvas nearest the water is supported by small cork floats but in any case a stout piece of manila rope should be sewed in at the edge to prevent damage.

The side and stern wings are made like the bow wing except that they are only half as wide. They are hinged and canvas is used over each seam as well as the seam between platform and wings. Each wing is equipped with a lanyard which should be secured to the cockpit where it cannot get adrift. These will serve to pull up the wings when it is time to quit for the day. Of course there is a light batten nailed around the under side of the platform to reinforce it at this point. This is shown at C in the drawings and will be one-half inch thick by three inches wide.

The platform or deck should be a fairly tight job, particularly where it fits around the scow. If there are cracks or holes here, the water, under pressure caused by even a moderate seaway, will shoot up through like young fountains.

The sinkboat as she now stands will require about 200 pounds additional weight to make her float at the right line, just level with the water. This may be made up by having iron decoys, each weighing between twenty-five and thirty pounds, arranged about the platform. Lighter wooden decoys should be used on the wings. Remember that these decoys will have to be considerably thinner in the body in order to make them appear as if they were actually in the water and not on deck. The total stool should be about 200.

In operation, the sinkboat is towed out by a small motorboat or outboard motored fishing boat. Once in position, the sinkboat is secured with the bridle and stern anchor so that the bow is into the wind. The assisting boat places the decoys, all within gunshot, and the pilot of the sinkboat arranges his iron and wooden decoys lying down in the bottom to await developments. Of course the sinkboat cannot be handled easily and it is for this reason that the attending boat should hide out and await the signals from the gunner.

The boat should be painted to resemble the water as closely as possible. Since the water is usually quite a different color early in the morning than at full noonday, it might not be a bad plan to get up at dawn just to match the proper colors. Of course the hunter should also be clothed to match the boat or as nearly so as possible.



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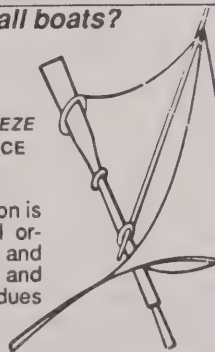
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Some More Thoughts on Building with Plywood

ABOUT PLYWOOD

Gregg Shadduck's "Thoughts on Building with Plywood" in the February 15th issue prompts me to submit my views. Over the years I have used just about all kinds in boatbuilding and have learned a few things.

A common problem with lumberyard grades of exterior plywood is the voids that run across panels where adjoining layers of core material have not been closely butted together. If water gets into these, problems can arise later. Should it freeze it will expand and fracture glue lines. If this should happen in a forward part of a hull where the plywood takes more of a bend to meet the stem, the plywood could crack along the void line. Even should this not happen, a soft spot will affect the fairness of the bend and will show through any paint.

I have used two ways to deal with this. Once the sheet of plywood has been cut into hull panels, it is usually easy to see any void that goes all the way through. The size of a void can be determined by probing it with some stiff 1/16" wire or welding rod. It is possible to table saw a slim sliver of wood that can be pushed into any such void to fill it. I run Weldwood glue into the void before pushing in such a filler strip, and also brush the glue onto the strip itself before inserting it into the void. Another way to fill such a void is to prop the plywood on edge so that the void runs vertically and pour resin into it until it begins to run out the bottom end. I then plug that with tape or a plug and pour resin until it tops out and no more bubbles emerge.

Invisible voids in core material caused by knotholes generally have no openings where water can get into them. But when a sizeable void happens to occur where the

plywood bends going onto the hull forms, a glossy paint job is likely to show a flat spot where the hidden void is. To locate any such unseen voids I go over the entire surface of a panel pressing with my thumb to locate the soft spots where such voids exist. Any I find I outline approximately with pencil. With the panel stood against a wall, I drill two 1/4" holes into the void area, one at its top, the other at its bottom. I fashion a half-funnel from paper or cardboard and tape this over the void so its bottom apex is over the upper hole I have drilled. I then slowly pour resin into this until it begins to emerge from the lower hole, at which time I seal that with a bit of tape, and continue pouring in resin until the bubbles cease to appear. Taping over the upper hole after removing the half-funnel will hold the resin in until it cures.

On another plywood topic, splicing sheets by bevelling scarfs on the the mating edges for glueing, I feel this is too much work. With a saber saw I cut a series of deep vees into the end of one of the plywood sheets, four to six inches deep and one to two inches wide. I then use this end as a template to layout matching vees on the other sheet to be joined. I rasp off any really serious high spots but, using the gap-filling properties of epoxy glue, I am not concerned with small to moderate gaps. Sanding the glue joint after the glue hardens will result in a panel that will show no joint when painted later, and will be very strong at the joint with little fuss over its original fitting.

Bob Whittier, Duxbury, MA.

MORE ABOUT PLYWOOD

Let me respond to Gregg Shadduck's "Thoughts on Building with Plywood" in the February 15th

issue from the viewpoint of a plywood worker rather than a consumer of plywood. The co-op I owned a part of was known for its high quality marine plywood.

Differences between marine and exterior are more substantial than a vague "quality of internal plies". Our marine core was zero-void glued together before lay-up, unlike exterior which could have up to 30 1" holes plus core seam gaps. Our wood was always Douglas fir or better, but never hemlock, pine or white fir.

Core thickness is another factor in quality. Our marine was thin 1/8, 1/10, and occasionally 1/16, instead of 1/6, which resulted in up to 9 to 11 plies rather than 3 to 5 in 3/4" or thicker plywood.

Another misleading half-truth is that the glues are the same so the strength is the same. Not so for us, our steam presses were adjustable for a variety of heat and pressure and length of cure formulas. The glue for interior grade was the same but I dare you to use it in a boat. Marine was laid up under higher pressure at higher temperatures for longer time periods so penetration of the glue was assured.

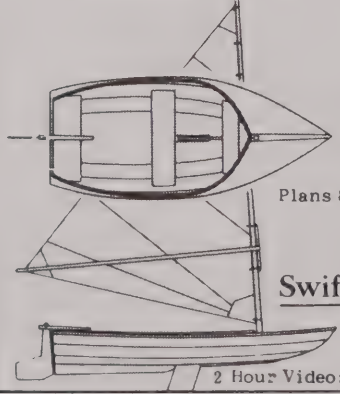
Perhaps the best solution for laminated wooden boats is not to use flat stock but to cold mold with epoxy where the layup shape is built in as structural strength and virtually prohibits any end grain moisture creep into the plies.

I have built some serviceable little sailing and rowing craft from B-B exterior shopgrade plywood with glassed seams, and have had no problems. But I would never invite Gregg to put his life at risk at sea later for minor savings on building materials for his "get-away" dream boat.

Gary Clarke, Yacolt, WA.



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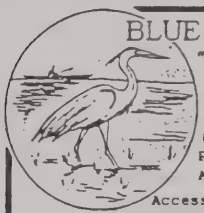
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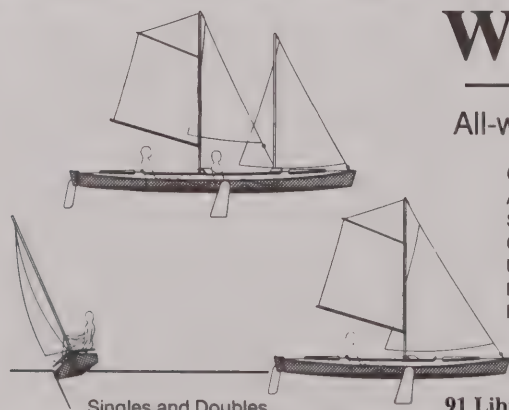
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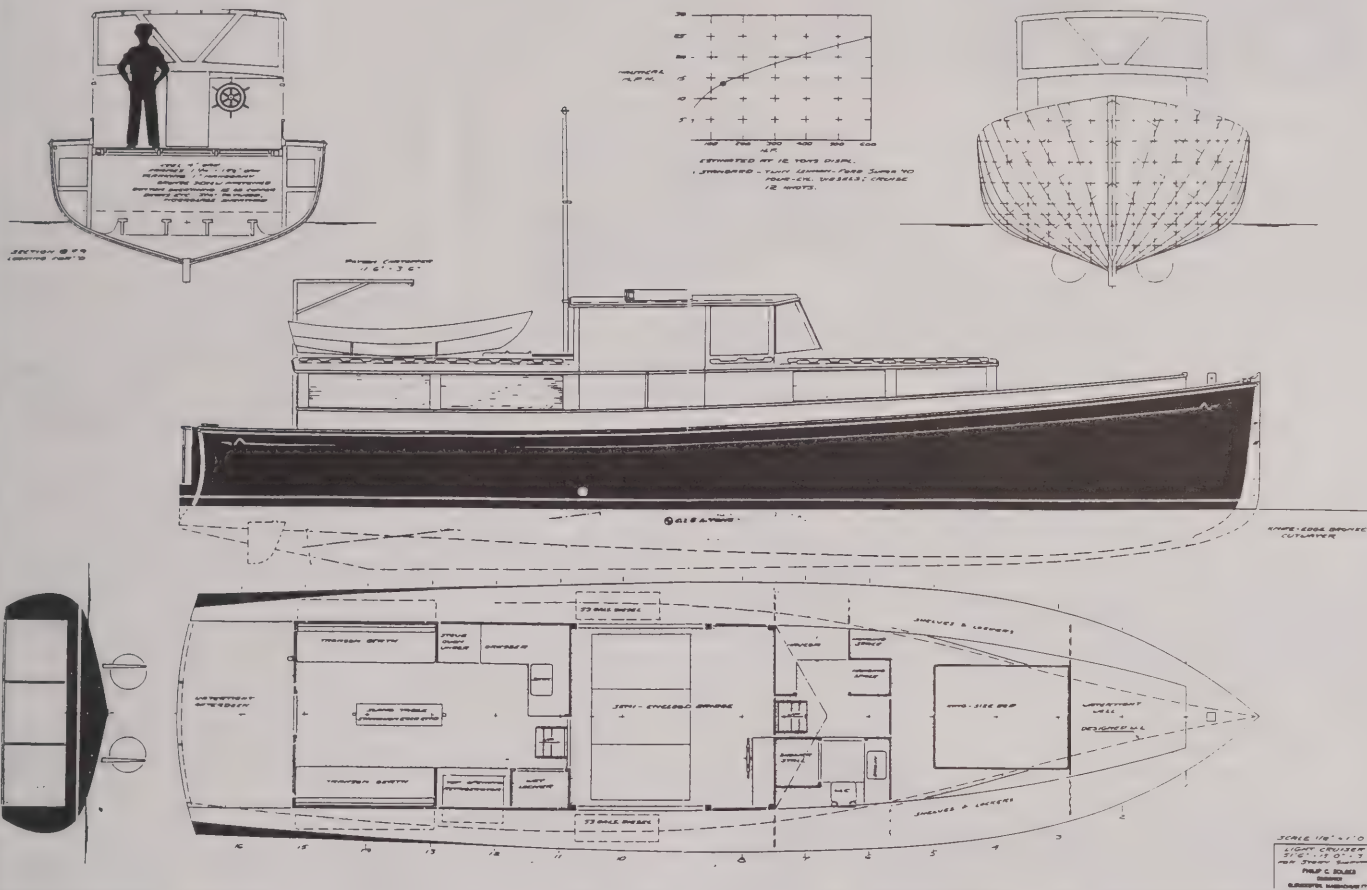


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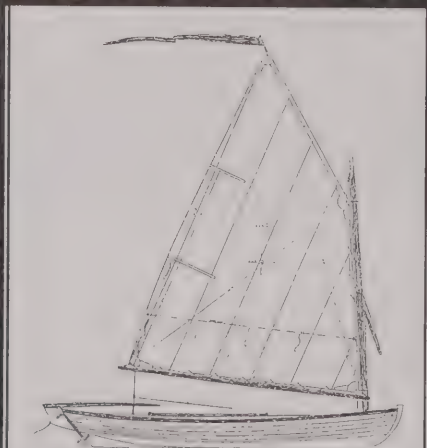
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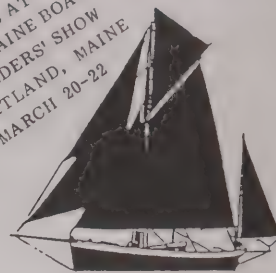


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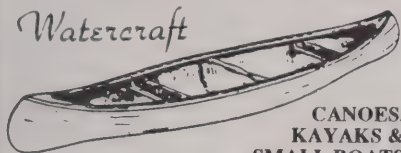
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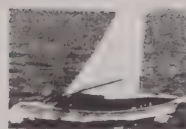
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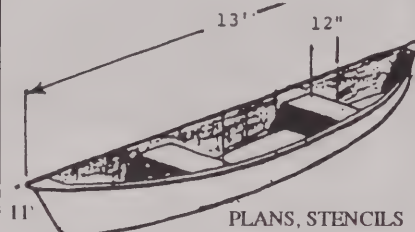
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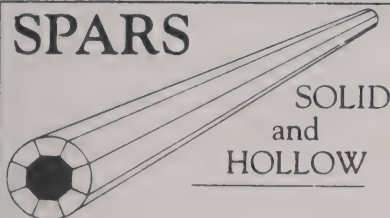
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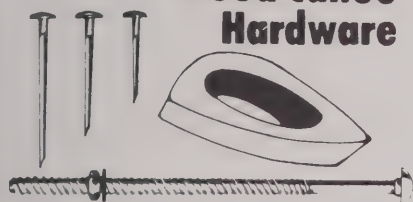
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"THE FLIGHT OF THE DAMN FOOLE" by Tom, now in book form, 232 pages of Tom's most recent adventures in his Townie, profusely illustrated. Only \$8 postpaid. TOM MC GRATH, 11 Severance St., Lynn, MA 01904. (TF)

SLEEPER: 7'10" car-toppable sailing cruiser. Sleeps two belowdeck. Plans \$35, info \$3.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (18-93p)

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)

SUMMER RENTAL. Victorian cottage on Long Island South, Casco Bay, ME. 3 bd-rms, woodstove, solar shower, oil lamps, porch & deck, deep water mooring. Rustic & charming. Aluminum rowboat provided or bring your own. \$250/wk. H. MEADE, Hamilton, Ma, (508) 468-4697. (22)

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)

SAN FRANCISCO BAY PELICAN in gd cond w/galv trlr & 1-1/2hp OB, \$1,000. NEWTON BORDEN, S. Weymouth, MA, (617) 335-2399. (22)

TRADE, National Pressure Cooker Co. Martin 60 OB for pr of used 9' oars. JOHN STILGOE, Norwell, MA, (617) 659-2090. (23)

15' GLOUCESTER DORY, epoxy on okume, burgundy hull, bright interior w/mahogany seats, double oarlocks. Abundant construction man-hours. Pretty, \$900. Will consider delivery. G. SHEPHERD, St. Louis, MO, (314) 664-6562. (22)

14' PACIFIC PELICAN, blt by O'Connell's Wooden Boat Shop. Marine ply, epoxy & FG. lug rig, trlr, full fitted cover, boathook & spars, OB bracket, kick-up rudder. All in exc cond. EDWARD STECHER, Punta Gorda, FL, (813) 637-1369. (23)



16' CATBOAT, FG hull, spruce spars, SS rigging, full ballasted keel w/cradle. Gd cond, \$2,000 or DO.

JON LUND, 21 Second St., Hallowell, ME 04347, (207) 622-4843. (23)

17' ROWING CANOE, looks like a Rangeley boat, but canoe blt. Nds minor hull repair, new gunwales, \$250.

TOM HALSTEAD, 5 Ocean St., Manchester, MA 01944, (508) 526-4548. (23)

WANTED. Equipment & hwr for traditional 42' cutter. 10 - 6" round bronze portlights, 62' spruce mast or fittings for same, 21' wooden boom or fittings, 60lb CQR, bronze cleats & deck hwr. B. SCHWARZMAN, Falmouth, MA, (508) 540-5432. (23)

18' HAMPTON ONE-DESIGN, classic sloop, glass over oak, mahogany, in exc cond. Cosmetic restoration 80% compl. W/trlr. Great daysailer, \$950.

ERIC SAYRE, Saundertown, RI, (401) 295-1229 eves. (23)

23' STONEHORSE SLOOP, beautiful 1979 traditional full-keel pocket cruiser by Edey & Duff. Blue/white hull, tanbark sails, wishbone boom, 7hp Westerbeke diesel, fully equipped, many extras, exc cond. Now in San Francisco Bay area. Price delivered on east coast, \$14,500.

EARLE CADWELL, Lafayette, CA, (510) 935-5840. (23)

WANTED, "Outboard Sail" or sail rig for a "Porta Bote" folding boat.

STAN PIQUET, P.O. Box 45, Warrens, WI 54666. (23)

WANTED, 16' FG Whitehall rigged for sailing & rowing, in decent cond, w/wo trlr.

JOEY & SUSAN SCHMIDT, 1403 Carolina Ave., Durham, NC 27705, (919) 932-3420. (23)

NEW DELUXE SAN FRANCISCO PELICAN w/best material & workmanship. Marine ply, sil bronze fastenings, compl w/dacron sails, Yamaha 25K OB. No trlr. Also bldg jig used one time.

M.W. LOWERY BOAT YARD, Tilghman, MD, (301) 886-2268. (23)

18' FENWICK WILLIAMS CATBOAT, 1989, cedar on oak, Kermath marine engine. Slips 2, Edson steering gear, cockpit & winter covers, sturdy cradle, dacron gaff rig sail, cushions, stove, porta-potti & extras, \$22,500. Hauling to you can be arranged.

WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (23)

19'x13' TRIMARAN, FREE to a good home. Home-blt, West fastened plywood, verv stable & dry. Nds sails, rig, rudder connecting beams.

PETER HEYSE, 24 Graves Ave., Guilford, CT 06437, (203) 453-1335. (23)

PROPELLOR, 2-blade 16x17 RH, 7/8" bore, \$70.

WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (23)

WOULDN'T YOU LOVE IT, to make money w/yr boat? Established charter co. seeks 35'-40' sail & power boats for brokerage. More info?

SPINDRIFT CRUISES, Box 399, Tenants Harbor, ME 04860, (207) 372-6245. ((23))

5HP BRITISH SEAGULL OB, 1983, long shaft w/alternator, \$350.

RICHARD DOWNES, 170 River St., Weymouth, MA 02191, (617) 335-6677. (23)

17' OLD TOWN HW WOOD/CANVAS CANOE, 1949, w/sponsons. Grt canoe for big water, waves, etc. Stable, maneuverable & fast. Exc original cond. Green/gold stripe. Floorboards, backrest, paddles, \$900.

SUE AUDETTE, Mansfield, CT, (203) 456-0558. (23)

WOOD/CANVAS CANOE CLINICS: Repair clinic June 5-7. Building course July 13-19. Build your own wood/canvas canoe July 13-26. Request brochure.

ALEX COMB, Two Harbors, MN, (218) 834-5037. (23p)

CANOE PLANS. Full size patterns for woodstrip or wood/canvas. Also canoe fastenings & supplies.

STEWART RIVER BOATWORKS, Rt. 1 Box 203B, Two Harbors, MN 55616, (218) 834-5037. (23p)

28' ELDRIDGE MAC GINNIS NOVI, raised deck, blt 1956. Cedar on oak, hull sound, engine runs. Hurricane "Bob" damage to superstructure. Sell for \$4,500, track for bronze Beetle Cat, interesting boat, boat building materials.

STEVE SMITH, Eastham, MA, (508) 996-9971 days, (508) 255-8226 7-9pm. (22)

1957 15-1/2' LYMAN, all original, w/35hp Gale, \$800. Also 1948 16' Special Runabout hull w/little hwr, \$300.

ERWIN LAITENBERGER, 2806 Union St., Rochester, NY 14624, (716) 594-8533 eves. (22)

FLATWATER KAYAKS, 2 Wenonah Orion ICF, FG, never seen water, one over-rudder, one under-rudder. A steal at \$575 ea.

SUE AUDETTE, Mansfield, CT, (203) 456-0558 eves. (23)



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. (22)



CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.

MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17 S., Elizabeth City, NC 27909, (919) 335-1453.



ALDEN "O" BOAT SLOOP, blt late '30's or early '40's. 18' open cockpit daysailer. Wood, cedar over oak, new Duradon tanbark sails, new running rigging, lazy jacks, new varnished brightwork, new canvas decking, new cover, new galv keel support trlr, British Seagull OB, spruce mast, matching boom, misc gear. Dark green hull, gold accent stripe, beige deck, tan seats. A carefully maintained classic wooden boat, easy to sail, easily trailered and easily downrigged, with a graceful sheer, a real eye-catcher.

RICHARD VOGEL, Philadelphia, PA, (215) 592-0161 days, (215) 438-4106 eves. (22)

DOWNRIVER KAYAK, "River 81" blt by West Side Boat Shop. Kevlar constr. \$595

JAMES ROGERS, 174 Old Boston Post Rd., Saybrook, CT 06475, (203) 395-0674. (22)

14'x22" CHAIKA SEA KAYAK, FG, easy handling & vy stable, tracks & surfs well, weighs 40 lbs. For person under 5'8". \$700 firm.

CONNIE & TOM ADAMSKI, Redding, CT, (203) 938-8991. (22)

BOATS, MOTORS, TRAILERS: 1987 Suzuki 65hp OB, oil injected, power tilt & trim, w/controls, just dealer serviced, \$1,750. McKee Craft Anha w/1992 trlr & steering, \$1,500. Old Jon boat, \$275. FG sailing dinghy, \$399. Laser sailboat, \$899. Homemade trlr, strong, w/roller bunks, \$250.

FRANK CLOUSE, Worcester, MA, (508) 791-4766. (22)

TWO CANOES: New 15' Allagash Solo V-bottom, \$290. 18-1/2' Crozier racing canoe, 1982 or so.

MARC LESSARD, Milton, NH, (603) 652-7671. (22)

MIGHTY MITE 2HP OB, like new, vy low hrs, \$200.

DAVID VANSTONE, Norwalk, CT, (203) 857-4212. (22)

21' BAY HEN gaff cat sharpie, 1985. Galv trlr, 4hp Evin, 1990, fully optioned. Immac, \$4,500 or trade for Dovekie or small houseboat.
BILL LONG, 701 Main St., Riverton, NJ 08077, (609) 786-1599. (22)

9'x4' MINIATURE DORY, flotation fore and aft, oars, oarlocks. Mahogany ply, bronze fastened, taped seams. Will deliver reasonable distance. \$375.
JOE ROGERS, Framingham, MA, (508) 872-4206. (22)

SS BEER KEG, w/welded ring each end, make a nice mooring buoy. Asking \$10.
JOE ROGERS, Framingham, MA, (508) 872-4206. (22)

BOAT PORTRAITS BY CROCKER. Excellent boat portraits by Bill Crocker; water color, pen and ink, acrylic. Write for details.
BILL CROCKER, P.O. Box 333, Manchester, MA 01944, (508) 526-1834. (22)

BEETLE CAT, gd cond, 2 sails, extra CB. Nds Spring commissioning. \$900.
MALCOLM WATSON, Westport, CT, (203) 259-1708 days, (203) 226-3606 eves. (22)

PALMER MARINE ENGINE, (1H-308), 6 cyl gas. Compl except for gear. Exc running cond. \$650 or BO. May possibly negotiate for 2:1 Paragon gear with engine.
ANTHONY TOPOLSKI, Eden, MD, (410) 546-1542. (22)

FORD MARINE DIESEL, 4 cyl compl w/heat exchg, pump, gear. Like new w/less than 300 hrs. \$3,600 or BO.
ANTHONY TOPOLSKI, Eden, MD, (410) 546-1542. (22)

14' FLAT BOTTOM WOODEN CANOE w/cane seats & wood trim. Set up for tandem or solo paddling and rowing with oar sockets. 39" beam, great for fishing & hunting. Asking \$695.
JOHN HUNTER, Burlington, CT, (203) 583-2271 eves. (22)

1965 OLD TOWN 18' GUIDEBOAT, square back. Restored, canvas covered cedar strip. Asking \$1,595.
JOHN HUNTER, Burlington, CT, (203) 583-2271 eves. (22)

WINCHES OR PARTS WANTED, Wilcox-Crittenden #6 or #8 in any condition to replace or refurbish 3 damaged winches on old sailboat. Tell me what you have.
BOB TITUS, 12707 Murphy Rd. #84, Stafford, TX 77477, (713) 495-9737, aft or eve. (22)

WANTED, plans for Nipper 12, cat-rigged boat originally sold by Ray Greene Co. of Ohio.
TOM GRIMES, Muncie, IN, (317) 759-5080. (23)

14' AQUA CAT CATAMARAN in vy gd cond w/new sail. Asking \$900.
JOHN HUNTER, Burlington, CT, (203) 583-2271 eves. (22)

DOWNRIVER KAYAK, "River 81" blt by West Side Boat Shop, kevlar constr, \$595.
JAMES ROGERS, 174 Old Boston Post Rd., Saybrook, CT 06475, (203) 395-0674. (23)

BOAT PLANS, never used: Steve Redmond's "Elver" 20' canoe yawl mini-cruiser, \$25. Steve Redmond's "Blue-gill" 15'4" OB utility & sailing skiff, \$12. Phil Bolger's "Gypsy" 15'4" sailing & rowing boat, \$20. William Short's "San Francisco Pelican" 12' sailing dory-pram & "Great Pelican" 16' mini-cruiser, \$20. John Marples' "Gull" 12' dinghy, constant camber constr incl panel making instructions, \$20. Benford Design Group's "Small Craft Plans" book, \$10. All prices incl postage.
PAT GIORDANO, 438 Acorn Hill Rd., Olivebridge, NY 12461, (914) 657-2889. (23)

1929 24' CHRIS CRAFT COMMUTER, made from a triple cockpit. See Sept. '89 "Classic Boating Photo Album" pg 4 for picture. M engine, Hull # 2314. Gd cond, \$14,000.
ERWIN LAITENBERGER, 2806 Union St., Rochester, NY 14624, (716) 594-8533 eves. (22)

BIRCHBARK CANOE BUILDING COURSE, June 27-July 12, 1992, or July 18-August 2, 1992, on Lake Superior (Wisconsin shore). \$750 U.S. including lodging.
DAVID GIDMARK, Box 26, Maniwaki, Quebec J9E 3B3, Canada (No phone). (4p)

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.

WINDMILL CLASS SLOOP, mahogany ply hull restored in 1990. Good spars & gear, useable sails. No trlr, but delivery negotiable. A steal at \$600.
TONY DIAS, Wallkill, NY, (914) 895-9165.

SUNFISH, compl w/trlr, spare tire, sail 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 CRIMES, Muncie, IN, (317) 759-5080. (23)



1970 KITTIWAKE 23' SLOOP w/mooring & dinghy on Wye R. (8 miles from St. Michaels, MD). Sell for \$6,000 or partnership \$3,000 w/right party.
JIM FISCHER, SR., 3805 Font Hill, Ellicott, City, MD 21042. (22)

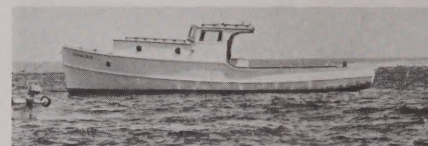
BEETLE CAT, by Concordia, 1982, original owner. Immaculate cond, yard trlr & lifting rig. \$1,800 firm.
WILLIAM FOX, Stone Harbor, NJ, (609) 368-2052. (23)

CANOE & BOAT CLEARANCE. 12' Penn Yan Cartopper, can be used as is, \$750. 14' trapper's canoe, probably home-made, nds canvas & rib work, \$75. 16' Adirondack guideboat, hogged bottom, nds ribs, plank work, gunwales, etc., but could be restored or used as lawn ornament, \$150. 16' canoe (UFO), might be Gerrish, nds canvas & gunwale work & some ribs, \$200. 12' cartop square stern boat, may be Penn Yan, nds canvas & minor woodwork, \$150. 16' Piscataqua River wherry built with class at Strawberry Banke, a nice rowboat only 2 yrs old, \$1,300. I need a good used pickup truck, 8' bed to haul lumber, canoes, etc., will trade boats or restore your canoe or boat for a decent truck.
KEVIN MARTIN, Epping, NH, (603) 679-5153. (22)

PAIN BOAT, older John Berry design C-1 w/spray skirt & air bags, as featured on the cover of "Appalachian Whitewater Vol. 3". \$250 or interesting trade.
BOB MILGATE, 13 Gloucester Ave., Gloucester, MA 01930, (508) 283-0158 aft 6pm. (22)

1986 DOVEKIE, Edey & Duff's classic 22' ultra-shoal draft leeboard cruiser. Phil Bolger design. Trlr, new motor, compl cruising package, many extras. Forced to sell, \$7,500.
JIM SEARLS, Madison, WI, (608) 231-2054. (1)

WAYFARER #4100, 16' sloop, on trlr, w/sails/spinnaker. \$1,900 or trade for Laser or similar, or old BMW motorcycle or aluminum boat w/OB, or tickets to New Zealand.
MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444. (23)



32' CLASSIC COASTWISE CRUISER. Boating from another era. Running gear in exc shape. Gas powered. Slips through the water with a minimum of fuss. \$3k.
JOHN BEIRNE, Ipswich, MA, (508) 356-7485. (23)

20' ELVER CANOE YAWL, cedar on oak, W.E.S.T. epoxy throughout, mahogany trim, fir spars, new sails & rigging. 95% compl, nds cosmetics to go sailing, \$3,200 as is, \$4,000 if compl.
CHARLIE AKERS, Orlando, FL, (407) 658-0622. (23)

WANTED, Wianno Senior mainsail, please call w/details & price.
DOUGLAS NEMETH, Narragansett, RI, (401) 783-5435. (23)

16' PETERBOROUGH SPEEDSTER RUN-ABOUT, cedar strip w/18hp Johnson OB & tank. Nds some restoring, \$500 or BO.
G.B. ROBBINS, Hingham, MA, (617) 749-1312. (23)

14' O'DAY JAVELIN sailboat, extra mainsail, small cuddy, Bristol shape, many extras, galv trlr, \$1,600 or BO.
DOUG WATT, Winter Haven, FL, (813) 293-3408. (23)

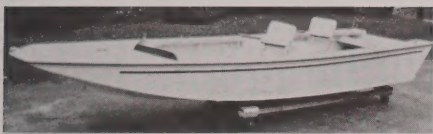
22' MARSHALL CAT, 1965, FG but w/wood stove cockpit. Slps 4, Skippy Shipmate & alcohol stoves, aluminum spars, 25hp Atomic Four FWC gas, \$15,000.
TOM STETSON, 261 Quissett Ave. Falmouth, MA 02540, (508) 548-2768. (23)

ARE YOU A J.H. RUSHTON LOVER? The Rushton Association of Canton, NY, is now organizing. If you are interested in becoming a charter member just drop us a line. A brochure will follow later.
RUSHTON ASSOCIATION, Box 286, Canton, NY 13617. (23)

ALUMINUM LIFEBOAT, British 26'x8'6", hull in exc cond, capacious & extremely stable, \$1,300. Diesel engine w/gearbox & shaft also available.
PAUL SCHWARTZ, Beverly, MA, (508) 927-3643. (23)

THREE BOATS: 12' Bobcat, Bolger catboat, dark green hull w/bright oak trim, \$2,900. 19' Thompson, lapstrake plywood, 75hp OB, stripped & ready to refinish, \$500. New 19' Oregon Power Skiff, rated for 90hp OB, marine sapele plywood w/teak side decks, \$3,500.
KURT, MD, (314) 946-8222. (23)

15'6" CAT KETCH SHARPIE. Wizening owner of a fine camp-cruiser/daysailer seeks a new young master for this pretty boat, \$975.
PETER WATTERS, 55 Magazine St. #52, Cambridge, MA 02139, (617) 492-6467. (23)



16' OUTBOARD BOAT, professionally designed and built for a magazine "how-to-build" article. Used only a few times. New cond. Garvey style semi-vee bottom. Accepts 20" long shaft OB from 20hp-50hp. Neatly & durably built of quality materials. Gd utility boat, 2 pedestal seats & large cockpit. \$950. Neat wooden trlr to go w/it, \$250. Send for photos & more info.

BOB WHITTIER, Box T, Duxbury, MA 02331. (23)

9' LARK DORY, bronze fastened, taped seams, flotation fore & aft, oars & oarlocks, \$375. Will store & deliver reasonable distance.

JOE ROGERS, Framingham, MA, (508) 872-4206. (23)

SPRING CLEARANCE. 16' San Francisco Great Pelican on trlr compl w/new sail, rigging, hull nds work. 14' sharpie on trlr w/new full glass batten sail, U.V. jib & roller reefing. All offers considered. Cray Marine 4-cyl w/Paragon 2:1 reduction gear, for parts only, \$50.

STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (23)

16' CHESAPEAKE BAYCRABBING SKIFF, classic workboat design & constr, circa 1960. main, jib, wood bright finished spars & daggerboard, tiller & rudder. Tilt/swivel trlr in decent towable cond. Boat sound & sturdy, nds paint. Rigging & sails in exc cond, \$650. Delivery possible.

KIM TATE, 236 Melonie Dr., Chesapeake, VA 23320, (804) 482-4280. (23)

14' PHANTOM, like a Sunfish only faster. Can be cartopped. Gd cond, \$500 or BO.

KEVIN HARDING, P.O. Box 4094, S. Chelmsford, MA 01824, (508) 256-8681. (23)

WANTED, old Beetle Cat.

LEONARD POLAK, 607 S. Sandusky Ave., Bucyrus, OH 44820, (419) 562-8218. (23)

22' FRIENDSHIP SLOOP, "Retriever", the last full-sized replica blt in Scituate, MA, by Warren "Scotty" Gannett in 1943, has been well maintained by the Rices of Scituate for the past quarter-century, and has provided them with daysailing and coastal cruising from the waters of Narragansett Bay to Camden, Maine. Her main is 2 yrs old, the roller furling jib & club staysail are also fairly new. She is rigged w/deadeyes and is equipped w/Volvo inbd, propane cookstove, VHF, & new depthmeter. She is offered for sale w/cradle at Young's Boatyard in Scituate, MA, for \$4,500.

BENJAMIN RICE, Shrewsbury, MA, (508) 842-0723. (23)

ADIRONDACK GUIDEBOATS. The largest selection of guide boats and historically correct accessories available from one source. Ten models, paddles, oars, yokes, seats and hardware. Free information and video available.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (TF)

RUNABOUT WINDSHIELD, new, neat, mahogany frame, safety glass. 53" wide x 16" high, 2 lights in central straight across panel, plus 2 streamlined shaped side wings 24" long. \$50 plus shipping if any. Write for drwg & photos.

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7'7" NUTSHELL PRAM, mahogany plywood, compl sailing rig, Shaw & Tenney oars, gd cond, \$700 or BO.

DAVID VIRTUE, 67 South St., Portsmouth, NH 03801, (603) 433-2258. (23)

14' STURDEE CATBOAT, 1980. Incl 1978 4.5hp Mercury OB w/gearshift F.N.R., galv Lady Bee tilt trlr w/winch & mast support, BO.

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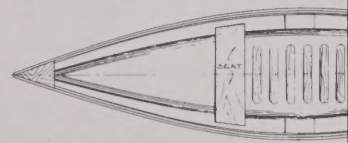
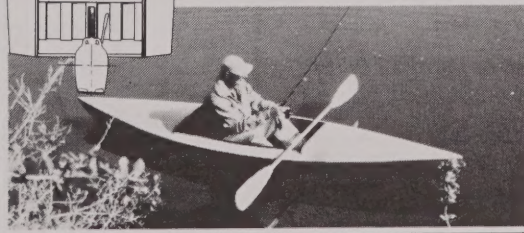
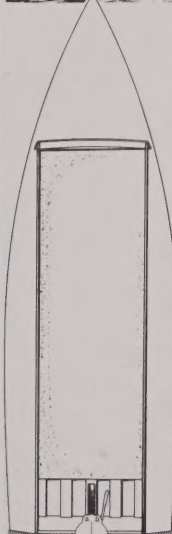
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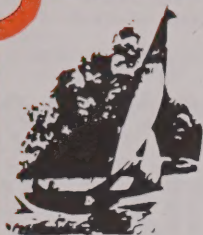
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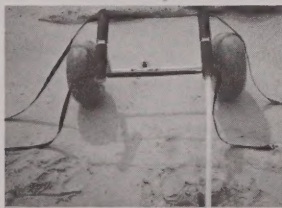
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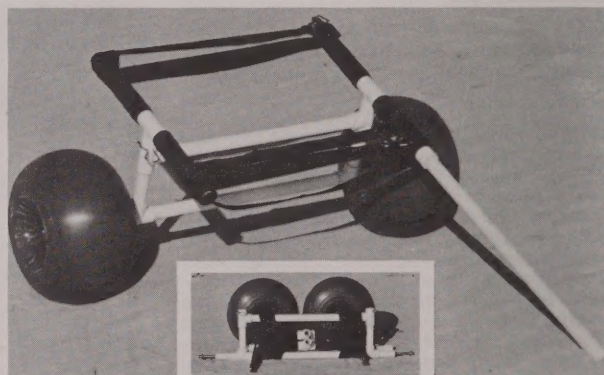
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