

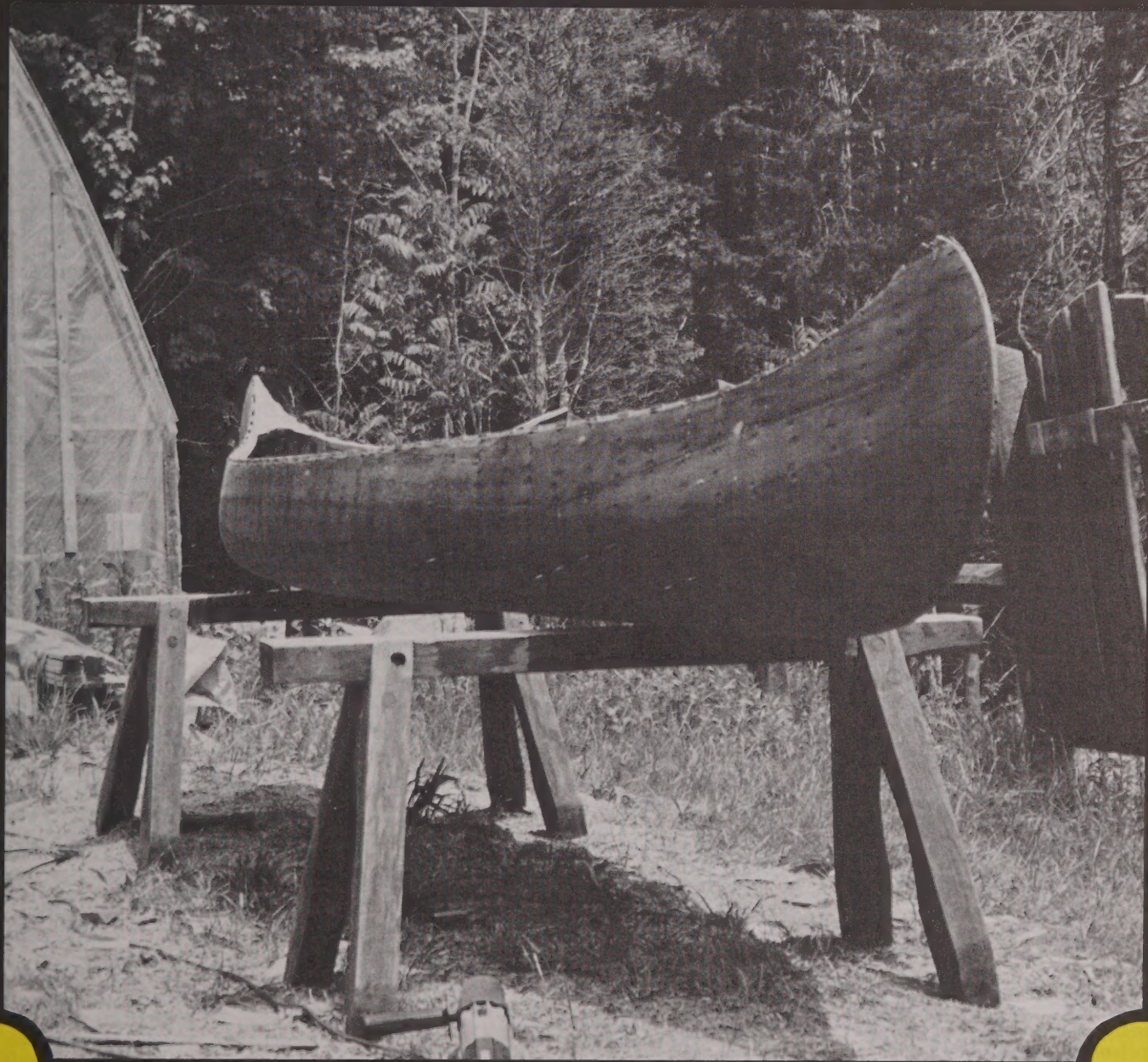
Twice a Month!



messing about in BOATS

Volume 9 - Number 23

April 15, 1992





messing
about in

BOATS

Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.

Address is "Boats", 29 Burley St., Wenham., MA 01984.

Telephone is (508) 774-0906.

Publisher & Editor, Bob Hicks

Our Next Issue...

Will feature some of the builders and their boats we saw at the Maine Boatbuilders' Show in late March, which was a great success. Richard Schaab tells a long tale about designing and building his 31' sharpie schooner "Mary Ann" twenty years ago, which he still sails today, and Joe Pallazola introduces his 14' doorskin kayak "Gato". Phil Bolger will bring us a 15' sailing tender with a bow centerboard, and we'll have another of those 1929 "American Duck, Goose & Brant Shooting" boats, a shooting punt. Roger Bass tells about salvaging a sunken Arabian dugout and bringing it home from Kuwait, and Dave Stookey chronicles his one-man row across the Bay of Fundy last summer in a 14' gunning dory.

On the Cover...

Ron Denman's Old Town canoe ready for recanvassing, Ron reports in this issue on his backyard project in some detail with lots of photos of the process.

COMMENTARY

My first outing on the water for 1992 came on April 1st, which happened to be a not too bad day with clear skies and 50 degree temperatures. It wasn't a major outing, I met a group of people not far from here in Newburyport, Massachusetts, who were going out on the Merrimack River to look over a couple of state owned bird refuge islands slated for a spring trash pickup late in April.

The group included Ralph Goodno, Director of the Merrimack River Watershed Council, which is sponsoring an Earth Weekend Festival in Newburyport on April 26th; Walter Hoyt, District Manager of the state Division of Fish & Wildlife, who manages the islands; Sara Courtney, Northeast Representative for state Coastal Zone Management; Dr. Robert Bushbaum, Northeastern Regional Director for Massachusetts Audubon Society; Jack Van Loan, local environmental activist involved in coastal cleanup efforts on nearby Plum Island's barrier beach and adjacent tidal marshes; Frank Durham, rowing enthusiast who brought his Chamberlain gunning dory along; and the man who brought them all together, Chris Faris, who has organized the Ring's Island Rowing Club in Salisbury, across the river from Newburyport, for local youth rowing.

Certainly an eclectic mix of people, all sharing, however, a concern about water quality, in this case as it pertains to recreational opportunities afloat. And it was particularly fitting that we all set out for the islands in three traditional rowboats, two Banks dories that Chris rowed up the river from the Ring's Island Club fleet, and Frank's elegant gunning dory. No outboard skiff to water taxi this group. Several of the non-oarspersons along pulled on oars during the trip, Chris saw to that.

The two islands are midstream in the Merrimack a mile or so upstream from the Newburyport waterfront. They are so situated that they collect a lot of the floating trash that comes down this river, not only from the upstream boating fleets at riverside marinas, but also from the upstream city of Haverhill, where the first dam is located. While much of the islands' shores don't collect junk because they are steep rocky slopes, the little coves where eddies develop in the strong currents in this tidal stretch of the river fill up with the floating detritus of civiliza-

tion. There was a lot of it in some spots.

The islands are closed to public use, (they are bird refuges) and are fairly free of inland trash and sign of use. Obviously they do get some use, several fire rings and one wonderfully made straw roofed lean-to attested to that, but approaches are rocky and those most likely to trespass in force, the outboard fleet, don't like to bend props. Certainly that Robinson Crusoe setup hidden inland on larger Carr Island was not the work of a contemporary motorboater. Neighboring residents along the river shore would spot any larger scale trespass and partying and the harbor master would soon put a stop to that. So the islands are pretty much in a natural state away from the shores.

What this preview outing offered to those participating was a chance to observe conditions and identify to Chris any fragile areas or bird habitat that his cleanup crew should avoid as they walk along picking up trash. Chris has invited several of the eastern Massachusetts youth rowing groups to join in the cleanup and an overnight campout on the islands (with state approval). The following day, they'll go downriver to participate in the Earth Day activities with some dory races along the city waterfront.

Small boat people are the most environmentally aware boat folks, we're nearest to the water and what's in it, and most likely to be able to come ashore where the trash seems to collect. The further up off the water one gets, and the deeper in the water one's boat gets, the less obvious is the pollution problem. The Merrimack River Council has spent years banging away at getting municipal and private cooperation on a river cleanup and the one-time major league industrial drain it has come a long way. It is a pleasant river today along much of its undeveloped length to boat upon, in fact these islands and the adjacent north shore of the river provide an illusory experience of being much further away from urban life (the unknown builder of that lean-to knows about that). Until you meet the shoreside trash. Chris Faris and his young rowing friends plan to do something about that on Earth Weekend. I'm going along to see it happen (and help out a bit myself).



Sea Pearl 21 The Ultimate Beach Cruiser!

Shown here with the camping cabin up, the mizzen reefed and the main furlled, the Sea Pearl 21 represents a completely self contained home away from home for two. A tent on the beach can accommodate others in your party or serve as a home base for further explorations. You can deck out your Pearl for a two week stay in the wilderness, and five minutes later convert it into a classy daysailer which will accommodate six or more. The prospects are endless. If you don't care for camping then utilize the easy launch features of the pearl and daysail out of a different location (motel) every day for a real traveling vacation as plush as you can afford. These are the many ways the Sea Pearl 21 is being used. And I am sure you can think of ways you could combine these to provide you and your family with day after day of enjoyment.

The Sea Pearl 21 has a number of features that make this kind of versatility possible. From the convertible cabin that stows completely away, to the unstayed rig that allows such easy setup, the Sea Pearl is made to use. Trailer-sailing has never been this easy, just ask one of our owners. It has a number of features that contribute to the safety of those aboard. There is an infinite roller reefing system that really works and works easily. The ability to heave too with the pull of one line lets the boat take care of itself even in very foul conditions, leaving you free to reef or just cringe in the bilges. It is unsinkable with positive flotation and a self bailing deck.

We also manufacture the Seal Pearl 28 which has the distinction of being the largest truly trailerable sailboat on the market. There is no 28 footer that is easier to handle on or off the water. Write or call for information.

MARINE CONCEPTS

159 Oakwood St. East, Dept. MB
Tarpon Springs, FL 34689
Telephone: (813) 937-0166

PISCATAQUA WHERRY



14'x47" hand laid fiberglass hull
Solid mahogany gunwales and seats
Two rowing stations
Well balanced with deep, full length keel
Amazing stability with sharp entry to the seas
Traditional wine glass transom.

BAY of MAINE BOATS

P.O. Box 631
Kennebunkport, ME 04046
(207) 967-4282



Schooners & Sails 1800-1920
SCHOONERS & EARLY MAINE LOBSTERMEN
Custom photographic enlargements and printed products
from a rare glass negative collection.
Wholesale - Retail - Catalog Free

Linda Hoppe • 207/ 829-3637
13 Farwell Ave
Cumberland, ME 04021

Rutledge Morton
207/ 642-2978

BALSAM SWAMP BATEAU

16'x3'9"x75lbs. Build it in a week-end for \$100, and it's pretty! Fast under sail or oars. Plans & detailed building instructions \$40. Study plans \$5.

G. HALL

RD #8, Box 82 Binghamton, NY 13901
(607) 648-9791



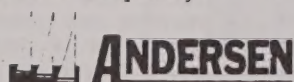
DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks
HUGH HORTON
SMALL BOATS

15175 HAMILTON
DETROIT, MICHIGAN 48203
(313) 868 7900

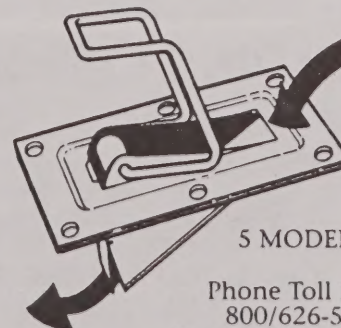
The Solution...
to wet Boats

BAILER

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



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



5 MODELS

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

REPLACING THE CLANGING CB

I sail a Sturdee Cat, a 14' beamy, substantial and simple day sailer designed by Edson Schock, just the thing for a couple of old fogies to potter around in. My major gripe is about the centerboard, it clangs and gets in the way. I have in mind replacing it with a full keel. The sort of thing I have in mind would be flat from stem to stern, add about 9"-12" to the draft and incorporate about 150-250 lbs of lead. It is fashionable for full keels nowadays to be really half-keels, with no forefoot to speak of, but I wonder if this is much more than just a passing fad.

What do I want out of it? Well, there are two kinds of sailing here. Winter has very light airs and "Peep" manages these very well since her 130 sq. ft. of canvas in her single sail show the benefits of a simple, single-sail rig. During the summer it'll be quite different, 20-25 knot breezes and a substantial chop if I choose to sail out of Redwood Creek into the main channel here in San Francisco Bay. I am after a seakindly ride in a seaworthy boat, and I'm prepared to sacrifice some shoal capacity, some speed, and some maneuverability towards this end.

Other modifications? The sail is about ten years old and I'm thinking of replacing it with a fully battened example. Why? Better shape. Shorter foot and therefore shorter boom. Easier reefing. Easier dousing. Also I will replace the too-short traveller with a track running right across the transom, which will also mean less interference between the mainsheet and the outboard.

A plug for the latter, my Honda 2hp, a four-stroke that weighs 28 lbs. and pushes "Peep" along at hull speed on half-throttle for two hours on the built-in tank.

Frank Muir, Dept. of Geophysics, Stanford University, Stanford, CA 94305-2215.

THREE AT A TIME

I presently have three boats all undergoing restoration: A 17' O'Day, a 19' Lightning and a 29' Montego. Should keep me busy for a while.

Daniel Murphy, Lewiston, ME.

FOLDING CANOE



- 13 1/2' to 18'
- 33 to 52 lbs.
- Excellent performance
- Packs into one bag

FLYS WITH YOU ANYWHERE.

The ALLY PAK-CANOE is proven on the Back, Nahanni, Yukon, Charley, Salmon, Danube, Rio Santa Cruz, Latáseno, Noatak...

PAKBOATS
P.O. Box 700
Enfield, NH 03748
PHONE (603)632-7654 • FAX (603)632-5611



Your Commentary

WASHINGTON MESSABOUT

I'd like to get a small boat messabout organized on June 6-7 at Illahee or Pleasant Harbor State Parks. Anyone interested in attending or helping out please contact me.

Tony McGarry, 2200 NE 88th St. #13A, Seattle, WA 98115, (206) 527-9285.

I'M STILL AROUND

Referring to Ernie Cassidy's review of Walt Simmons' book in the March 1st issue, I would like this feller to know I am still around. So is my book, first published as "Small Boat Construction", by the Rudder Publishing Co. in 1950 from twenty monthly articles. It has never been out of print and in 1970 became the first book published by the new International Marine Publishing Co. who retitled it "Boat-building Manual". It has been constantly expanded and has sold about 35,000 copies.

Robert Steward, Jacksonville, FL.

LOOKING FOR A MAST

I'm in the market for a mast for my nearly finished trimaran. Being a "tree-hugger" I tried for a Sitka spruce mast. The Maine builder talked of \$500 for a stick to carry a 19'x6' fully battened sail. Wow!

Next I priced Sitka stock with a Michigan firm. At \$5.20 a board foot, the lumber bill would have come to about \$180 plus freight. And then I'd have to build it.

Next I tried Dwyer, the only metal mast builder that I've seen advertise. A 23-1/2' mast would set me back about \$270. But I'd like a few more "bids". There's Kenyon, but I don't know how to reach them. Maybe readers can come up with some sources, or a builder who cared to match Dwyer on price in wood is out there..

Dick Randall, P.O. Box 788, Cherokee Village, AR 72525.

A DISTURBING BELL RINGS

Tom Sawyer's letter in the March 15th issue read as if it had been plagiarized from my biography. A disturbing bell has to ring for many readers as he describes his journey up the boat size ladder to his ultimate cruiser, a NorSea 27, only to realize after two years that there has to be more to this game than paying yard bills. His solution to trade for two Melonseeds is brilliant.

We climbed the same ladder in five steps to our ultimate family 35-footer, only to have the kids suddenly grow up and then find the "yacht" to be more boat than we needed. After a subsequent ten delightful years with a Dovekie, cruising from Maine to the Chesapeake (10,000 miles of it on a trailer), we went back to deep draft two years ago with a Nonsuch 26, only to have the same reaction as Mr. Sawyer. We too put the Nonsuch on the market and ordered a Melonseed (just one).

Yes, the logarithmic rise in cost with increasing vessel size undeniably played a role in my decision to return to small boats for the third time in a long and checkered sailing career, but another major disillusion was the strikingly increased population in every anchorage in southern New England, many now filled with moorings. The change in ten years was astounding. A decade with the shallow draft Dovekie spoiled me forever. It will be good once again to follow Peter Duff's caveat to sail for the blue areas on the chart.

Here's another vote for maintaining your present editorial policy, you have something unique, Dovekie sailor John Chewning's letter in that same issue says it well; "be true to yourself". My personal fleet contains sailing, rowing and paddling craft but I enjoy reading about subjects such as kayaking where I have no experience. Who knows? The variety is refreshing. And of course anything from Phil Bolger is worth reading.

Lee Wight, Westville, CT.

SURPRISED TO SEE MY BOAT

I was surprised to see my Bolger-designed boat ("Alaskan One-Man Trawler") in the January 1st issue when a friend sent me a photocopy of the "Bolger on Design" page. This May I hope to test the sailing rig before leaving Puget Sound. The boat was designed for the hand troll salmon fishery in southeast Alaska and has performed very well. It is very comfortable to live aboard and to someone accustomed to sailboats and auxiliaries, the wheelhouse is a welcome luxury on the grounds and a necessity on the trips north and south when I'm alone and trying to make a fast transit through Canadian waters.

Lynn Fabian, Great Falls, MT.

COMPUTERIZED STRIPPER DESIGNS

I have written a computer program to design and draw full-sized patterns for stripper canoes and kayaks. It runs on an Atari ST in monochrome or on an Atari TT with equal or greater resolution. The patterns are drawn on a standard nine-pin dot-matrix printer.

The program, in compiled GFA Basic 3.6, has many features for viewing, altering and fairing the boat lines, and the graphics allow close-up views. One can also view from any angle the stations as set up for construction.

The program is a shareware. A copy may be obtained for \$5. It may be tried, copied and distributed freely, but one may not charge more than a nominal fee for materials and handling for the copies. If you use the program please pay \$50 to the author.

Bruce Winterbon, RR 1, Deep River, ON K0J 1P0, Canada.

HELP ON OLD TOWN RESTORATION

I need some help on my current canoe project, a 1911 Old Town Charles River model that I rescued from the scrap heap. It had been fiberglassed and had many missing parts. Restoration is in progress but I need some help with the following:

The shape and dimensions of the gunwales, which were missing.

The distance the stem band extends over the decks.

The dimensions of the strip that goes over the inwale and gunwale to make the closed gunwale construction.

The dimensions of the keel strip.

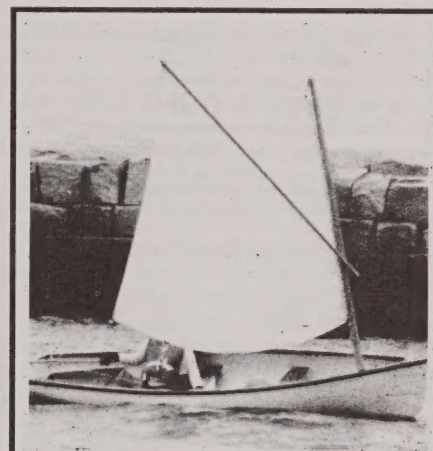
So far I have replaced the broken ribs, installed new inwales, made new seats, new thwarts and done a lot of interior cleaning. I think it had a coat of varnish added every year since the day it was made. Old Town provided me with the history of this canoe, in 1911 it sold for \$34. Hard to believe.

Art Brunt, P.O. Box 1295, Wolfeboro, NH 03894.



ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAES AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION

55 Spicer Ave., Noank, CT 06340
(203) 536-6930



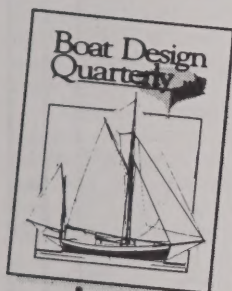
PISCATAQUA

SAILING WHERRY

14'x47" hand laid fiberglass hull with solid mahogany gunwales and seats. Includes 65 sq. ft. sprit sail rig - 2 foot draft dagger board - one pair 7' oars - 2 rowing stations

BAY of MAINE BOATS

Box 631, Kennebunkport, ME
04046
(207) 967-4282



NEW: Mike O'Brien's Boat Design Quarterly

Designs for paddle, oar, power, and sail - including hull lines never before published From the boards of Atkin, Benford, Bolger, Chapelle, Gillmer, Stambaugh, Stephens, and other leading designers

Subscriptions - \$24 (four issues)
BDQ, P.O. Box 98, Brooklin, ME 04616

(516) 727-9895

(516) 727-3060

PECONIC PADDLER

Canoes & Kayaks

AQUATERRA * NECKY * VALLEY CANOE
CURRENT DESIGNS * PERCEPTION
OLD TOWN * MAD RIVER * GRUMMAN * WENONAH

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

89 Peconic Avenue, Riverhead, New York 11901

ANorAK

If you are into sea kayaking, you should be a member of the Association of North Atlantic Kayakers. **ANorAK** is a loose network of paddlers who enjoy sea kayaking, and who exchange tips, information, ideas, opinions, and names in a bi-monthly publication called ... **ANorAK**. Written of sea kayakers, for sea kayakers, and by sea kayakers, **ANorAK** is the voice of the individual paddler.

1 yr. Membership (6 issues)	2 yrs (12 issues)
\$15.00 - U.S.	\$25.00
\$17.00 - Canada	\$29.00
\$20.00 - Foreign	\$37.00

ANorAK 34 East Queens Way, Hampton, VA 23669

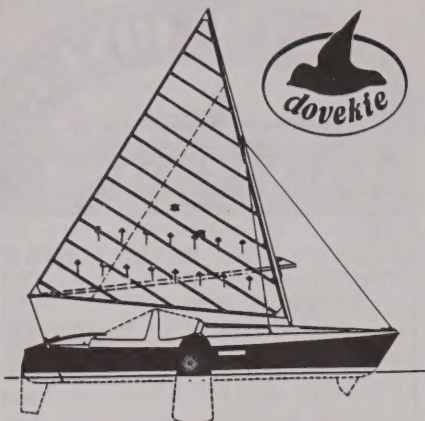
SOUTHERN EXPOSURE SEA KAYAKS



BAIDARKA EXPLORER • ORION • NAIAD
IONA • ICEFLOE • DAWN TREADER ODIN
FEATHERCRAFT • VISION PADDLE SKI
V.C.P. • AQUATERRA • HYDRA • LENDAL

Extensive Selection of Paddling Accessories
"WE SHIP ANYWHERE"
Dealer Inquiries Invited

407-546-1261	P.O. Box 4530	Tequesta, FL 33469-9530
207-781-3051	P.O. Box 6045	Falmouth, ME 04105



DOVEKIE is uncomplicated — That's not to say unsophisticated! Although she needs neither electronics, hydraulics, winches, nor more than a one sail wardrobe, she is a true sailing cruiser. With a length of 21' 5", weight of 850 lbs. and a minimum draft of 4 inches, she can be launched and sailed virtually anywhere!

For the complete DOVEKIE and Ultra Shoal Draft Story, send \$5.00 to:

★ EDEY & DUFF, LTD. ★

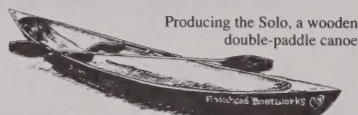
128 Aucoot Road, Dept. DKN, Mattapoisett, MA 02739
508-758-2743

Fiddlehead Boatworks

Mike Collins
Jennifer Schaafsma
802-222-5583

Kidder Road
Rt. 1 Box 1060
Bradford, VT 05033

**A full service boatshop for
the small craft enthusiast**



Producing the Solo, a wooden
double-paddle canoe

Repair • Refinish • Restore
Custom paint • Recanvas
Upholstery • Cane

Paddles • Rentals
Accessories

Balogh canoe sail rigs
Old Town Canoes • Stearns PFD's • Roleez
Experienced hulls available for Restoration



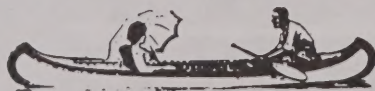
GREENLAND TYPE SEA KAYAKS

Dunn's Custom-Built Kayaks

8991 S State Rd, Eden, NY 14057

PM: 716-992-3941

SEND \$1 FOR INFORMATION



**Largest Selection of Canoes in New
England
Nearly 500 on display**

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S

Rt. 1A, Newbury, MA 0-1951
(508) 465-0312

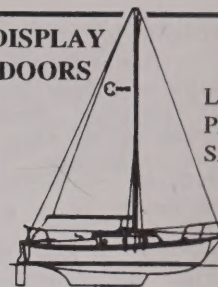
CAPE ANN SMALL CRAFT

**Portable,
Affordable Boats,
Trailers and Accessories**

(508) 768-7411

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

**ON DISPLAY
INDOORS**

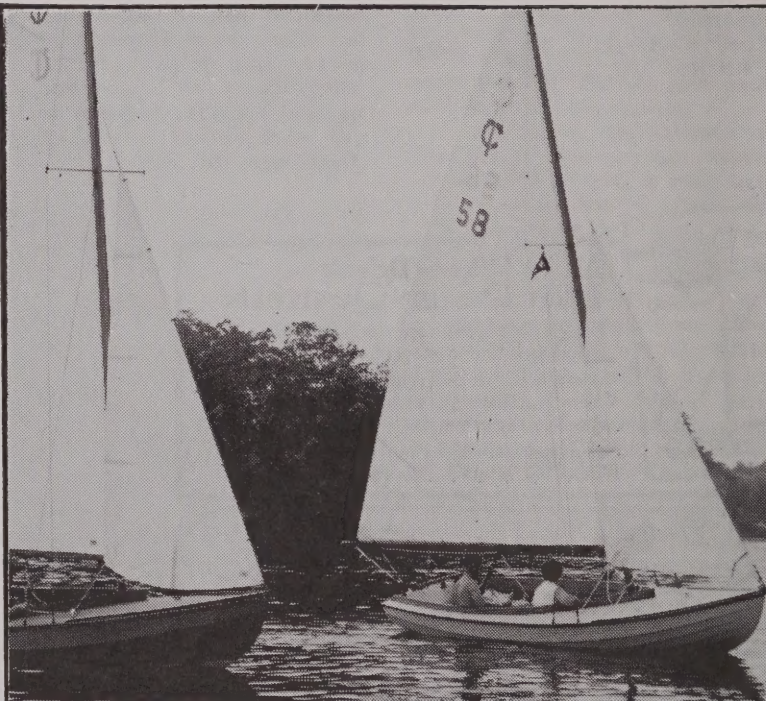


**LOTS OF
PRE-OWNED
SAILBOATS**

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

FERNALD'S

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



Wouldn't you really rather sail a TOWNIE?

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

Pert Lowell, Co., Inc.
Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishing.



First Sea Trials

The mailman had just arrived with "Volume 9 - Number 14 of Boats". I made my usual escape to a hiding place where I could, uninterrupted, skim quickly through and see what this issue contained.

Page nine stopped me cold. "Tug Boats & Tow Boats" displayed a picture of the tugboat RICHARD FOSS, proudly displaying her might as she pushed a frothing, white wave of troubled water before her.

A vivid mental picture returned to my mind. A memory that reaches back to the late thirties. Perhaps 1936 or 1937. The time of year was June. Spring had returned with all of her love and splendor and the waters beckoned. The harbour where we swam; the Bay of Fundy, near by lakes. They all belonged to us.

"US" was Sammy and I. We had gone to school together. Got in trouble together. Actually, we had grown up together. We were friends and during the past few months had been busily engaged, each of us, building a sailboat. They were small boats. We had seen pictures of them in "Rudder" magazine. They were called "Moths" and the article stated that you could make changes in design so long as you remained within certain measurements. The pictures in "Rudder" magazine were to serve as our plans. These did not give dimensions so we sort of started from scratch.

There were problems but slowly we overcame them or at least felt that we had. Then that special day arrived - we were going to carry our boats to the water and launch them.

There is no point in trying to describe the feeling that was present within me that morning. Our boats were floating there on the water. They looked beautiful and we were going to sail them. I felt very proud.

Saint John is an all year round sea port. Often referred to as "The Winter Port". Winter being the busy time. Great ocean going ships lined every dock and the harbour tugs sped to and fro carrying out their assistance to shipping of all description. But now it was spring time and we had tied our little boats away up in the inner end of one of the large-docks, or slips as we called them. There were no other boats in the slip and we were free to work and ready our MOTHS for our first sail.

I'll never forget that first sail. Every once in awhile we would feel a little breeze and we paddled too. Slowly we reached the outer end of the slip, passed it and moved out into the main harbour.

I remember how different things looked from out there. Everything seemed bigger or farther away. The surface of the water had that early morning shiny look. There was little or no wind yet we were moving and moving quickly. The slip that we had started from was now far behind us and we were almost directly in the path of the harbour ferry. I felt my first pang of fear. What if we should be run down.

The ferry looked enormous. She loomed high above us. Suddenly, she slowed and turned away. The captain had altered course and we had drifted harmlessly by.

Drifted was the word. Sammy and I realized that we were in the grip of a mighty current. Something that we had actually learned about in school. The rise and fall of the tides in the Bay of Fundy and the ensuing effect on the Saint John River as her waters struggled to follow the drop of the ebbing tide of Fundy. In the classroom this had not seemed too interesting. But now, our awareness was acute. We were drifting out to sea and the situation was beyond our control.

Our boats were still quite close together. We could talk across the water. I yelled to Sammy that we were almost out to the breakwater and that we should try to reach it by paddling. Beyond the breakwater lay Partridge Island and beyond that the open sea.

Our boats were leaking. Our sails hung limply. Our rudders were ineffectual and our progress towards the breakwater was pitiful. We were not going to make it.

The morning was still blue sky beautiful but we were not enjoying it. We knew about the Fundy fogs. We were in a shipping lane. The waters of Fundy were notoriously cold. I knew I could swim to the breakwater from where we were. So could Sammy but it would mean letting our boats go.

It was then that we noticed for the first time a large tug coming down the harbour. She was coming fast. There was that great white wave of angry, frothing water in front of her. It was higher than a man and spreading out on both sides of the bow. Even if she veered away from us, that wave could reach us. I could imagine it tumbling onto our bow decks and filling our cockpits. We would be swamped - but that was not to be.

Suddenly, that great white wave subsided. It quickly flattened right down and we could see the faces of the men on the tug. They were very swarthy and tough looking. The tug had

slowed down and was moving slowly towards us. One of the men yelled at us. He swore and he sounded angry. He insulted our boats and ordered us to leave them and climb aboard the tug. - Sammy refused.

He told the men that we had earned money to buy the materials to build our boats and that we would get back to shore somehow but we would not just abandon them.

There was silence for a few seconds. Then the man who seemed to be in charge spoke to us again. In gentler tones he said, "Look boys, you climb aboard and we will bring your boats too".

Going back up the harbour aboard the tug, I just wanted to get out of sight and be left alone. I had felt concern when the tug was bearing down on us and now, I was inundated with emotions. I was embarrassed, these men who had come to our rescue out there on the water were so strong and capable. By comparison, Sammy and I were pitifully helpless. I was ashamed of the boats that we had built. They just were not very good.

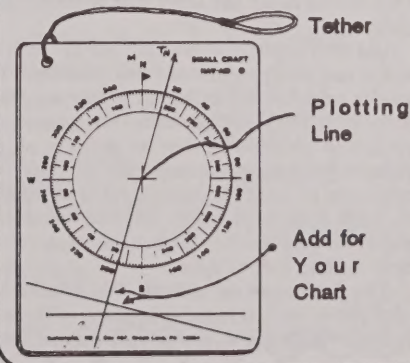
More than half a century has passed on by since the events that I have described here took place. Hindsight gives one an opportunity to reflect and to see things more clearly. I remember waving good bye to those men on the tug. I had a feeling that in spite of their harsh words and the trouble that we had put them to, that they liked us. Perhaps they had kids of their own that were our age. A little prayer of thankfulness for them went heavenward.

High school graduation for Sammy and me was close at hand. After that we went to work. About a year later the Second World War broke out. Sammy joined the navy. I joined the Air Force. I saw Sammy once when he was home on furlough but that was the last time. I had heard that he lived in South America - Shortly after the War ended I moved away from Saint John. Just a few years ago I returned for a visit. There at the foot of King Street on the east side of the harbour, in what was always known as "Market Slip" was a beautiful tug boat. She had been set up as a memorial for her service through the years and as a tourist attraction. As I drew closer to her, I could read her name "Ocean Hawk". She was the one that had hurried to our rescue on that beautiful June morning so long ago - Memory is a wonderful gift.

Gordon Brannen

THE SMALL CRAFT NAV-AID

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



How Slow to Learn... How Quick to Forget!

The last of the flood gently carried our two-seater into the kelp patch near Reay Island, and the kayak was softly embraced by the long tendrils of kelp buoyantly adrift all around us. The sun was getting warmer by the minute, and we eagerly looked at the birds on the rock, mostly gulls, we thought glaucous winged, western and herring, and a few double crested cormorants. If felt good to rest our arms after long open stretch, but what really thrilled us were the harbor seals among the kelp. Now here, now there their heads appeared, curiously inspecting us. The underwater shape of our craft must have looked harmless, for one of them came up closer and closer. It seemed we not only heard but could feel his breath. It was slowly indeed that we wrested ourselves away and gently resumed our long-distance paddle stroke.

The morning could have not been more ideal. The cold and dewy chill had given way to increasing sun, while the day had remained quite calm. We could see a fogbank away to the southeast, near San Juan Island, but around us the visibility remained excellent. At first only few other boats were moving, though later an unending procession of tuna boats, apparently from Vancouver, BC seemed headed for Juan de Fuca Strait and the ocean beyond — was today the opening of the tuna season? By noon the Moresby Passage we were skirting had a continuous ocean swell, though we knew it was from the tuna boats.

We were elated by the luck with the weather, thrilled at the sites already seen and eagerly anticipating those yet to unfold, yet it not been this way at all, another story mingled with that of our success.

First that damned ferry mishap, then the bad luck at the first campsite.... where to begin?

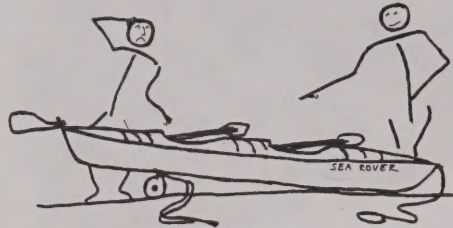
I have been a small boat sailor for more than a quarter of a century, have made a number of ocean passages, sailed four of the five Great Lakes, why do I have so much yet to learn? Admittedly, my sea kayaking experience is small, but gosh, the demands shouldn't be so different, should they, especially where they concern such pedestrian issues?

We thought we had everything under control, Barbara and I did. It was all so simple, we'd drive up to Sequim, WA, borrow our best friend's Seascope K2, stow the gear that had proved quite sufficient in numerous backpacking trips, add a little more water than we normally carry, and we'd be off. Sure, the little car looked a bit ridiculous with 6 feet of kayak sticking out beyond either end, for the K2 is after all 21 feet long, and its 90 pound weight is not trivial either. But Liam, its owner had assured us that she was easy and that little dolly of his would make the ferry ride without car a cinch.

And so it appeared. Getting her off the car, loaded and dolly mounted, was nothing. We proudly trundled her to the same starting place the bicyclists use, and when the ferry came, we had her in position almost as quickly as the cyclists, we looking as compactly outfitted and competent as they. We could relax and enjoy the ferry ride to Sidney, BC; so what if I couldn't locate the tide table immediately; we knew we had lots of time.

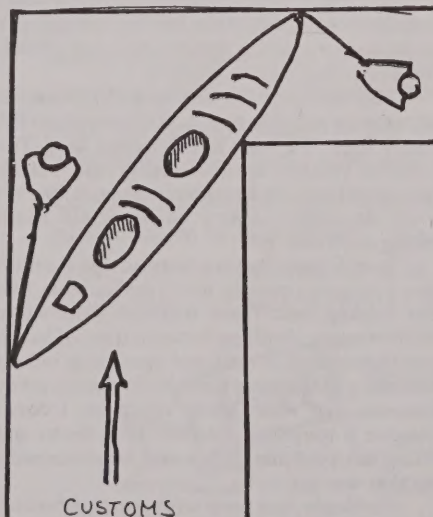
The fun began on arrival. We were at the ferry's bow, so first to debark, along with those cyclists. With me at the bow, Barbara at the

stern, confidently shoving off until we hit the bump at the docking ramp. The dolly strap parted, the dolly capsized, the kayak slowly came to rest on its belly, and 150 cars sat waiting. There was nothing to do but grab the handles and lug that baby forward and upward.



The dolly strap parted and 150 cars waited...

We figured, what with 90 pounds of boat, and maybe 80 pounds of gear and water, we each only had to lift 85 pounds each, with one arm, and at an awkward angle — you bet it hurt. As soon as we cleared the ferry ramp we stopped, and I used my best rope tricks to lash that dolly back under the kayak's belly, but alas, the slightest bump would capsize it again. No matter, "where to?" we ask. Just follow those cycles," the dockmaster replies, and we gingerly ease boat and all over the curb onto the cyclone fence enclosed bike and pedestrian walk way. We're headed for the customs checkpoint, lots of cycles ahead and astern. Suddenly there is that right angle turn around the building — no way can the kayak make that turn unless we stand her up on end, and we're just tired enough that this will not be an option for us. There isn't enough room for both cycle and cyclist to pass the beamy K2, but I offer to pass the cycle from ahead, grasping the handles, the owner anxiously following. I don't even notice the grin on Barbara's face, it widens when we try to back out and find we have to re-route the whole line of cars that has filled the space behind us. The attendant helps us, but there is nothing to do but get in the same line as the cars, the kayak becomes a road vehicle. Later Barb says she was much reminded of the Laurel and Hardy caper where they had to move a piano up along flight of steps....



We could have stood the boat up-right...

The lady at customs is gracious, if a bit amused, and we think we are through that ordeal. But our troubles are far from over, for we next must negotiate the quarter mile around the fenced compound to the adjacent beach, and we have the physics of the dolly all wrong, even when it does work between bumps on the road, sidewalk, and grass we have to negotiate. By the time we reach beach and boat ramp, our arms and tempers are sore, but our cause for anxiety not yet gone. We are facing two miles of open water, and of course I haven't looked up the current strength and direction. Stowage requires we re-distribute the contents of our backpacks, and some items go to places so secure we never see them till we return the kayak to its indulgent owner. Meanwhile the sun is getting low on the horizon. If we want to reach the campsite at Sidney Island spit before dark, we'd better not waste a minute. There is no time to fuss or think, and if things are not perfectly stowed, we'd better shove off. At least we are secure in spray-skirt, and have our life-vests on. What should have been an easy paddle is one, except our tired arms don't know it yet. The boat handles easily and inspires confidence, while we make little drift and good headway. Soon we are in behind the spit and in safety, the beach beckons, and while the yachts are many, the picnicking area well used, the campsites are unoccupied, we find a lovely spot immediately. We'll cook up a little to eat, and rest peacefully, the light of Sidney, BC blinking across Sidney Channel.

Wrong.

Hidden further in the woods is a group camp, and tonight 30 or more teenagers have taken control. Their clever adult leader has busied them with assignments that call for endless running over every square inch of ground to uncover mysterious "periscopes" and other paraphernalia. The leader must indeed be satisfied with himself, for we hear endless shouts, see endless runners zip by, and are queried about the hidden goods by this polite and energetic bunch. At last the din abates, we are ready to feel the romance of this place, but instead here the sound of a lawnmower-like machine. It turns into a four-wheeled ATV, commanded by the park overseer, who, we later find out, is out to douse a campfire started by well-meaning ignoramuses that haven't read or heeded the "no fire" warnings prominently posted everywhere. Only when that situation is brought under control do we realize that Sidney Airport is quite close, and the path of both turbo-prop and float plane must be right over our camp-site.

But even that noise abates with the lateness of the hour. We should be sound asleep by now, and I hear Barbara's regular, healthy breathing. Why am I not asleep then? Ah, there, a slight rustle. Sound of plastic, maybe the wind stirring the bags on our picnic table. I relax. No, this time is the clink of metal. The wind can't rustle our eating utensils. Critters! I reluctantly but softly disengage from sleeping bag and tent, and fuss in darkness — don't want to alarm Barb — to rig a line and hang up our food bags. Of course I don't notice that the critters have successfully dragged the crackers from the box and scattered not a few about. No, I return blissfully to sleep, problem solved. Until the crack of dawn, that is. Hungry crows can spy a cracker through the forest canopy at

500 yards, it seems, and for some reason they are not content to gobble up the tidbits "first come first serve," but must first alert the entire tribe to the loot, even if they fight over what little there is afterward. Strange habit indeed, but devilishly noisy to us. When I emerge bleary eyed, the rascals flee to the nearest branches of the firs and scold me. A rock heaved in their direction is investigated as just another tidbit.

Nothing doing but get up, have breakfast and make the best of the day, which threatens to be warm and clear. We paddle slowly to warm up, but still feel muscles from yesterday's lugging of the kayak off that ferry. We are earlier than planned, so the ebb tide is still opposing us as we head north to Portland Island. The sun feels warm on our starboard shoulder, and we can't help feeling good. The first open stretch is past us, the rocks we have to thread bring excitement — long kelp streamers in the shallows, swirling eddies we use to gain a little on the tide, and a multitude of birds new to us, checked against the bird book later. Northern phalarope the most exciting, tiny birds with quick darting, alert eyes, busily skimming their breakfast from just below the water's surface. Seals laze on the rock, always at least one keeping a wary eye out — they slither away into the depths when we get too close.

Once 'round the eastern tip of Coal Island we see our target clear ahead, but we near slowly. I figured we'd be paddling nine miles to make good six in order to overcome the foul ebb tide; We can see boats anchored where the marine park must be. Since this is new territory, it is easiest to steer for the boats, and by the time we thread our way past the fleet we're ready for a break, ready for a drink, for we'd left the water carelessly stowed just beyond our reach. We land without further ado, and, you guessed it, thereby relinquished our chance of an unspoiled spot for ourselves.

With so few people on the shore, we think: "how ideal, we get prime pickins' for a tent site," and there is time to walk first. Well, an endless procession of dinghies comes ashore, some made of rubber, some of epoxy, some of wood, each with an eager crew. The kids want to head straight for the rope hanging from that tree near our tent, the adults want to talk to us about kayaks, the dogs want to pee on the corners of the tent, and the cat coming ashore in a shopping bag needs to be explained by her proud caretakers who marvel as we at the critter's docility. Even at dusk another boat putters in, another dinghy heads for the shore, another group comments on our cooking style, or the tent, or what have you.

We have no excuse, mind you. We did take a walk and found at least two spots that must be rated A1A in the Baedeker of kayak camp sites, but by then we were just too lazy, or thought we had finally earned our rest. But I dwell too much on the negative. The island is splendid, and the entire time we have ideal conditions, from calms to the lightest of airs, horizon clearly visible at all times, and the air balmy and inviting of sleep. Our paddle due southeast to reach Reay Island was magical, the silence of the first hour broken only by the call of a gull and a couple of sea ducks. A distant procession of tuna seiners bring swells that gently rock the boat, and the thrill of the kelp with its curious seal is replace by that of a black tailed doe on Domville Island, who stays and watched us pass. She seems to have nothing particular planned this morning. Threading the rocks off the SE tip of the island we spot more seals on

our left — I want to surprise them, but they know I am a piker. On our right sit three immature bald-headed eagles high in the branches of a Douglas fir, waiting for fresh fish from their parents. To me, the irritation is forgotten; the moment will live on.

But there still is the homeward leg. The ferry schedule is just wrong, we either catch it Saturday evening, or have a late Sunday trip that will not see us home in time for Monday's job waiting. Reluctantly we head back, dragging the boat over a spit just covered at high tide to avoid a long paddle around that is too close to the wake of the big ferries. A fresh breeze suggests a vigorous paddle ahead, but all remains a piece of cake. There is time to think about getting the dolly tied up so as to minimize problems when heading back to the ferry. Things threaten to go too smoothly, but I needn't worry. Once underway on land I have the dolly lashed midships to take the load, so we only need to push or pull, no lifting. But the pulling gets harder and harder, then I look — the dolly's wheels are bending badly, chafing the angle bracket, the load is just too much. The whole rig threatens to collapse, just when we need only another couple hundred yards worth of duty. At least the merciful attendant



Slowly, the dolly's wheels collapsed...

lets us park in a secure spot, so we can reconnoiter the town waterfront for a place with some refreshments.

We think the journey over by now, but not quite. The ferry ride is pleasant enough, and it takes far less time to debark, offload onto the car, and proceed. But whereto? It is Saturday night in an area accessible to Seattle traffic — there isn't a hotel, motel, bed & breakfast, or even camp-spot to be had. We miss our ferry connection at the other end, and look for a dark country road to try a bit of illegal camping. We find the road, but opening the car door leads to instant invasion as thousands of mosquitoes burst inside. There is nothing but to close the doors, fight for our very survival, and sleep in a car designed to sleep only kittens in comfort.

Is there a moral to this story? A lesson learned? I fear not, for almost all the irritants were avoidable, most foreseeable. In fact, I must have sworn at one time or another not to let this very thing happen to me ever again. What price vigilance? But I do know this: I'm going to try again. These things will not defeat me, and the joys can only be experienced more deeply. But first I must learn what to do when conditions are less benign, so that I can balance the glorious moments with the harsh encounters of nature at her least friendly.

Hermann Gucinski

BLUE HERON KAYAKS

"Let us help you select the right kayak"

Sea Kayaks by: Gillies & Wilderness Systems
Paddles, Accessories & Personal Service

Hours by Appointment
Lyme, CT 06371 (203) 434-7835

A canoe camp for grownups

Whether it's your first time canoeing or time to refresh your skills, you'll have the time of your life at our North American Canoe Symposium. **June 5-7,**

at beautiful Camp Winona in Bridgton, Maine.

At the NACS, you can create your own schedule. You'll work with expert canoe instructors from all across North America. And meet lots of people just like you, sharing their enthusiasm and testing out the latest canoes.

So reserve your place soon. After all, you're only a grownup once. **For a free brochure with all the details, call toll free or write to NACS/L.L.Bean, Freeport, Maine 04033.**

1-800-341-4341 ext. 7800



L.L.Bean®
NORTH AMERICAN
Canoe
SYMPOSIUM

June 5-7



Re~canvassing Our Old Town

Our forty year old Old Town canoe was in need of a bit of a face lift. She still floated, but the canvas was hanging off her gunwales like garland on a Christmas tree.. The gunwales themselves were tired, "rotten" on the ends. I had decided not to put off doing it another year. The previous canvas had lasted the whole 40+ years, I know because it had been in my Lady's family since it was first purchased. The canoe was also used and abused extensively, it was a sailing model with the lee-boards, rudder etc... The cotton sail was tattered so we sent out for a new one made of a light dacron. The fact that this canoe went over 40 years and still didn't leak at the time of recanvassing seems, to me, to be a testimonial to the longevity of traditional wood and canvas construction. Most of the local self appointed experts were convinced that canvas was too difficult to work with and that it wouldn't last. Well I had canvassed many decks in the past, without much difficulty, not that I would do it again, but I had never canvassed a canoe. So I decided to recanvas it.

The old canvas itself came off in just 5 minutes. There were two cracked planks which I just applied some epoxy to the area and one cracked frame which I also fed epoxy. The outer gunwales were rotten at the ends, so I just spliced and glued on new ends. Didn't seem to make much sense to replace the whole gunwale when only six inches of it were bad. Also the

forward breasthook tip was rotted, so I fashioned a new tip, and with a long scarf joint glued this also. Obviously this project wasn't going to be a museum piece, but it was going to be a perfectly fine and useable canoe.

The next job was fairly difficult, I thought that it was the most difficult part of the whole "restoration", and that is cleaning and stripping the interior, getting that old varnish out of there. I have on hand several different types of paint and varnish remover, none of them worked. The black darkened muck, I mean varnish, just stayed there impervious to all my modern chemicals. After half a day trying to remove the varnish, I had done about three frames worth, so decided that I had better try and speed things up a bit. Sooo...I sandblasted it. My girl friend, an artist, does a lot of glass etching, so I borrowed the small sand blasting unit, and after a few practice pieces, proceeded to sandblast the entire inside of the hull in just two hours. The frames were hardest to do as it was very easy to raise the grain. I used 45 grit silica, available at any lumber supply store. There was never any danger of blowing holes in the planking or anything even approaching that. After blasting, I hand sanded with 100 grit sandpaper, very quickly, as it didn't need much. I then put on the first of many coats of varnish. At this time I also put back the thwarts and cross pieces to stiffen up the hull. I then proceeded to varnish everything. I've found on old wood that I like to darken it a bit so that any dead or dark spots won't show up as much. So, I just put on two coats of old fashion spar varnish or it's equivalent, which gives a nice golden glow. You can do the rest of the coats with this varnish but I prefer to, sanding lightly between coats, put on four or five or as much as I can stand, coats of a satin urethane, satin Tuff Shield. With the satin years of abuse marks won't show up as much....I also had to recane the "seats" but that was easy and pretty much self explanatory.

The next day was one of those fine beautiful blue June days that just inspires you to go on with a project like this. You know, like, why am I doing this when I could have been out on

the water Anyway, the canvas I got was 20' long and 6' wide. I folded it in half lengthwise, and made some clamps out of 4 3' long 2"x4" scrap, which I just screwed through the canvas, at the ends, with self tapping screws.... Now I had a huge envelope. I took and made a bridle at both ends with some short pieces of dacron line. Now I had to stretch this envelope lengthwise, but I didn't have two trees far enough apart on level ground, so I tied one end to my beat up Toyota truck and the other end to the brush guard on my Blazer. I blocked the wheels on my Toyota, put the Blazer in low 4wd and backed it up until the canvas was so tight that you could play notes on the dacron line... gotta be careful here as you can rip the canvas, even though it's incredibly strong. Now I had an envelope about 3' off the ground that I could squeeze the canoe into. I could've marked how far I backed up, then drove forward drop the canoe into the envelope, and back up again to the mark. After squeezing the canoe into this cloth envelope, I had to force it down. I did this by walking around inside, on boat cushions, this stretches the canvas nice and tight along the keel. (If this had been inside a shop it would have been an easy matter to fashion some braces from the ceiling to hold the canoe down into the canvas envelope,) I had my girlfriend kneel in the canoe, on boat cushions of course, where I needed pressure. About 3" to 4" in front of the bow and stern a clamp had to be placed to pull the canvas snug against the sides of the canoe, I made two out of 4 pieces of 1x3 and 4 large C clamps so I could move them back and forth as required, this worked rather well. As there is a lot of flare towards the ends of the canoe, if you don't do this it will be near impossible to make the canvas lie flat against the fine and aft sections...A picture would explain this far more than I could attempt with words. I cut the canvas evenly around the gunwales, to leave approximately 5" to 6". It was helpful for her to pull the canvas so I could have my hands free for driving the tacks, although her position in the canoe was more important in order to keep proper pressure in the right place.





I started tacking amidships, first one side then the other, then moving fore and aft 2,3 or 4 frames at a time as conditions required. I pulled the canvas tight making sure that there were no diagonal wrinkles along the bottom of the canoe, this means that there is perhaps too much pressure; I drove the tacks as close to the top edge of the plank as I dared, into the frame, of course, being careful not to split the top edge of the plank. They sell special tacks for this, (they're a bit thinner), and can be purchased at many marine hardware stores, I think even Old Town canoe company still carries them. But I

just used regular copper canvas tacks about a half inch long, they work very well "if you're careful." I continued to alternating back and forth, one side and then the other, until I was two or three frames from the ends of the canoe. Some people do one whole half (fore and aft, not port and stbd.) of the canoe then go back and do the other half... A slight wrinkle should form above the tack when you release the pressure from the canvas, if the wrinkle or bulge is below the tack after you have driven it, then you haven't exerted enough pressure in pulling the canvas taut.

After this part of the tacking was done I released the pressure from the canvas(I drove my car fwd), and then laid the canoe upside down on some sawhorses.

The next part is tricky to explain, not because it's hard to do, just hard to envision. I pulled the canvas out at the ends, taking all the homemade clamps off first, to follow the original crease of the envelope, I traced my finger back to where the canvas was tight along the keel and placed a tack there. I then cut the canvas from this point, (the tack) all the way out along the centerline to form two flaps. I pushed one of the flaps aside and folded the other flap over the stem pulling it tight, starting at the beginning of the cut, I tacked it at 1/2 to 3/4 inch intervals with 3/4" tacks all the way. Once it was tight along the stem, I pulled the canvas tight along the sheer(the last 3 or 4 frames) and tacked. The canvas was now very tight with no wrinkles. I then trimmed the canvas very tight along the entire length of the stem, then rubbed some of my favorite marine goop into the canvas with my finger.



When I was finished with that, I attached the other flap the same way and trimmed, Then I got to do this whole procedure on the other end of the canoe. After a little trimming pulling and adjusting, guess what? It's done. Just sit back for awhile and enjoy, there's something about a freshly canvassed canoe that's quite beautiful.

Now I had to fill the weave of the canvas. There are all kinds of substances to use here and I'm sure the purist's have some special glop to rub into the weave of the canvas within certain phases of the moon, with the proper incantations. Old Town will sell you special compound and that's probably the stuff to use, and then there's Arabol and many other home-made types. I started off with some old cans of canvas sealer I had lying around for years, it's actually airplane dope or nitrate dope, I put on two coats, I don't know how much good this really does, but it did seem to tighten it up a bit. A little of your favorite preservative along the gunwales wouldn't hurt either. The longevity of the original canvas was probably due to the lead paint that was used extensively then. Anyway, after this mess dried and it dried quickly, I started brushing in with a stiff brush some regular old boatyard sander surfacer. The canvas will soak this up (not nearly as much as if you hadn't doped it first), quickly, on a good dry day it dries pretty fast. So, I got two quick coats on, rubbing into the weave with an old cloth garden glove. With sander surfacer I had to be sure to cover it up for the evening as it will soak up moisture like crazy.

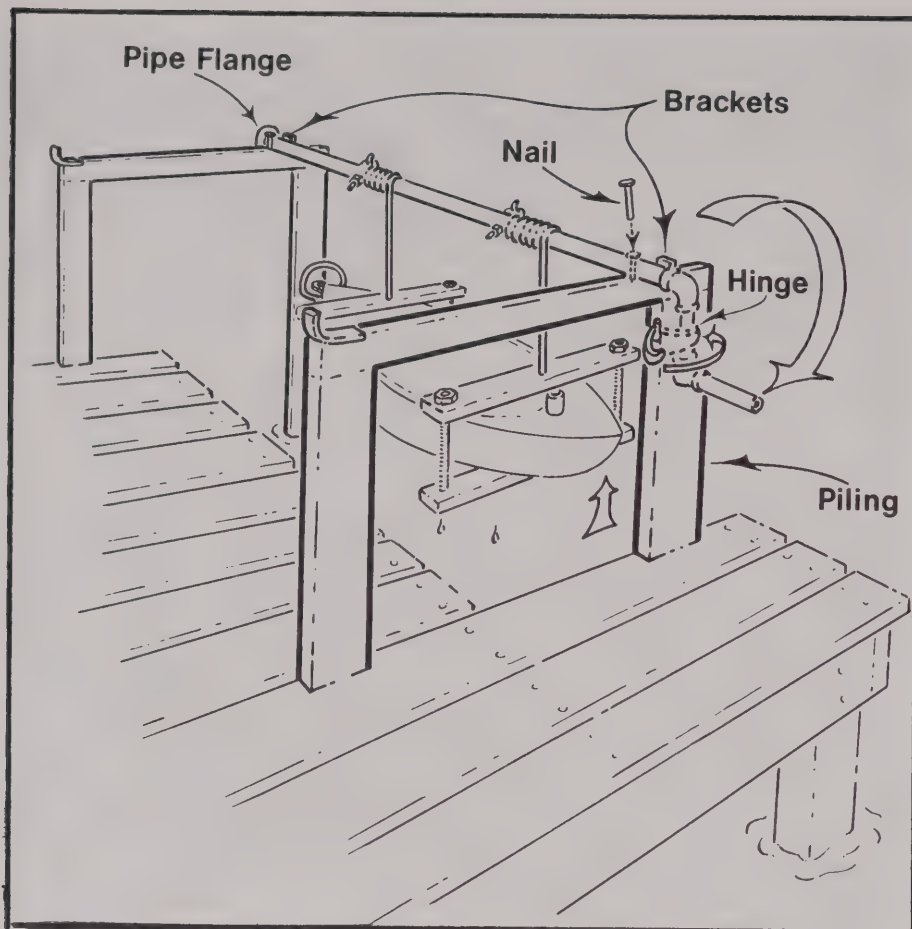
This dried thoroughly overnight, so in the morning I sanded lightly with 80 grit sandpaper, by hand, down to the weave of the canvas, not through it, trying not to actually touch the canvas as this brings up a raised spot that is difficult to correct. I then applied two more coats of sander surfacer this dried quickly in the hot June sun, after about 4 hours it was ready to sand, believe it or not. I power sanded it with a small palm sander with 120 grit. This made quick work of the sanding and it came out very nice, but what a pain! There was dust and I mean DUST, clouds of the miserable stuff.

So after a little hand sanding, some vacuuming, and then blowing it off with the air compressor I was ready for some finish coats..... I finished painted it with a polyurethane, but practically any kind of paint would do here, as long as it's compatible with the underlying coats. I put four coats on, wet sanding between coats with 220 wet or dry sandpaper, and then the last coat I wet sanded with 400, and it came out very nice if I do say so myself I then attached and bedded the brass stem trim and wood keel piece attached the gunwales after painting and then I was really done

I'm sure that there are many ways to cover a canoe, I'm not suggesting in any way that the way I recovered is the proper way to do it. I do know that it was not a horrible job, and it didn't take very long (four sunny June days). I was lucky in that there wasn't really any structural work, such as frames and planks to replace as this would have added greatly to the job. It was, do I dare say it? FUN I've just seen a lot of fine saveable canoes thrown away and neglected or allowed to rot in some barn or garage just because the owner could not face that seemingly difficult and impossible task of recanvassing. I just wanted to say that it's not that bad, just do it!

Ron Denman





Building a Boat Lift

I needed a simply constructed lift requiring but one person to both raise my boat from the water and place it upon the landing in one operation. The lift I built is illustrated and consists of a long galvanized iron pipe resting on two horizontal wooden beams.

The boat is raised by rotating the pipe clockwise against two brackets attached to the beams, and it can be suspended if the handle is locked in place with the bent end of a barn door hinge. Counter-clockwise rotation of the handle then rolls the pipe across the beams and lowers the boat onto the dock. The boat is lowered into the water by fixing the position of the pipe at the outer ends of the beams with a nail placed in a hole bored in the top of each beam.

Paul Wagstaff, 16 Norton Dr., Flemington, NJ 08822.

SALTMARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

Sales New & Used - Rentals
Tours of Slocum & Westport Rivers
Please Call or Write:
589 Fisher Rd., N. Dartmouth, MA 02747
(508) 636-3007

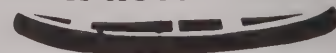
Traditional Canoe Enthusiasts

Join the **Wooden Canoe Heritage Association**, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our journal, *Wooden Canoe*, which comes out every other month, annual Assembly notification and access to hard-to-find books and supplies.

Write to us at:

Wooden Canoe Heritage Association
P.O. Box 226
Blue Mountain Lake, NY 12812

BOAT HOUSE CANOES



KAYAKS ROWING SHELLS
SCULLING LESSONS

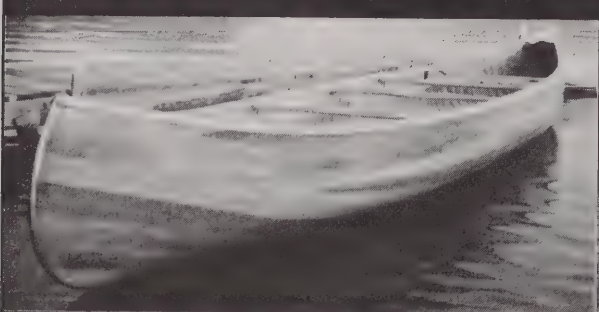
Test Paddle here on the *Mohawk R.*

- OLD TOWN • MAD RIVER • WE-NO-NAH
- GRUMMAN • DAGGER • SPORTSPAL
- PERCEPTION • AQUATERRA
- ALDEN • SMALL CRAFT

2855 AQUEDUCT RD. SCHENECTADY, NY 12309
(OFF RT. 146 BY REXFORD BRIDGE)

518-393-5711

AMERICAN TRADERS CLASSIC CANOES



Largest Selection of Wooden
Canoes in the World!
All Models in Stock.
Fine Craftsmanship
Fair Prices!



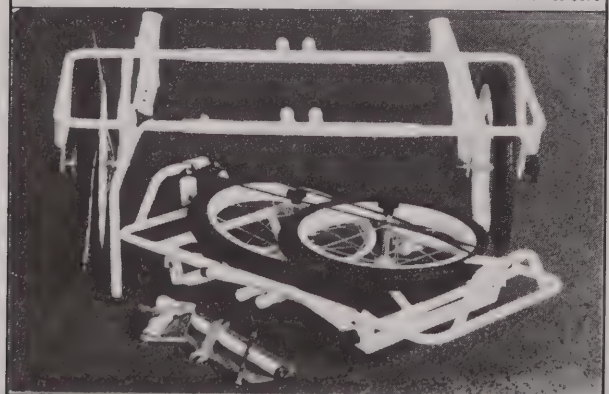
SPECIAL Canadian
Boat Walker **ONLY \$159⁰⁰**
FREE SHIPPING
HUNDREDS SOLD AT \$195

Rugged, Lightweight Steel
Construction

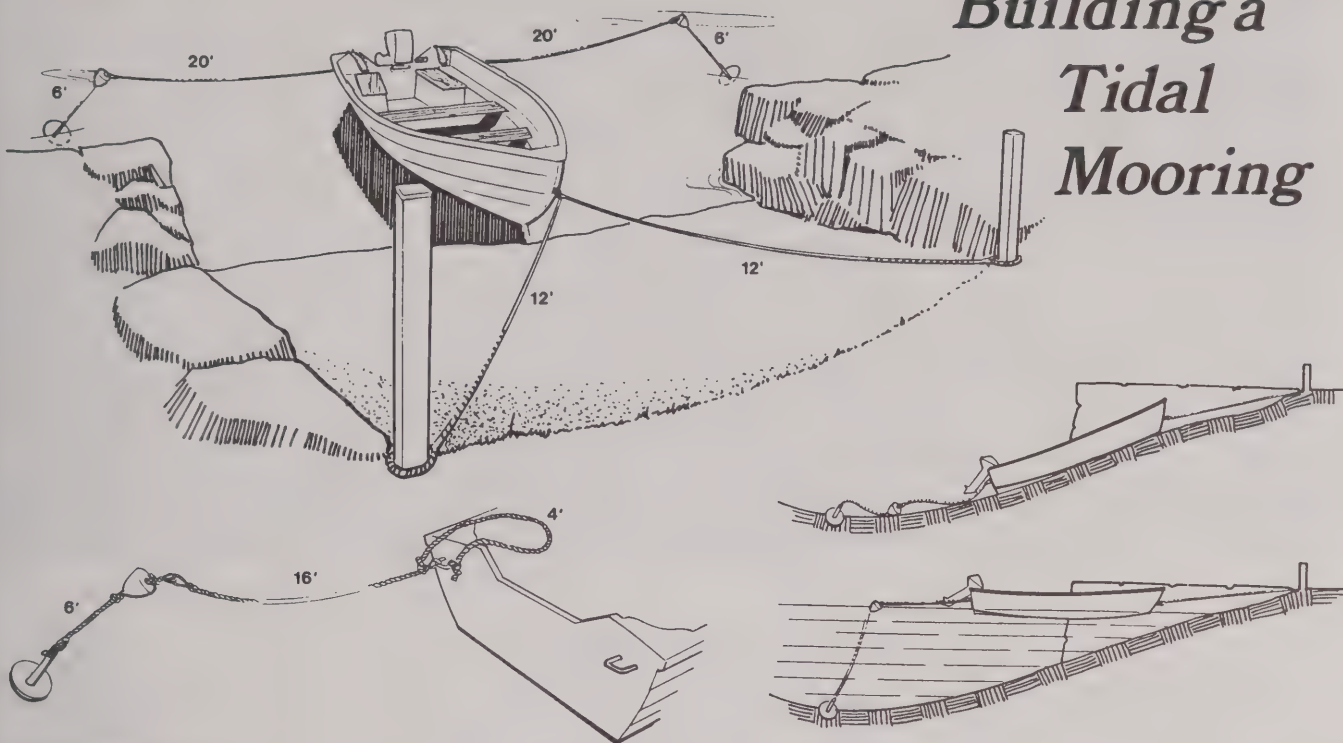
Large Pneumatic Tires
Folds Flat to 6 1/2", 16 lbs.
Tools/Air Pump Included
Money Back Guarantee
Shipped in 48 Hours
MC/Visa Accepted

Call For Dealer Listing

AMERICAN TRADERS
627 Barton Road
Greenfield, MA 01301
(413) 773-9631
(800) 782-7816
Dealer Inquiries Welcome



Building a Tidal Mooring



Our home borders a salt marsh with a normal tidal range of 6-1/2'-9'. At low tide, the marsh is reduced to a trickle of water meandering over mudflats, but as the tide rises and falls, we have five to six hours of water deep enough to permit running out into Long Island Sound in our 14' Amesbury dory. Most of our neighbors use floats attached to the shore with bridge ramps to dock their boats. I wanted a less expensive method without the high initial cost and yearly maintenance that a floating dock requires.

The edge of the tidal channel is about 20' from our sea wall and all boat traffic passes nearby there, restricting the available mooring space. The obvious solution was to position the boat in an existing small beach notched into the seawall. Two posts on shore and two moorings with small foam floats at the channel edge position the boat safely away from the menacing sea wall and close enough to the beach to simply step aboard. Each stern line was given an additional snap hook 4' from the transom ring to allow for some adjustment in positioning the boat, but this precaution has proven to be unnecessary. The two small floats act as "water springs". When I pull the boat into the shore using either of the bow lines, the two floats will submerge as the stern lines become tight. When the tension on the bow line is released, the two floats will resurface, "springing" the boat back into its moored position.

To get underway I release the

bow line snap hook from the bow ring, leaving the bow line on the beach. Pulling on the downstream stern line while walking forward (the combined length of the other stern line and the boat itself), I can release the snap hook which fastens to a ring at the top of the float. Then I pull the boat back to the second float to release the other stern line. Both stern lines are coiled and kept with the boat, they have proven to be useful on several occasions to tow other boats.

Returning to hook up on the floats (upstream first) takes a little planning. The snap hook/ring attachments, tidal current and wind can make it seem like landing a plane on an aircraft carrier! A little practice makes it usually go

smoothly, I can pivot the bow effectively by backing away from the downstream float, then a little burst forward from the engine will put the bow right onto the beach within easy reach of the bow line snap hook.

Besides low cost and little maintenance, there are two additional advantages to this arrangement. Mooring in a tidal area in which the boat is dry for a longer period than it is wet makes using antifouling paint unnecessary. The second advantage is that wash down water and rain water can be easily released through the transom drain at low tide, ready for the next outing.

Mace Bell, 14 Pine Point Rd., Rowayton, CT 06853



MAINE ISLAND TRAIL
ASSOCIATION

Help Preserve — and Enjoy — Maine's Islands

The Maine Island Trail is a 325-mile-long small-boat waterway that winds among some of Maine's most spectacular coastal scenery. The route alone makes it a recreational asset of the highest quality, but the Maine Island Trail is more than that...

By promoting a high standard of stewardship among all users through education, outreach, publications, and volunteer service, the Maine Island Trail Association and its members help preserve Maine's wealth of pristine, wild islands for generations to come.

Membership begins at \$35, and members receive an annual Guidebook on low impact use, newsletters, and meet through events and conferences. To learn more about the Maine Island Trail Association, a division of the Island Institute, write MITA, 60 Ocean Street, Rockland, ME 04841, or call (207) 594-9209.

THE LANDING SCHOOL

P.O. Box 1490M

Kennebunkport, Maine 04046

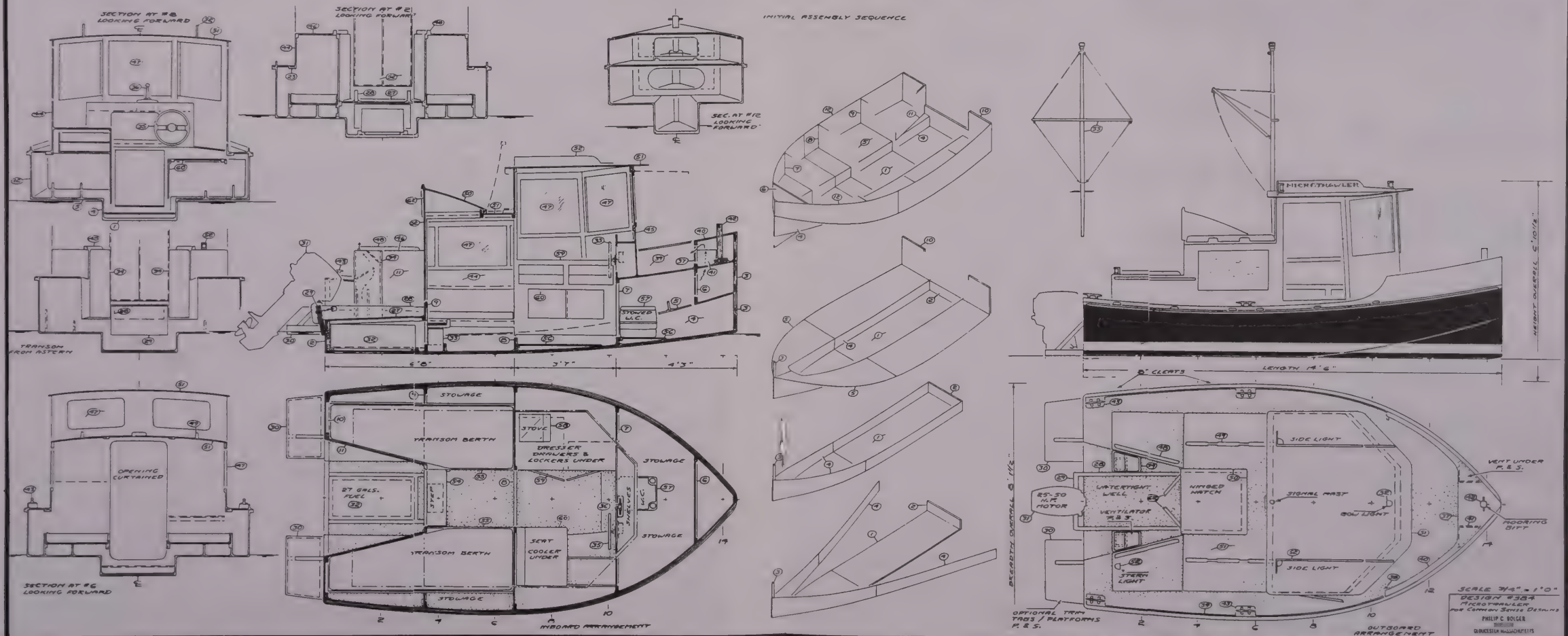
(207) 985-7976

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

Bolger on Design Microtrawler

DESIGN 584 14'6"x7'11"

These plans will be marketed by Common Sense Designs, P.O. Box 91429, Portland, OR 97291-0429. We think that a 14-1/2' boat with two full sized berths and standing headroom in galley and wheelhouse, assembled tack and tape from precalculated panels, and quite shipshape to look at, is likely to be popular. I had Dave Montgomery build a half-scale model to test the concept. The photo shows how nicely this goes with 6hp. It tracked well, turned well, and ran dry at all speeds. It did not seem to bump any harder in choppy water than most small outboards. The full-sized boat ought to run 30mph with 45hp, but I'd rather see them with 25hp or less, for more range and less following wave at more reasonable speed. 15hp should be enough to plane it out if it's not heavily loaded.



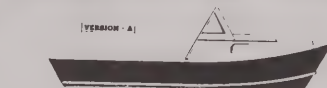
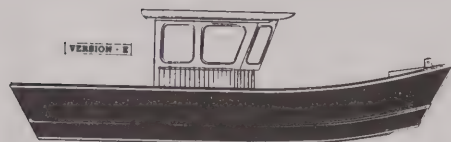
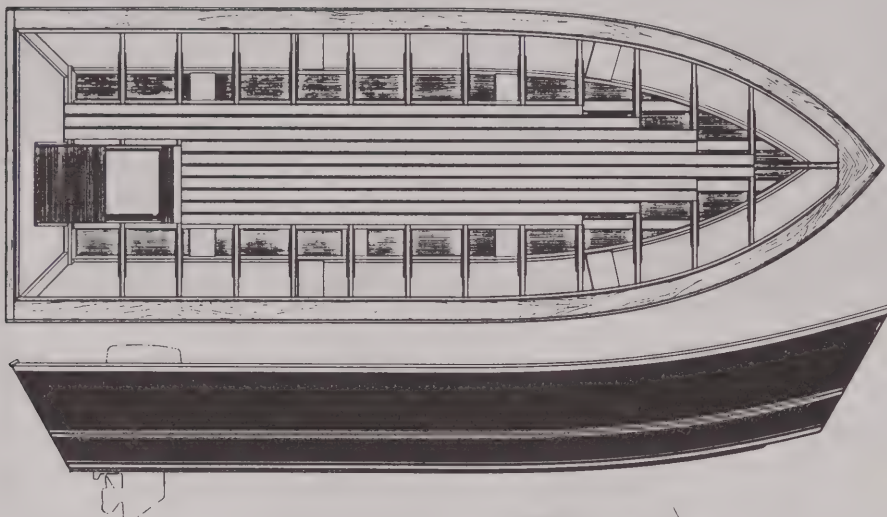


"build it yourself and save!"

GLEN L EXTRAVAGANZA

Glen L Marine Designs has been offering plans for the home builder since long before we came on the small boat scene, and today continues to provide a constantly expanded selection of plans and parts kits for a wide choice of ply-

wood home built boats. We have collected Glen L news releases for some time and it seemed about time we brought a few of these to your attention. So herewith we introduce five Glen L designs that struck us as being attractive little boats of their type.



"HUNKY DORY"

This is a flat bottomed fishing dory design for power that is derived from the type used on the Pacific coast for pleasure and commercial fishing. It can also be viewed as an "adjustable" boat, for the plans for the standard 22'10" LOA boat allow for increasing or decreasing the length up to 3' by adjusting spacing of the frames of the cabin styles is offered in a separate set of plans if one desires more than just the open boat version. A well is provided for mounting the outboard engine but inboard/outboard power can be fitted as can dual transom mounted outboards. So, the "Hunky Dory" can be regarded as an "adjustable" boat.

Construction is by the Glen L system with no lofting or steam bending required, and twelve standard sheets of plywood will provide all the parts for the hull. Most bevels can be pre-cut to further simplify assembly. Alternative plans for construction in aluminum are available.

Plywood plans are \$58, aluminum plans are \$74 and the cabin options plans are \$35.

THE SPECS

LOA (Standard) - 22'10"
LOA (Inboard) - 22'
Beam - 8'
Hull Depth Forward - 4'2"
Hull Depth Aft - 2'8"
Hull weight (Approx.) - 1,000 lbs.
Hull Type - Flat Bottom Power Dory

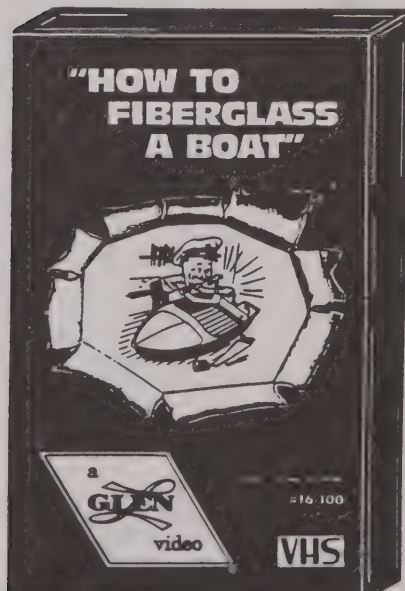
Power - Single well-mounted outboard standard, optional single or twin transom mounted outboards, or inboard driving through outdrive unit or jet drive; to 700 lbs total power package weight. Minimum 30hp recommended.

THE "HOW TO" VIDEO

Glenn L has produced a 90 minute video to de-mystify the process of covering a wooden boat with

fiberglass. While most of these easy-to-build designs today rely on using epoxy resin and fiberglass tape and cloth, there are many would-be builders who are totally unaware of these materials and how to use them, so it does seem timely that this has been produced.

I planned to review it for this feature, but the 90 minutes of time on family VCR didn't conveniently materialize (we don't have one here). I still will do so, but that's later and this is now. Glenn L outlines the contents by stating that it leads you through the gathering tools and supplies, mixing resins and applying them, tricks of the trade, applying the fiberglass tape and sheathing, finishing it off, coloring resin to highlight natural wood grains, etc. The on-screen instructor makes it look "so easy", according to Glen L, that they hope you'll go right ahead and do your own fiberglassing free of concerns about what you're undertaking. The video sells for \$39.95 postpaid (add \$3 for Air mail).



Glenn L offers their comprehensive catalog of designs for \$4, and throws in a free catalog of supplies. For another \$2 they'll send you a "How to Epoxy" manual. Glenn L Marine Designs, 952 Rosecrans, Box 1804, Bellflower, CA 90706, (310) 630-6258, Fax (310) 630-6280.

"CABIN SKIFF"

Another powerboat for the home builder, this one offers in a 16' boat all sorts of amenities for comfort afloat. It has a full walk-around deck, a trunk cabin with two berths and a hardtop shelter for the helmsman. Together with the extra freeboard, these combine to make this quite a handy little all-purpose outboard craft.

The construction uses Glen L's "Fast G" (Fold And Stitch Then Glue) method that they developed specifically to make building a vee-bottom boat this way easy and practical. The planking is pre-assembled flat on the ground, then folded together to form the vee-bottom hull. Patterns are provided for every contoured part of the hull and special layouts for getting all the parts out of standard 4'x8' plywood panels are provided.

The plans and patterns for the "Cabin Skiff" are \$74.

THE SPECS

LOA - 16'3"

Beam - 6'9"

Hull Depth Midship - 30"

Height Overall 5'9"

Headroom Under Hardtop - 5'

Average Passenger Capacity -

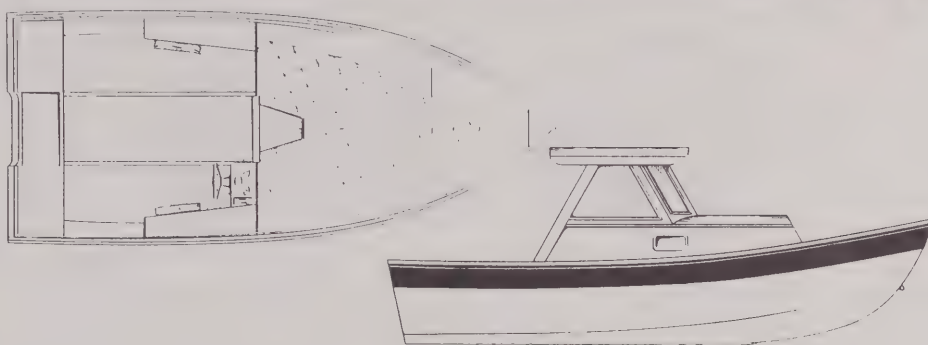
2-3

Sleeping Capacity - 2

Hull Weight (Approx.) - 500

lbs.

Power - Outboard to 40hp.



"CRACKERBOX"

With a fishing dory and a cabin skiff in hand the third and final power boat choice in this review is this replica of a vintage outboard racer. It is a re-introduction of an earlier Glen L design brought on by the growing interest in vintage powerboating. "Crackerbox" not only looks like a competition boat but goes like one too. For most, not interested in racing, it offers a vintage racer appearance for cruising the lake or pulling water skiers.

The design is for an inboard engine and in-line prop shaft with seating at the rear for a smoother ride. The Glen L system enables it to be built for a fraction of the cost of the real thing, yet it will provide most of the same fun to its builder.

Plans and patterns for "Crackerbox" are \$44. A frame kit is offered for those in a hurry for about \$350.

THE SPECS

LOA - 15'

Beam 6'

Hull Depth - 2'4"

Hull Weight (Approx.) - 500

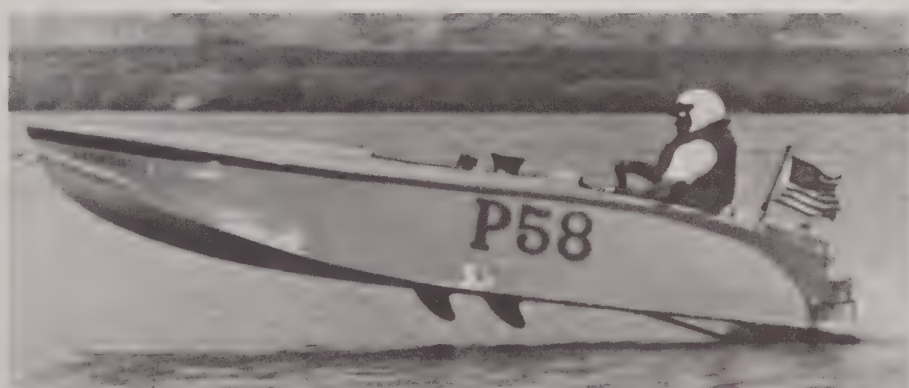
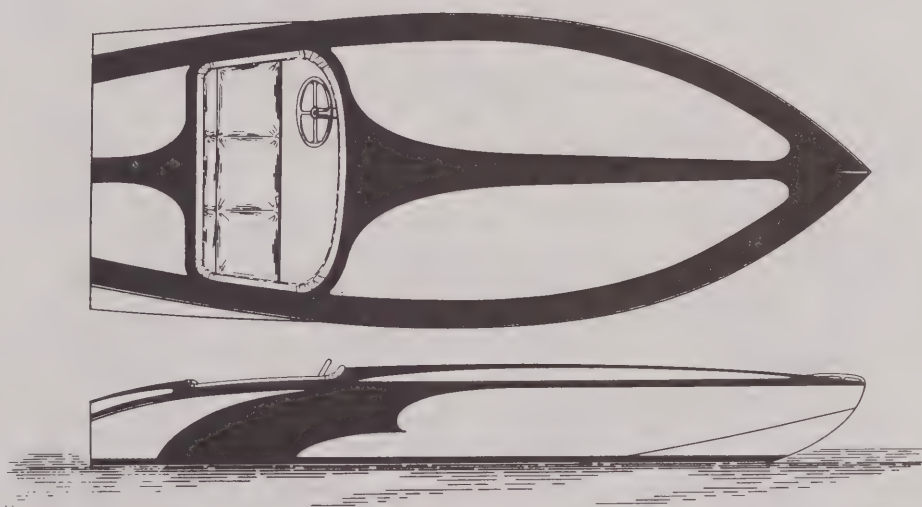
lbs.

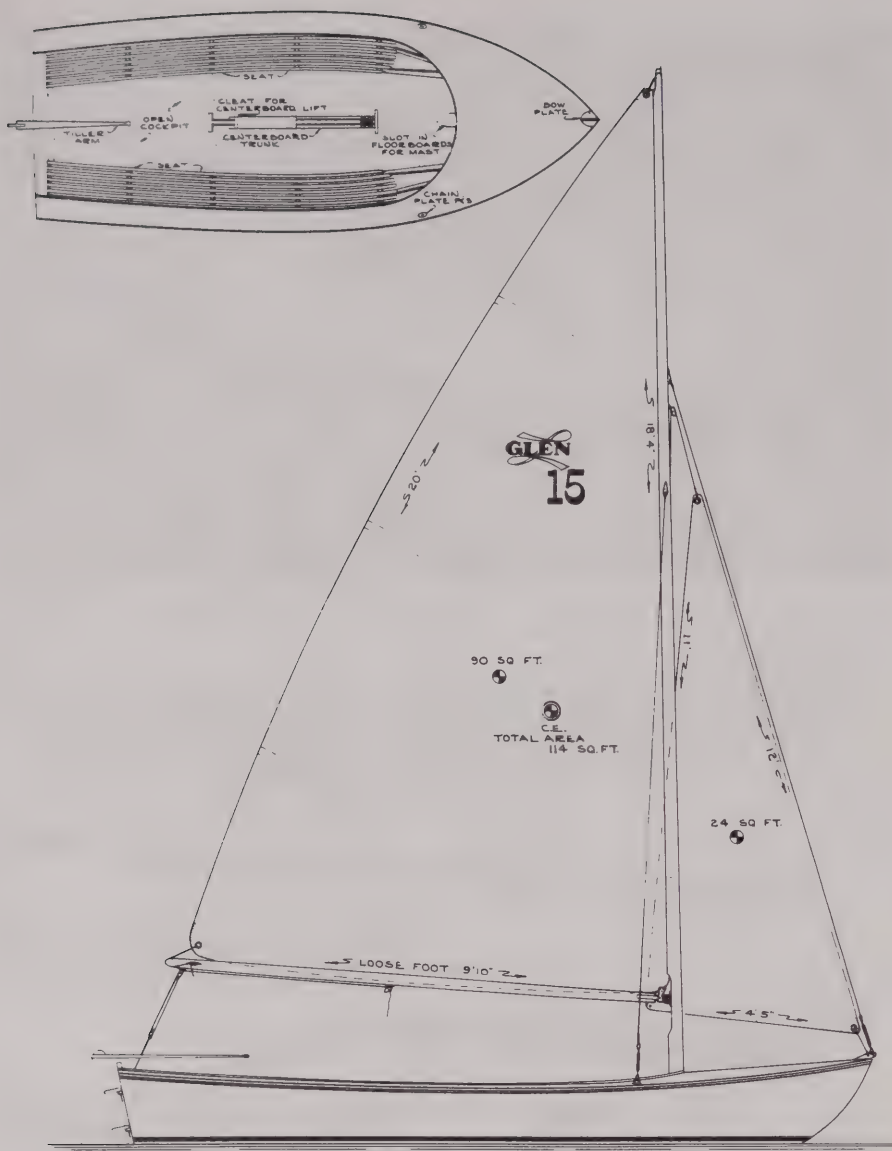
Average Passengers - 1-2

Hull Type - Vee-bottom Hard

Chine

Power- Centrally Located In-board





"CLASSY 15"

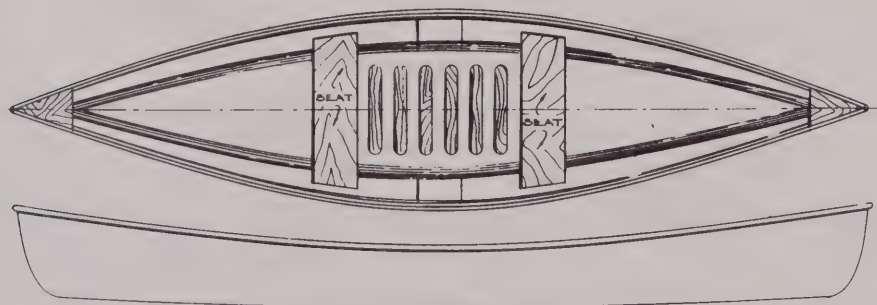
Moving from power to sail, Glen L offers this open cockpit sloop rigged sailboat that can accommodate a large group on over 18 linear feet of seats port and starboard. Single-handed sailing is also made easy by the arrangement of all lines. The hard chine centerboard carries 90 sq. ft. in the main and 24 sq. ft. in the jib for ample power and ease of handling. Use of up to a 7.5hp outboard for fishing or utility work makes the primarily sailing craft useful for double duty needs.

Plans typically give step by step written instructions, bill of materials, fastening schedule, building jig instructions and construction details and options, with full size patterns for centerboard, centerboard trunk, rudder, stem, breasthook, and half-section templates of each frame and the transom.

These comprehensive plans and patterns are \$46. A complete frame kit of pre-fabricated parts, including centerboard parts and transom, is \$415.

THE SPECS

- LOA - 15'1"
- Beam - 6'
- Draft (Board Up) - 7"
- Draft (Board Down) - 3'4"
- Hull Depth - 2'
- Hull Weight (Approx.) - 370 lbs.
- Average Passengers - 2-5
- Cockpit Size - 4'6"x11'
- Sail Area (Main) - 90 sq. ft.
- Sail Area (Jib) - 24 sq. ft.
- Hull Type - Vee-bottom Hard Chine
- Sail Type - Jibheaded Sloop
- Rig - Power - Outboard to 7.5hp



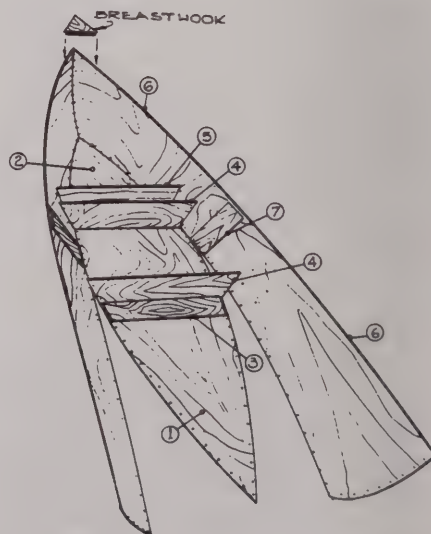
"PIROGUE"

Wrapping up our review is this 13' Cajun canoe, a flat bottom narrow beam, shallow draft craft for poling or paddling with either single or double bladed paddle. It's about as simple as boat building can get, using only two sheets of 1/4" plywood, and with full-size patterns for every piece, including even locations for the drilling of the holes for stitching the pieces together.

Plans for "Pirogue" are only \$33.

THE SPECS

- LOA - 13'2"
- Beam - 35"
- Depth Midship - 11"
- Hull Weight (Approx.) - 59 lbs.
- Average Passengers - 1-2
- Hull Type - Flat Bottom Double Ended Canoe
- Power - Single or Double Bladed Paddle, Pole, or 1-2hp Outboard





**The NOBSKA
is looking
for a few
good friends**

She is the only surviving tall stack coastal steamer on the east coast of North America. Help ensure that she will steam again, for present and future generations.

For info write F.O.N., P.O. Box J-4097,
New Bedford, MA 02741

If your organization would like
to see our slide presentation
"Grand New England Lady", call
401-434-6274.



The Amazing PADDLE PAL

(Canadian & U.S. Patents)

Increases Paddling Endurance

Especially Recommended for Disabled Paddlers

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

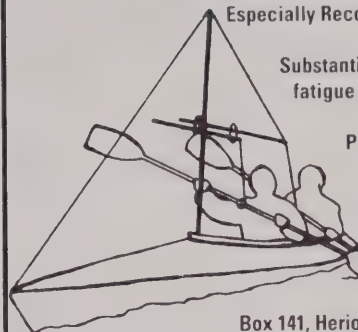
Permits bracing and feathering

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

Write for Information and Prices

Peter Gregg

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



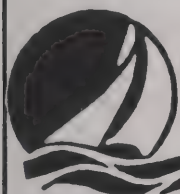
**CANVAS TRAINING WORK-
SHOPS.** Tailored to fit your needs
Custom fitting, sewing and frame
bending For more information,
call or write to: CUSTOM MARINE
CANVAS TRAINING WORK-
SHOPS, 828½ Main St., Marble-
head, OH 43440 PH: 419-798-5838.

SMALL SAILBOAT SPECIALISTS

- Precision
- Summer
- PT Jude
- Amer Sail
- Phantom
- Nimble
- Com-Pac
- Florida Hens
- Sunfish/Zuma
- New/Used

THE SAILBOAT SHOP

Rt 31 North
Glen Gardner, NJ
08826
(908) 537-6300



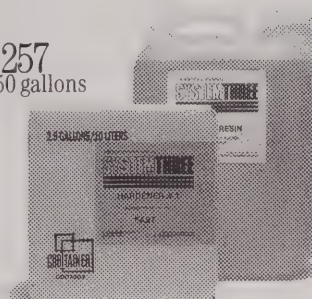
PADDLES & OARS



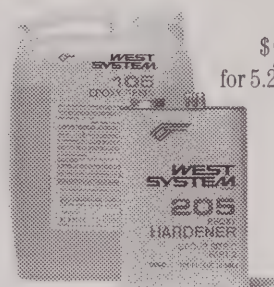
Maine Craftsmanship at it's
finest. Surprisingly affordable.
Most shipped UPS. Write for
free catalog.

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

\$257
for 7.50 gallons



\$256
for 5.29 gallons



**If you think there's just \$1 difference,
you're missing the boat.**

When you buy 7.5 gallons of System Three epoxy and hardener, it costs \$34.27 a gallon.

Consider that even though our competition charges
\$1 less for their Group C kit, their cost per gallon is over
\$14 more!

No question who delivers the value in boat epoxy resin
and hardener.

We deliver right to your door, too.

Since we're direct to you, we're the epoxy store next door
no matter where you live or work. Call 1-800-333-5514 and orders
in by noon Pacific time go out the same day. No shipping charge
on U.S. orders over \$75. VISA/MasterCard welcome.

If this all sounds too good to be
true, put us on trial. Send us \$10 and
we'll send you our System Three Epoxy
Trial Kit. It's a great way to find out how

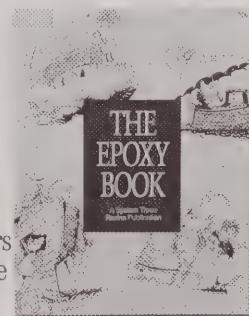
good we really are.
You'll get 12 ounces
of resin and hard-
ener, fiberglass
cloth, brushes,
measuring cups,
fillers, a roller cover,
squeegee, gloves
and *The New
Epoxy Book*.

With System

Three epoxy you won't miss the boat.

With *The New Epoxy Book* you won't
miss a trick.

System Three is a registered trademark of System Three Resins, Inc.



*The New Epoxy Book.
Our 13 years of know-how
makes how-to a whole lot
easier for you.*

Yes, I need your Trial Kit which
includes *The New Epoxy Book*.
Here's \$10. Hurry.

Name _____

Address _____

City _____ State _____ Zip _____

Telephone (____) _____

System Three Resins, Inc.
P.O. Box 70436
Seattle, WA 98107
(206) 782-7976

SYSTEMTHREE

What YOU Are Building



ABOUT THAT COVER BOAT

Friends of mine at Arey's Pond Boatyard in Orleans, MA, recently showed me your February 15th issue because there on the cover was a photo of my wife and I sailing on a run out of Rock Harbor last summer. The boat is a Herreshoff dinker.

I built last winter in my basement. Hull #2 has since been completed and awaits springtime for its launching.

The intended purpose of these boats is to serve as yacht tenders, and I can attest to the superiority of the design. I have rowed, towed

and sailed Hull #1 many miles and can report flawless performance in a variety of conditions. Although not an easy boat to build, the genius of its subtle details becomes more obvious with my increasing familiarity with what I have built.

Dan Secor, E. Brewster, MA.



BACK TO THE DRAWING BOARD

In the March 15th issue was an article about my new dory ("Instant", pg. 19). The article looked great and it was a real ego trip to see it in print.

On Sunday March 22nd the dory was launched for the first time and my bubble burst.

Our lakes were still frozen and would be for a while yet so this first launching was into the Mississippi River. The river was moving fast filled with water that was yesterday's snow. During this snow melt I don't get too heroic on the river.

I rigged the boat and wiggled aboard and discovered that my new creation had very low initial stability. Very low! I removed the rowing rig and sat on the bottom, which improved the stability somewhat but would make rowing more difficult.

Back to the drawing board. I will rework the seating and work up some different outriggers, then retest the rig. I will probably wait until our lakes open up, as the river at this time of the year must be regarded seriously.

When I get the bugs worked out, if I do, I will make an offer of plans. Until I can do this, please hold your requests.

Mississippi Bob Brown, Apple Valley, MN.



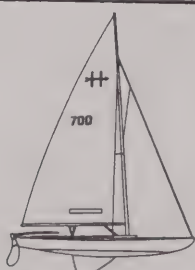
WINTER WHISP

This is my winter of '90-'91 project, a Whisp that now carries a spritsail rig almost identical to John Wilson's pictured in the November 15, '91 issue. Instead of using a leeboard, though, I swing the leeward oar forward and down. The water holds it in place pretty well. Can't beat it for cheap!

In the photo the navigator and I are discussing the location of true north, but since I'm steering, we know who's right. The engineering officer is doing what he knows best. It's on Mosquito Lake last September.

This winter's project is a Glen L "Fancy Free" but right now it's just a bunch of frames and a couple of saw horses.

Leo Teachout, Cortland, OH.



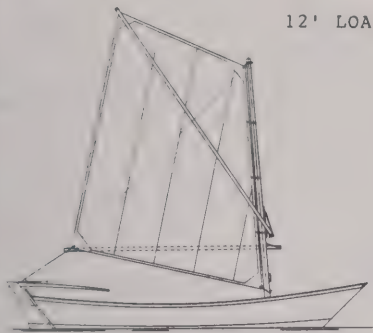
HAMPTON
ONE-DESIGN

"STILL THE BEST ON THE BAY"

CLASS CONTACT: SCOTT WOLFF, 3385 KINGS NECK DR.,
VA BEACH, VA 23452, (804) 463-6895
BUILDER/PARTS: HARRY SINDLE, CARDINAL YACHTS,
(804) 693-5928

ECHO BAY DORY SKIFF

12' LOA



VERSATILE: Performance sailing/rowing skiff and yacht tender.

COMFORTABLE: Full length floorboards and removable rowing seat for an unencumbered 6 foot cockpit.

SIMPLE TO BUILD: Detailed plans with patterns for stitch and glue plywood construction.



As featured in March 1st "BOATS"

*Study plans: \$5.00

*Construction plans: \$45.00

ERIC C. RISCH
85 Dublin Hill Road
Higginum, CT 06441
(203) 345-2452

Wing Systems Touring Shell

...The 1-Boat Fleet



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

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

See These Exhibitors at



The 1992 WoodenBoat Show

Newport Yachting Center, Newport, Rhode Island

Friday, June 26 through Sunday, June 28 — 10 to 6 daily

ADMISSION IS \$7 FOR ADULTS OR \$12 FOR A 2-DAY TICKET & KIDS (UNDER 12) FREE

3M

Ace Sailmakers & Rigging
Adirondack GoodBoat
American Traders Canoes
Antique ToolWear by Matlin
Armchair Sailor Books
Arey's Pond Boatyard
Arun-Rockall Sails
Battenkill Boatworks
Bay Built Ship Models
Benford Design Group
Bilmar Boat Works
Bluejacket
Boatlife Inc
Boatmaker
Bosch Power Tools
Brenton Co for Sterling/Detco
Brewer Banner Designs
Bristol Bronze
Burr Brothers Boatyard
C. Plath
Chesapeake Bay Museum
Chesapeake Marine Fasteners
Chris Stickney, Boatbuilder
CIGNA Yacht Insurance Svcs.
Coastal Cold Molding Inc
Concordia Co Inc
CoPilot Electronics
Covey Island Boatworks
D.P. Cooper Boat Building
Devlin Designing Boatbuilders
Dutch Harbor Boat Yard
Eastport Boatyard & Supply
Ellsworth Rice, models
Ernest Steller, Jr.
Faering Design
Force 10 Marine Ltd
Forrest Mfg Co Inc
G.S. Maynard Co
Gannon & Benjamin
GarWood Boat Co Inc
Gloriana Boat Hulls
Gougeon Brothers

Grand Mesa Boatworks

Great Lakes Boat Building Co
Greg Bashaw, 26' bass boat
Harbor Sales Co
Heart Interface
Herreshoff Marine Museum
Hill Family Boatbuilding Co
Hogtown Bayou Boatworks
Howard Investment Castings
Howland & Co
Interlux Yacht Finishes
Jacobson Marine Antiques
Jamestown Distributors
Jasper & Bailey Sailmakers
John Clark, models
Ken's Boat Shop
Kortchmar & Willner Inc
Lake Watercraft
Laughing Loon
Lie-Nielsen Tool Works
Lowell's Boat Shop
Makita Tools
Manchester Sailmakers
Marine Design & Construction
Marine Trader Hdwe Sales
Martin Marine
Mast & Mallet Boatworks
McClave, Philbrick & Gibling
Messing About in Boats
Metabo Corp
Middle Path Boats
Mobile Marine
Moran Tool-Bridge City Tools
Museum of Yachting
Nantucket Yachts
Nautical Nook
New England Boat & Motor
New England Rigging
North River Boat Works
Northeast Isuzu Engines
O'Connell's Wooden Boats
Oldport Marine Services
Owl Brook Boat Works
Peklo Design Group Ltd

Pert Lowell Co Inc

R.S. Pulsifer Co
Renner Tool for Fein Power
Reynolds Marine
Rick Waters
Rivendell Marine
Rob Wadleigh, models
Robert Stephens Wooden Boat
Sailrite Enterprises
Sea Fever Books
Seven Oceans Video
Shaw & Tenney
SOS Publications
South Cove Boat Shop
South Shore Boatworks
South St. Seaport
Spartan Marine
Square Sails School
Sterling Yacht Services
Stephen Millert with "Pelagic"
Stimson Marine Inc
Supa Roller Ruler
Survey Yacht Inc
Sutherland Boat and Coach Inc
System Three Resins
Target Enterprises
Ten Pound Island Book Co
Teton River Canoe Co
The Landing School
The Regina Maris Foundation
The Tender Craft Boat Shop
The Whale's Tale
Thomas Clark Sailmakers Inc
Traditional Small Craft Assoc
True Quarter Saw Lumber
Van Dam Wood Craft
W.K. Ross Inc
Waterpower Products
William Clements, Boatbuilder
Windhorse Marine
Wolf Boats
Woodcrafters
WoodenBoat Publications

RACES, AWARDS AND MORE!

The WoodenBoat Challenge (sponsored by SIKKA) • The W.O.O.D. Regatta • Children's Boatbuilding • Concours d'Elegance

DEMONSTRATIONS!

Mast hoop making by
Pert Lowell Co
Ropework by Barbara Merry
Use and maintenance of tools
by Sam Manning

The Incredible Beach Hauler
Half model making
Oar & paddle making
Power tools
Hand tools
Sail repair and construction

Woodcarving
Rowing and sculling lessons
Adhesives, sealants and coatings
Electronics
Portable sawmill

BOATS, BOATS, BOATS!

Schooner "Brilliant" • "Typhoon", a 33 ft mahogany runabout; new construction • Designs by GarWood • Chris Craft • Hacker • "Violet" • Schooner "Tree of Life"; new construction • Schooner "Retriever" • Daysailers • Launches • Canoes • Whitehalls • Pods • Wherries • Guideboats • Skiffs • Ultralights • Geodesic designs • Kayaks • Yachts of all descriptions

Sponsored by WoodenBoat Magazine • Brooklin, Maine 04616 • 207-359-4651

bay view books

595 Fireplace Road

East Hampton, NY 11937

send 9.5" S.A.S.E. for most recent
catalogue of used nautical books

THE ALDEN

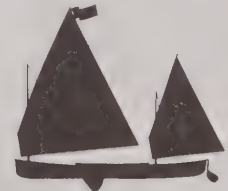
Row anywhere—anytime.

Call for our free brochure.

(800) 477-1507

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

DOUGLAS FOWLER SAILMAKER



Small Craft Dacron & Cotton

Canoe Sails

Sunfish Sails
in stock \$145

1182 East Shore Drive
Ithaca, NY 14850
(607) 277-0041

CHRIS STICKNEY BOATBUILDER

- Wooden Boat Restoration & Repair
- New construction
- Shop Rate \$15/hr

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



10'6"x3'10" LAPSTRAKE YACHT TENDER

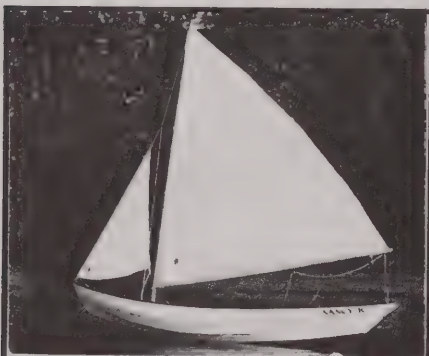
Designed circa 1890
Cedar planking on oak frames
Hackmatack knees & hard pine thwarts
Copper & bronze fastenings
Two rowing stations
Weight 75 lbs. - capacity 500 lbs.

CHARLES W. AKERS

BOAT BUILDING & REPAIR
WOOD • STEEL • FIBERGLASS

2816 AHERN DRIVE
ORLANDO, FL 32817

(407) 658-0622



17' SWAMPSCOTT DORY

NORTH RIVER BOATWORKS

6 Elm St., Albany, NY 12202
(518) 434-4414

Info \$2

Wooden Boats for Sail, Oar or Power

Builders & Restorers

SUTHERLAND BOAT & COACH, INC.

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

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

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY
(207) 268-4802

Rt. 1, Box 1090
Litchfield, ME 04350

Repair & Restoration
of wooden boats
Custom built traditional wooden
boats
HUMPHREY BOAT WORKS
45 AUCOOT RD., MATTAPOISETT, MA
(508) 758-6234

Own A Dory
Bank Dories, the workboat of the Gloucester
fisherman. Working craft at a working mans
price. From \$850.

Ernest W. Steller, Jr.
RR1, Box 251B
Canann, NH 03741
(603) 632-4783

JOHN WERMESCHER BOATBUILDER

Fine wooden water craft.

ELITE ULTRALIGHTS

Whisp
•
Tom Hill Designed Canoes
•
The Riverland Puntney
•
Repair - Restoration

Star Route 1, Box 274
Crescent City, FL 32112 • (904) 467-2996

WILL BUILD ON COMMISSION:

Sailing dories, daysailers or cruising boats to
30'. LOA, built to your requirements. All of
superior construction in wood at reasonable
price.

THE LANDING BOATSHOP
P.O. Box 1490, Kennebunkport, ME 04046
(207) 985-7976

607-547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point On West Lake Road)
PO BOX 1007
COOPERSTOWN, NY 13326

Woodenboat Restoration / Rigging

CONSTANT CAMBERtm

Built to order boats, panels, and kits
Stitch-n-glue assembly
Sail, row, or motor in 7' to 12' LOA

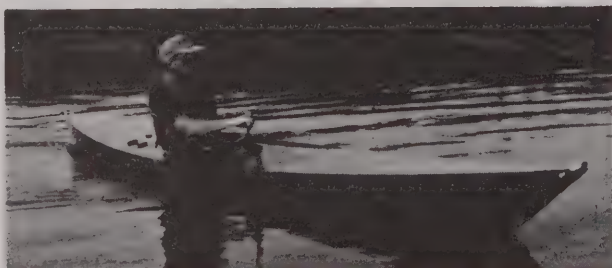
10' tender
pictured

NORTH COLUMBIA BOATS
PO BOX 480, UNDERWOOD, WA 98651
(509) 493-3632
send \$3 for color brochure



Box 29
Hanson, MA 02341
(617) 293-9044

BUILDERS OF ULTRA LITE WOODEN BOATS



Plans • Easy to Build Kits • Completed Boats & Accessories

10'6" ~ 20 lbs.

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

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

Woodstrip Watercraft



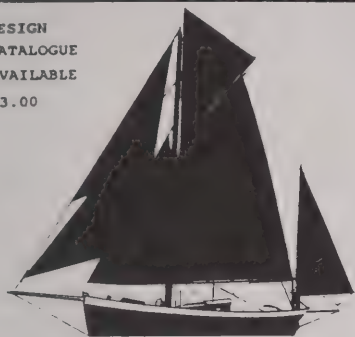
CANOES,
KAYAKS &
SMALL BOATS

Built in modern wood construction. Also accessories, supplies, restoration and repair. Custom design.

1818 Swamp Pike
Gilbertsville, PA 19525

AL BRATTON
Builder
(215) 326-9282

DESIGN
CATALOGUE
AVAILABLE
\$3.00



M.D.C.

Marine Design & Construction
ANTONIO DIAS

106F TILLSON LAKE ROAD WALLKILL NEW YORK 12589
914 895 9165



The Adirondack Guide-boat

by the

Indian Point Guideboat Company

732 Midland Avenue, Midland, PA
15059

412-643 / 5457

Gardner Callanen, boatbuilder

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

WOOD-CANVAS CANOE RESTORATION

INSTRUCTION

CLASSES • MATERIALS • REPAIRS

Do you want to learn how to restore that family heirloom, or just see how it is done? I am offering instructions covering the full range of restoration problems from structural repairs to re-canvassing. Call or write for details and my schedules. I also sell canoe restoration materials, including clear northern white cedar, canvas, canvas filler and hardware.

William Clements
Boat Builder

P.O. Box 87
18 Mt. Pleasant Street
N. Billerica, MA 01862
Telephone (508) 663-3103



Cape Cod's
Sailing
Headquarters

And Now
Wooden Boat
Center

★ The Arey's Pond Catboat ★

Available in 12' and 14' sizes, limited production, built exclusively at Arey's Pond Boat Yard. Finished off in Teak or Mahogany by professional wooden boat builders.

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

Moorings, hauling, storage, wooden boat restoration, custom building, sailing and boat building classes.

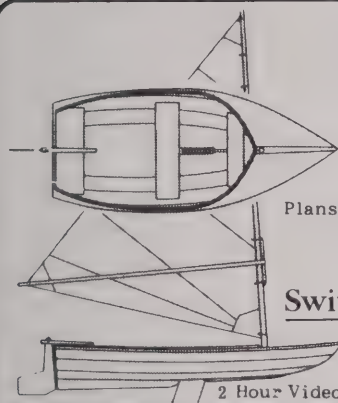
★ Est. 1945 ★

AREY'S POND BOAT YARD

Arey's Lane off Rte. 28, P.O. Box 222
South Orleans, MA 02662



255-0994



Modern wooden boats

Plans & Construction Manuals for:

"Leif" 7' - \$30

"Swiftly" 12' - \$45

"Great Blue Heron" - \$80

Swiftly LENGTH: 12'0"
WEIGHT: 105 Lbs.
Kit: \$925
Finished: \$1,850
2 Hour Video: \$23 Catalogue: \$3

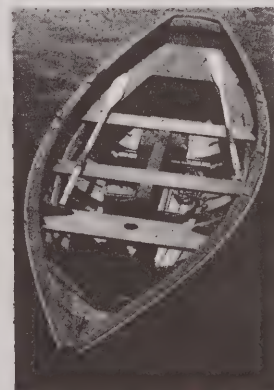
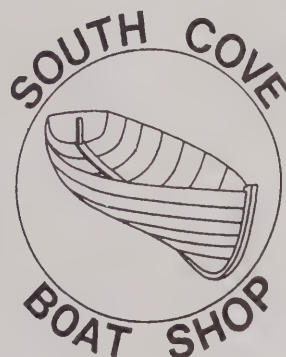
R.R. 2 Box 289-C St. Albans, VT 05478 (802) 524-9645

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

HCR 32, Box 301, Small Pt., ME 04567 (207) 389-1794/737-4143

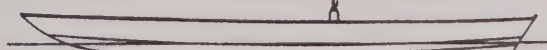


TRADITIONALLY BUILT SMALL CRAFT

SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR

HONEST BOATS AT HONEST PRICES

ALSO "TORPEDO" PLYWOOD RECREATIONAL SHELL

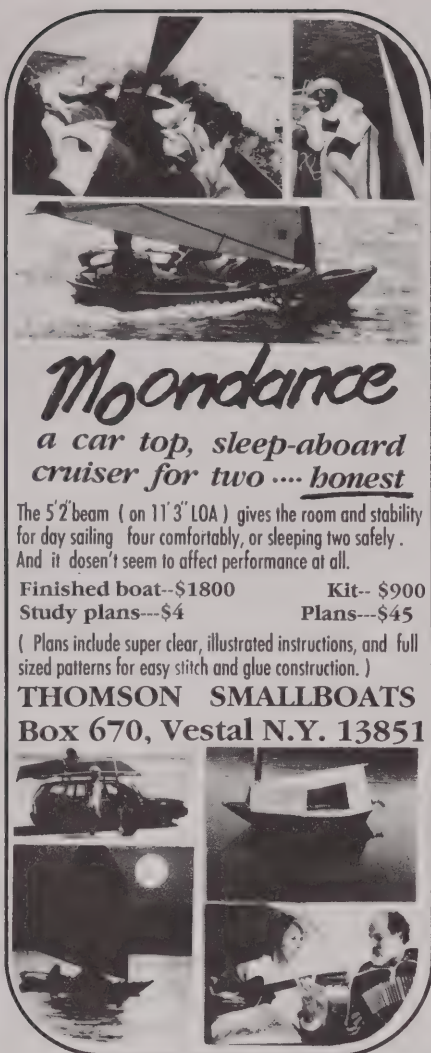


STUDY PRINT \$3

PLANS \$25

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT

ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424



Moondance

*a car top, sleep-aboard
cruiser for two honest*

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

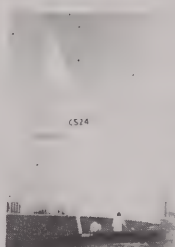
Finished boat--\$1800 Kit-- \$900
Study plans---\$4 Plans---\$45

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

THOMSON SMALLBOATS
Box 670, Vestal N.Y. 13851

Plans

COMMON SENSE DESIGNS YOU CAN BUILD A BETTER BOAT THAN YOU CAN BUY!



Build CORSAIR

May be the fastest, surely the most interesting, boat you can build. JOIN THE REVOLUTION TO COMMON SENSE!

PLEASE SEND ME:

- ☐ Corsair Plans for \$55.
☐ Study packet for Corsair and 12 other Common Sense Designs, \$5.

NAME: _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP: _____

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



NYMPH: 7'9" x 3'6" Tack & Tape "Witch" Craft
Just eight hours in your shop can flesh out this dynamically rounded hull that Phil Bolger engineered into Nymph's five flat plywood panels. Quick and responsive under sail or oars, easy to cartop, and the most boat at the lowest investment of labor and materials.

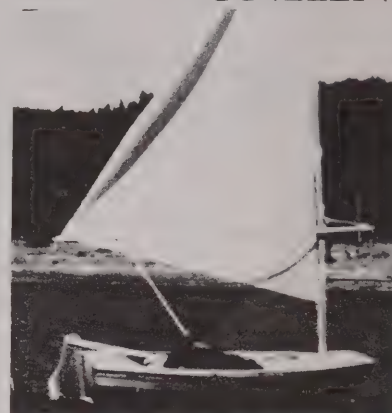
PLEASE SEND ME: ☐ Complete construction plans and instructions for \$25.00 ☐ Study plan packet for Nymph and 24 other easy-to-build Instant Boats for \$5.00
BOOKS: ☐ Instant Boats, \$15.00 ☐ Build the New Instant Boats \$19.95 ☐ Go Build Your Own Boat, \$20.00 ☐ Build the Instant Catboat, \$9.95 ☐ How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

Name _____
Street _____
City _____ State _____ Zip _____

Harold H. Payson & Co.

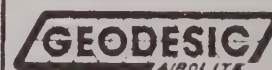
Dept. WB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587

WEE PUNKIN



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

GRAND MESA BOATWORKS
Rt. 1, Box 75, Collbran, CO 81624



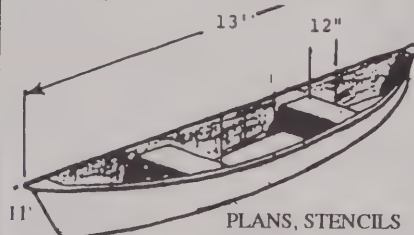
Boat

Plans & Kits

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

MONFORT ASSOCIATES
RFD 2 Box 416 • Wiscasset, Maine 04578

CAJUN PIROGUE



Lightweight, sturdy, maneuverable.
Excellent hunting, fishing boat.
Send SASE for info.

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

WESTON FARMER

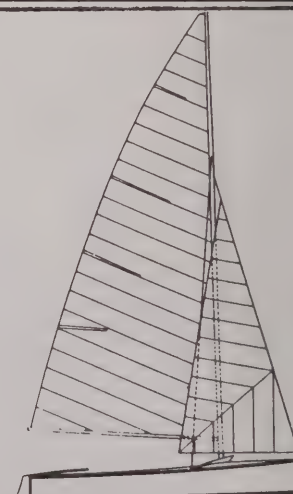
BUILDING PLANS & ARTICLE REPRINTS

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

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

WESTON FARMER ASSOCIATES
18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360



UFFA FOX's CLASSIC REDWING is now available. This robust and speedy 14' one-design—renowned for its seaworthiness—is an able racer, daysailer. Redwing features sound lapstrake construction with mahogany planking on oak frames, distinctive red sails, and wooden centerboard or iron centerplate.

WOLF BOATS
735 Delaware Rd. #103
Buffalo, NY 14223

JAMESTOWN DISTRIBUTORS

FASTENERS

Boatbuilding And Woodworking
Supplies

800-423-0030

JAMESTOWN,
RHODE ISLAND
28 Narragansett Ave.
PO Box 348
Jamestown, RI 02835

Local 401-423-1220
Fax 401-423-0542

BEAUFORT,
SOUTH CAROLINA
Hwy 17 & 21, Gardens Corner
Rt. 1 Box 375
Seabrook, SC 29940

Local 803-846-9500
Fax 803-846-9005

FREE CATALOG

Materials & Supplies

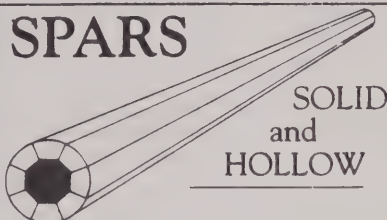
BREAKDOWN/CONVERTIBLE
paddles and oars. Special Designs
to fit your boat. Call (612) 722-
0057 or write: **LEE'S VALUE
RIGHT, INC.**, PO Box 19346,
Minneapolis, MN 55419-0346.

SURPLUS U.S. NAVY WW II CAULKING MALLETS

Never used. Oak with hickory han-
dles. A rare find. Only 5 left!
\$35 plus \$5 shipping.

P.O. Box 120, Denmark, ME 04022

SPARS



SOLID
and
HOLLOW

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

THE ROSS BANDMILL • PORTABLE SAWMILL

US PATENTS 4275632 4334669
CANADIAN PATENT 1159342
OTHER PATENTS PENDING



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

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

5 YR. WARRANTY

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

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

Mast Hoops

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

Pert Lowell Co., Inc.

Lane's End
Newbury, MA 01950
(508) 462-7409

Custom wooden boats, mast hoops
authentic nautical furnishings

ATLANTIC WHITE CEDAR

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

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

CUT COPPER CLENCH NAILS

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

P.O. Box 300 MB, Portsmouth, NH 03801

Wood Canoe Hardware



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

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

STAINLESS STEEL STAPLES

PLUS STAINLESS

• screws • bolts • nuts • nails •

Call or write for our free catalog!
CALL: 1-401-782-3760

ANCHOR
STAPLE & NAIL CO.



P.O. BOX 570
Wakefield, RI 02880

VOLVO PENTA

Orr's Island Boat Works

9, 18, 28 and 43 HP Diesel Engines
Smaller Size, Less Weight

Complete Package Including Reverse Gear
Old Volvo Diesels Rebuilt

Rt. 24, Box 731
(800) 339-6777
(Maine only)

Orr's Island, ME 04066
(207) 833-5852

POLYESTER RESIN

(With Catalyst)

Finest Quality - Always Fresh

5 Gal. Pain
\$70.00 ea.

1 Gal.
\$15.50 ea.

4 or more
\$14.50 ea.

20 or more
\$14.00 ea.

4 pails or more
\$67.50 ea.

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

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

SILICON BRONZE WOOD SCREWS - MANY SIZES FROM 3/4X8 AT \$4.80 TO 3X16 AT \$40.50
ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

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

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399, E. Longmeadow, MA 01028

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

CALL OR WRITE FOR FREE PRICE LIST - WE SHIP ANYWHERE IN USA



COD

Classified Marketplace

BOATYARD CLEARANCE SALE. Crocker 20, fin keel daysailer, Hull #1, M,J,spin. Crocker designed and built, \$1,295/B.O. Cape Cod Mercury w/trlr, FG CB daysailer, M,J, spin, boomtent, \$1,495. Paceship Peregrine 17', FG CB daysailer w/trlr, \$1,495. American 16 FG CB daysailer w/trlr, \$1,495. Grumman Sportboat w/cover & trlr, \$775, sail kit avail. Sunfish, several as is ready to sail, \$250 up. Newport Kite, 12' FG racing cat, nds mast repair, as is \$250. Lapstrake 12' wood CB, M,J, sail, row, \$750. Folbot double kayaks, two used, rigid frame \$75, folder \$250. 8' & 10' unpainted wood prams, \$229 up. BB Cat, 1st FG production sailboat, wood deck, orig Beetle Cat rig & sail, as is, \$275. **CAPE ANN SMALL CRAFT,** Essex, MA, (508) 768-7411, Wed-Sat. (23)

BOAT STUFF. Full size moulded lines for pretty 26' cutter on plywood, free. White oak CB, 5/4"x3'3"x6'6", immersed area 7.5 sq ft approx. Make offer. Steering mechanism for OB or barndoor rudder, quadrant, gear, shaft (no wheel), phone for details. **HOLT VIBBER,** Waterford, CT, (203) 442-7376. (23)

19' CAPE DORY TYPHOON w/almost new trlr, 4hp Johnson in gd cond. Boat nds a little work. Great daysailer and/or over-nighter. B/O over \$2,000. **ED MERCK,** Norton, MA, (508) 285-4625 eves. (23)

19' CAFF-RIGGED SLOOP, "Rachel". Self-draining cockpit, full-length keelson, FC over ply. Slps 2. Galv trlr. \$1,995 or B/O. **RUSSELL LONG,** Alexandria, LA, (318) 442-7508. (23)

22' CHRIS CRAFT CAVALIER, 1965 classic, fast, in great shape. Hull #VXA 22-2101C. 8' beam, 32" draft, 185hp inbnd FWC. AM, FM, CB. Slps 2, head. **DON LANGLEY,** Amesbury, MA, (508) 388-3200. (23)

21' LOBSTER SKIFF, commercial 1988 FG Nova Scotia type w/stbd console, canvas dodger, 1988 45hp Mercury w/oil inj & electr start, Telefix steering. Perf cond, \$9,500 firm. **DICK VILLA,** Manchester, MA, (508) 526-7127. (23)

13' FG SPORT SKIFF, 1991, Whaler style, teak seats, SS wheel, etc. Set up w/1991 Mariner 30hp, galv trlr. All new, only 3 hrs on entire package, fresh water only. Over \$6k invested, sacr for \$3,995 or B/O. No time for both power and sail. **RON PATTERSON,** Wilton, NH, (603) 654-9687. (23)

12' CLASSIC WHITEHALL SKIFF, Platt Monfort designed geodesic aerolite constr. Wt 30 lbs, cap 500 lbs. New, \$1,695. **ALAN PRATT,** Thomaston, ME, (207) 354-6716. (23)

OLD WOODWORKING TOOLS (spokeshaves, adze, corner drill), books, maps, Thule windsurfer carrier, large brass hinges, misc gear. SASE for lists. **OWEN CECIL,** Box 635, Oscoda, MI 48750. (24)

CANOE, 17' OLD TOWN OTCA (wood) w/mast seat. Nds recanvassing. Purchased new in 1976. \$700 firm **J.E. BOCART,** Natick, MA, (508) 651-0097, 5-7pm, Mon-Fri. (24)

SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy and fast with low power; light, simple plywood lapstrake construction. Detailed plans and directions, no lofting. **SEA SKIFF 18:** Featured in SBJ #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30.



SEA SKIFF 20: The big offshore fisherman. 19'4"x7'6"x10" draft; 50-70hp. Plans \$45. Information on both \$1.

CAPE FEAR MUSEUM, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

HYDRA SCLO, the fastest plastic single-seat sea kayak, w/2 hatches, bulkheads, carry handles. Vy gd cond. \$850 firm.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 days. (24)

OLD 12' JON BOAT. \$275. Porta-bote sail rig. \$99.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 days. (24)

17'SEAWARD SLIPPER SLOOP, 1985. Incl main & jib, galv trlr, 5hp Mariner OB, Porta-potti, sink, cooler, boarding ladder, bow pulpit, lifelines, compass. Fresh water boat always stored inside. In exc cond. Asking \$4,500.

WALKER COLE, P.O. Box 166, N. Berwick, ME 03906, (207) 676-9050. (24)

43' NAUTALINE, comfortable live-aboard. A bit shabby but could look good again. No engines but could be repowered. In water Chesapeake Bay. Available May. \$6,500 or offer.

PAUL STIMSON, 25869 Goose Neck, Royal Oak, MI 21662, (410) 745-3858. (24)

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage, hot tub. Rent includes 16' daysailer and windsurfer. \$395 per week.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction. **FRANKLIN CEDAR CANOES,** Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

25' SAN JUAN 7.7 SLOOP, 1979. 6 sails incl 2 mains, 150/110/105 jibs, tri-radial spinnaker; VHF, depth sounder, knot meter, 1989 Yamaha 9.9 elec strt OB. Moving to CA desert. \$8,000 or make offer.

JOHN WEISS, Virginia Beach, VA, (804) 444-5087 work, (804) 499-5319 home. (23)

20' STAR ISLAND SLOOP, traditionally styled double-ended pocket cruiser. Gaff rig, FG hull w/oak trim. Full length keel draws 32". \$1,750. 6hp OB & trlr negotiable.

PAUL FORMAN, Ipswich, MA, (508) 356-7826. (24)

12' KLEPPER "MASTER", collapsible German craftsmanship at its best. Unit compl w/sailing rig (separate bag), oars, paddle, & 3hp folding Evinrude OB. If you're interested call and we'll talk. **JOHN CHURTON,** 85 Ordale Blvd., Pittsburgh, PA 15228, (412) 344-4740, 7-9pm best. (23)

"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. (TFP)

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)

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)

WANTED: 20'3" Carolina Dory Skiff in gd cond.

BOB WELSH, Downers Grove, IL, (708) 964-8320. (24)

WANTED. Used Sunfish sail & rig donation for use teaching sailing this summer at free school.

HOWIE MITTLEMAN, North River Boatworks, Albany, NY, (518) 434-4414. (24)

19' LIPPINCOT LIGHTNING, #11582. Newly refinished Sitka spruce mast, white hull, 2 sets of sails & spinnaker, trlr. \$1,600.

THOMAS PRICE, Center Harbor, NH, (603) 284-7709. (24)

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. (TFP)

DOUBLE RACING SCULL, Small Craft open water model, compl w/2 pr oars. \$1,000. Delivered Boston-Washington negotiable. **TIM O'DELL,** 950 Elm, New Haven, CT 06511, (203) 389-2665. (24)

TRADE, National Pressure Cooker Co. Martin 60 OB for pr of used 9' oars.

JOHN STILGOE, Norwell, MA, (617) 659-2090. (23)

BY DORY THROUGH THE GRAND CANYON, July 5-20. Call for more info. **BETH SCHWARZMAN,** Falmouth, MA, (508) 540-5432. (24)

SKIMMAR 9' SAILING DINCHY, no sail or sailing parts. Similar to a Dyer Dinghy. \$250.

GENE GIFFORDS, E. Islip, NY, (516) 234-1350 (work), (516) 277-1643 (home). (24)

14' PACIFIC PELICAN, blt by O'Connell's Wooden Boat Shop. Marine ply, epoxy & FG. lug rig, trlr, full fitted cover, boothook & 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 BO.

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, Saunderstown, 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. Slps 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. Crt 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)

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)



16' SHIPS LIFEBOAT, Canada 1965. Leeboards, OB rack, nds interior rebt & some easy carpentry. Sailed well, vy strong. Hoist hooks original. Only \$450.
J. MITCHELL, Noank, CT, (203) 536-6213. (24)

WHITE ASH. Clear grained, rough sawn, air dried ash. 200 board feet. Mostly in 16' lengths, random widths from 6"-12", four-quarter thick. Stored inside. Excellent quality for boatbuilding, furniture making, turning, etc. Selling as a lot only. \$250

JOHN FISKE JR., Weston, MA, (617) 899-2936, leave message. (2p)

HAVEN 12-1/2 FOOTER, partially complete. Hull is finished except for fore-deck and seats. Boat comes with sails and external lead ballast keel. This boat is a carefully constructed amateur project. Personal problems force sale of boat before completion. Seek to recover cost of materials. \$5,500.

JOHN FISKE, Weston, MA, (617) 899-2936. (2p)

24' 1929 CHRIS CRAFT COMMUTER made from a triple cockpit, see Sept, 1989, page 4, "Classic Boating Photo Album" for picture. M engine, Hull # 2314. Gd cond. \$14,000.

ERWIN LAITENBERGER, 2806 Union St., Rochester, NY 14624, (716) 594-8533 eves. (24)



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.

DELIGHTFUL WATER DOME, Key Largo, like having your own island! Spacious vacation studio with sundeck, afloat on Florida Bay. Includes sailboat, motorboat, spectacular views, privacy. Sleeps four. \$595/week.

SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TFP)

FOR RENT: Month of June, 2 br cottage w/waterview on Prudence Isl. RI. Small boater's paradise. \$800 for month.
DON BETTS, Brooklyn, NY, (718) 855-3659. (24)

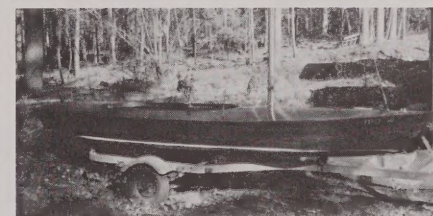
SUMMER RENTAL: House on Maine island nr Acadia National Park. Three br, bath, kitchen. View of harbor, hiking trails on property and other places on island. Fresh water swimming quarry nearby, launching sites for boats, sand beach. \$475 per week, Saturday to Saturday. Access to island by ferry 6 times daily.
IVER LOFVING, Box 366, Swan's Island, ME 04685, (207) 526-4121. (TF)

DRYSUIT: Marker Dry Fashion Avilastic size M w/hvy duty rear entry metal zipper. Never used, as new. Lighter, quieter and more durable than nylon/urethane; breathable (they say). Asking \$185, abt half original price.

FRED JONES, North Haven, CT, (203) 239-5881 days, (203) 467-0297 eves. (24)

GLOOSCAP SEA KAYAK, by Gillies, FG, brand new. Length 17', beam 24", only 47 lbs. Medium to high volume. Extremely fast, tracks well, expedition equipped. A high performance kayak for the larger paddler. \$1,200.

JIM ELLIS, Lyme, CT, (203) 434-7835. (24)



SNIPE CLASS, 15'6"x5' daggerboard sloop, see "Wooden Boat" #89. Mahogany hull, deck & frames, bronze fastened. No rot, all bright finished. Oval cockpit, alum mast, dacron sails, OB bracket, '85 galv trlr. A wooden boat made to be trailered, fast and fun sailing. Buying a bigger boat. \$800 or BO.

LAWRENCE BIRCH, 626 Station Rd., Amherst, MA 01002, (413) 256-3083. (24)

WANTED, transom bracket for 2hp or 3hp Sea Gull OB.
DOUG WATT, Winter Haven, FL, (813) 293-3408. (23)

SEA SPRITE 23, 1981, low miles & gd shape. Full-keel Alberg design (see reviews "Practical Sailor", 1/1/92; "SDJ", 11/87). Nice cond; main, 110, 155; new canvas. Datamarine instruments, new compass; fully wired, w/electric bilge pump & mast lights & antenna; hand pump & 9 gal water; brass ports; full-sized pulpits w/lifelines. Overbuilt, sails beautifully, draws compliments. On Chesapeake. \$8,500 OBO.

GARY KOTARA, McLean, VA, (703) 790-8309. (24)

"DOUBLE EAGLE" (Glen L 24' lobsterboat) plans, plywood version. Compl w/materials list, bldg directions. Never used. Cost new \$104, offered at \$50.

JIM BETTS, P.O. Box 1309, Point Pleasant Beach, NJ 08742. (24)

DESPERATELY SEEKING O'DAY 12 sailboat (Sunfish or Phantom). Minister on vy limited budget can't take one more summer off the water.

JOHN KARRER, 10 Rockland St., Taunton, MA 02780. (24)

RECESSION SPECIALS. Low cost sailing, 1974 Kells 21' FG/swing keel, 7.5 Sears, safety gear, wooden dinghy, possible mooring. \$2,900. Sailfish, early FG, compl. \$250. 12' Trisail, have most parts. \$175. 10' wooden sailboat, Sunfish rigging, fair. \$175. 14' boat trlr, fair cond. \$175.

ALAN BROD, N. Smithfield, RI, (401) 769-6030 (keep trying). (24)

SMALL WOODEN SAILBOAT, 10'10"x4'7"x100lbs w/69 sq ft in main & jib. This is a Mirror dinghy, fast, stable and self-rescuing. In gd sailaway cond. \$800.

JOE FERNON, St. Michaels, MD, (301) 745-5996. (24)

TWO BOLGER STRETCHED LIGHT DORIES, 19'6"x4'0" for effortless rowing by 1 or 2, w/w/passenger. West System treated for maintenance-free enjoyment.

JOE FERNON, St. Michaels, MD, (301) 745-5996. (24)

KLEPPER MASTER FOLDING SAILBOAT. Bigger & nicer than Klepper Aerius II. This rare boat has African mahogany trim & has been completely revarnished. Un-sinkable, seats 4, can be sailed w/new 100 sq ft main, jib & leeboards; powered w/up to 10hp; or rowed. Weighs only 95 lbs! Beautiful boat, would cost \$5,000 new, selling for \$900 o.b.o.

SCOTT IVES, McLean, VA, (703) 536-5024 (home), (202) 331-4687 (work). (24)

22' LOBSTER STYLE, cedar hull, slps 2, Volvo Penta I/O, w/trlr. \$4,000.

STEVE ECKELMAN, Staatsburg, NY, (914) 889-4726. (24)

20' SEASHELL ROWING SHELL, w/oars, like new (wife's boat), \$995.

DOUG WATT, Winter Haven, FL, (813) 293-3408. (23)

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 CIORDANO, 438 Acorn Hill Rd., Olivebridge, NY 12461, (914) 657-2889. (23)

COZY CABIN overlooking beautiful Hudson River in Orange County, NY. Grt vacation getaway, lots of boating & hiking, etc. \$15,000. Land rent & taxes \$2,000/yr. Would consider trade for a boat of character.

JIM MURRAY, Ft. Montgomery, NY, (914) 446-5560 eves. (24)

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.

SAILS WANTED, for Luger Southwind, nd main, working jib & genoa. Also Grumman (or other) sail kit for us on Sport Boat.

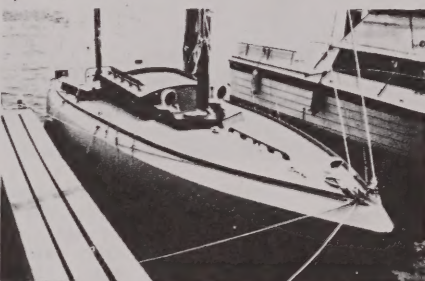
MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444. (23)

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)

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)



21' LAURENT GILES YAWL, sister to John Guzzwell's "Trekka". Blt '87 by R.K. Wilmes. Dynel & epoxy over strip planked red cedar. Sitka spruce masts & booms. Honduras mahogany cabin sides, coamings & toe rails. Origo alcohol stove, VHF, Ritchie compass, 7 sails (some never used). Custom steel cradle. Exc cond. \$15,000.

DAVE BOBOC, 59 Newgate Rd., Oxford, CT 06478-1534, (203) 888-7348. (24)

PADDLING GEAR. 8-1/2' Werner Little Dipper paddle, \$125. John Derry C-1 white water boat, paid \$250, will take less. Stolquist Semi-dry hooded suit, \$100. Flat water racing kayak, FG kevlar reinforced, \$100. Davis Range Finder, \$30. "Ultimeter" measures barometric pressure, temperature, \$175. GAIL FERRIS, 1 Bowhay Hill Rd., Stony Creek, CT 06405, (203) 481-4539. (24)

33' HERRESHOFF MEADOWLARK, 1962. Cedar & yellow pine on oak, 15hp diesel (175 hrs). \$13,000. Will take in partial trade: Seasprite, Alberg 22, 23, Sailmaster 22, or similar.

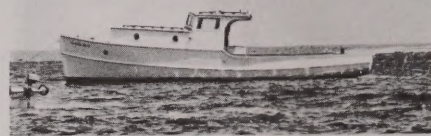
BOB SILVIUS, Freeport, ME, (207) 865-3947. (24)

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 RUNABOUT, 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 main-sail, 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. Wizingen 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)

SHOP TOOLS. 20" floor model bandsaw. \$700. 12"x5" Sears planer on stand, extra set of knives. \$550. Sears wood lathe on stand, 36" bed. \$150. 3-wheel bandsaw. \$50.
CHET FARRELL, School St., W. Dennis, MA 02670, (508) 398-2679. (24)

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. Gray Marine 4-cyl w/Paragon 2:1 reduction gear, for parts only, \$50.
STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (23)

16' CHESAPEAKE BAY CRABBING 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)

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)

CADENCE LP SEA KAYAK by Northwest Kayaks, FG, used once. Length 17', beam 24". Sleek, stable, tracks & handles well, expedition equipped. A sporty medium to high volume touring kayak. \$1,250.
JIM ELLIS, Lyme, CT, (203) 434-7835. (24)

23' O'DAY TEMPEST, 1967. Tall rig, race equipped, 7 sails, Lewmar winches, 2 berths, head, VHF radio, accessories. \$4,000 or ERO.
PAUL FORMAN, Ipswich, MA, (508) 356-7826. (24)

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)

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)

TWO OUTBOARD RUNABOUTS. 1957 15-1/2' Lyman, all original w/35hp Gale. \$800. 1948 16' Chris Craft Special Runabout, hull only w/ little hrdwre. \$300.
ERWIN LAITENBERGER, 2806 Union St., Rochester, NY 14624, (716) 594-8533 eves. (24)

SAIL RIG for Nor'Easter 7'11" dinghy. Unstayed, jointed alum mast, 14'2", boom 7'". Dacron sail, luff 11', Foot 8'. Sail bag, spar bag, halyard, sheet, etc. \$150. FG fixed blade rudder w/tiller. \$25. Alum kickup rudder w/tiller. \$20.
GARRY OSBORN, Stamford, CT, (203) 432-2352, or toll-free days outside CT, (800) 451-4956. (24)

14' ORIGINAL CHAISSON SWAMPSCOTT DORY, double-ended, blt ca 1930 as tender for schooner "Yankee Girl", which sank in Marblehead, MA, in great hurricane of '38. Raised by Fred Dion, dory unharmed. Well-maintained by present owner for over 35 yrs, mahogany seats and trim painted over for all-weather use. See John Gardner's "The Dory Book", 1978. Condo restrictions in Sarasota, FL, force sale. \$2,300.
ELIOT CHIAPPE, 101 Amherst St., Sarasota, FL 34232, (813) 371-2942. (24)

ONE-LUNG ENGINE WANTED, small water-cooled gas engine, 2-6hp, neede by TSCA West Michigan to power our old dory.
JOE REISNER, Marshall, MI, (616) 781-6974. (24)

18' SWAMPSCOTT DORY blt at Lowell's boat shop, comes w/Johnson 4hp long shaft, oars & oarlocks, thole pins, boat cover & trlr, \$3,000.
DON PIGEON, Merrimac, MA, (508) 346-8479. (24)

8' DINGHY, FG over ply, new paint, no leaks, \$250.
DON PIGEON, Merrimac, MA, (508) 346-8479. (24)

BRITISH SEAGULL OB, 3-1/2hp, \$350.
DON PIGEON, Merrimac, MA, (508) 346-8479. (24)

18' OLD TOWN GUIDE CANOE, wood/canvas, circa 1980. Like new. Always stored inside unheated garage. \$1,000 firm.
KEVIN SHEEHAN, 12 Indian River Rd., Orange, CT 06477, (203) 537-0763 wkdays, (203) 795-5363 eves & wknds. (24)

ENSENADA 20' SLOOP by Lyle Hess, classic & roomy raised deck (4 berth) design. FG '73 faded but solid, fast & weatherly, 1,600 lbs, fully self-righting w/retractable keel. Sailaway/towaway w/fitted trlr & Seagull. First \$1,895 takes it.
FERD JOHNS, Annapolis, MD, (410) 263-2559. (24)

1937 OLD TOWN CANOE, Model HW 17-0 w/sponsons & half-ribs. Compl restored 1992. Have history of canoe. \$1,250.
WALKER COLE, P.O. Box 166, N. Berwick, ME 03906, (207) 676-9050. (24)

15'7" REDMOND "WHISP". Professionally blt, mahogany on spruce, finished bright on inside, bronze oarlocks. Set up for rowing, used only twice, exc cond. \$450.
WILLIAM LUDTKE, Rt. 1 Box 193, Gore, VA 22637, (703) 858-3233. (24)

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' STURDEE CATBOAT, 1980. Incl 1978 4.5hp Mercury OB w/gearshift F.N.R., galv Lady Bee tilt trlr w/winch & mast support, BO.
ED BURR, Amston, CT, (203) 228-9650. (23)

PROPELLOR, 2 blade, 16x17, RH, 7/8" bore, \$70.
WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (24)

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

15' KAYAK, fabric over varnished frame, in gd shape, make offer.
WILLIAM LUDTKE, Rt. 1 Box 193, Gore, VA 22637, (703) 858-3233. (24)

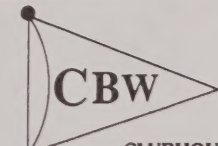
FOLBOT, 1988 2-seat folding kayak w/full sail rig, 2 rudders, carry bags. Camouflage color, vy gd cond. New cost \$2,500, sell for \$950 firm.
FRANK CLOUSE, Worcester, MA, (508) 791-4766 days. (24)

WANTED: Seagull OB motors, running or not.
BOE MUGELE, 1623 Augusta Way, Casselberry, FL 32707, (407) 695-6642. (24)

17' MARSH IEN, vy stable 650 lb CB sprit rig sharpie. "Ragtop" design sails 6, camps 2 in grt comfort. FG '82 in super shape, latest cruise FL keys Feb '92. Moving west, will sell w/regret for \$3695, incl trlr & '89 OB.
FERD JOHNS, Annapolis, MD, (410) 263-2559. (24)

ARLUX II SEA KAYAK, FG, vy gd cond. A fine touring kayak w/rudder, bulkheads, hatches fore & aft & deck rigging. \$1,000.
JIM TENNERMAN, Cambridge, MA, (617) 924-6979. (24)

17' LAPSTRAKE O/B SKIFF, pine on oak. Blt Lower's Boat Shop, Essex, MA. Approx 15 yrs old. \$1,250.
MIKE MCCARTY, Ipswich, MA, (508) 356-4830. (24)



CLUBHOUSE BOATWORKS
217 S. River Clubhouse Rd.
Hanwood, Maryland 20776
(410) 798-5356

BEAUTIFUL CUSTOM WOOD skiffs, prams, lapstrakes, and rowing boats. Dinghy repair and restoration, inlays, line splicing, varnishing, woodworking, and model building.

Free Catalog on Request



Cape Cod's Nautical Book Shop

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

COLUMBIA TRADING COMPANY
504 Main Street (Route 6A)
At the corner of Meadow Lane
West Barnstable, MA 02668
OPEN SHOP (508) 362-8966



messing about in **BOATS**

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

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

ADDRESS CORRECTION
REQUESTED



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

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

TO

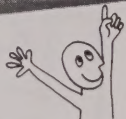
PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

IX-23

Pygmy Sea Kayaks



ULTRA-Light
Wood-Epoxy Construction
38lb. 16'10" - 43lb. 19' - 45lb. 17'6"



**AFFORDABLE
KITS**

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

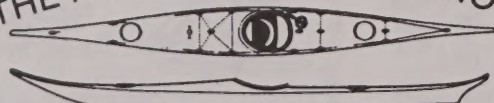
Free Brochure: **Pygmy Kayak Co.** Dept. 25

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

SPRINGFIELD FAN CENTERBOARD COMPANY
20 TREETOP AVE. SPFLD. MA. 01118
FOLDING CENTERBOARDS - DROP RUDDERS
SMALL BLOCKS SAILING HARDWARE
413 783 5599 EVENINGS

New England's Premier VCP Kayak Dealer

THE NORDKAPP CONNECTION



Classic British Ocean Kayaks
Personal Instruction, Sales & Accessories

Nordkapp
Anas Acuta
Aleut II
Skerray

Steve Hanson
RFD 1 Box 1335
Rockland, ME 04841
207-594-2097

A Division of Mt. Pleasant Canoe & Kayak

BLACK DUCK Boat Shop



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

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