

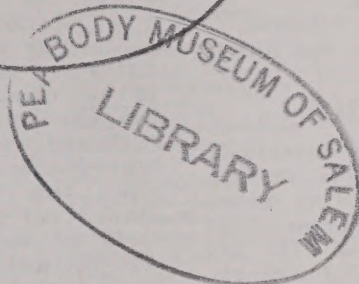
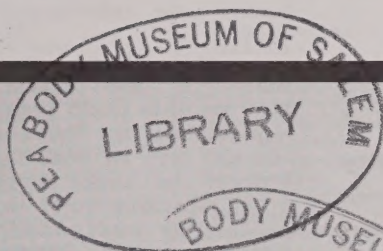


messing about in BOATS

Twice a Month!

Volume 10 ~ Number 1

May 15, 1992



COMMENTARY



messing
about in

BOATS

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Publisher & Editor, Bob Hicks

Our Next Issue...

Has a couple of adventures and quite a lot on designs. Carolyn Sones tells us about sailing in the Florida keys in her Melonseed, and Art Drummond reports on "The Day I Blew Up the Catboat Building", shoreside adventure. On the design scene, we will slide in those 1907 steam launches that got sidelined from this issue, and will bring you details on Tony Dias' 26' seiner yacht "Peniche" and a progress report from Phil Thiel on his pedal-powered canal cruiser "Penichette". Interesting name similarities. We haven't seen the next batch of Bolger designs as we go to press so cannot predict what will appear. Room permitting, we'll have Chuck Mainville's discussion of designing for safety in open water rowing boats. Jim Michalak's discussion on building oars should make it also. And, we'll begin another serialization of an old time book, the 1884 "Boating on New England Rivers", a great evocation of how it was small boating on rivers over 100 years ago.

On the Cover...

We dare to envision pleasant outings afloat now as May progresses, John Gerty sent us this misty morning shot of Mike McEvoy and son Michael aboard Mike's "Puffin" at Mystic Seaport last June. Soon traditional small craft people will gather there again for their annual early June rendezvous.

This issue starts our 10th year of publication, 216 past issues are now behind us and who knows how many more stretch away into the future. A major motivator for me to undertake publishing this little magazine back in May of 1983 was the realization that I wasn't getting any younger and that I'd better get involved in some activity that I could pursue on into whatever my "old age" might be. By 1983 I had met many people interested in messing about in boats who were actively pursuing this interest in their 80's. And so in 1983 I sold my small regional motorcycling magazine (I didn't know any 60 year old dirt bike riders) and moved over into messing about in boats.

Last winter reader Forrest Dillon of West Tremont, Maine, sent me this photo identifying it as a picture of my "alma mater". It is the old barn in West Tremont where I spent two weeks in 1977 building a 10' lapstrake skiff in a class organized by local artist/boatbuilder Ed Davis. That's Ed's dory in front of the barn. I came home with a complete (unpainted and untrimmed) skiff and knowledge about lapstrake boatbuilding. That skiff is still down back of the barn here, it turned out pretty well but didn't work too well as a tender for the 23' keelboat we had bought, too narrow and not enough carrying capacity. I never sold it, after all, it's my first boat, but I have neglected it as the years passed.

At that time I had only been involved in boating for a couple of years, our 23' Ralph Winslow flush deck cutter was our very first boat, bought in 1976. While I supported us publishing the aforementioned motorcycling magazine and

continued to be active in that sport, I wrote a short story about the Ed Davis boatbuilding school and sent it off to "National Fisherman". I heard nothing more of it until in 1978 the introductory issue of "Small Boat Journal" turned up in the mail and there was my story. And so I was launched into a new career as a boating journalist.

It took five more years before I got to introduce my own boating journal, and that came about when I had considered taking on the job of editing the "Ash Breeze" for the Traditional Small Craft Association. In March of 1983 a crisis had arisen over that journal's production as the then editors had reason to resign from the voluntary task. Well, I didn't take it on for several reasons, didn't even volunteer although I had my own ideas about how it should be done. Instead I put my ideas into my own publication and successfully moved from motorcycling to messing about in boats that year.

Now "Small Boat Journal" is gone and, while we cannot pretend to fill that magazine's national scope, and have no desire to even try (who wants a "staff" and all that big business hassle?) we seem to have established a nice ongoing interesting little journal. After 216 issues it is still as interesting to me as ever, the ever-growing involvement of so many of you with stories to tell is what makes this so. So I foresee no end to this, and as my health is no problem (never has been), maybe I'll be one of those 80 year olds still cranking out this magazine 20 years from now. As long as the brain keeps working right.



HAPPENINGS

HERRESHOFF LECTURES

The Herreshoff Marine Museum in Bristol, RI, will host a series of evening lectures on topics relating to the Herreshoff tradition beginning June 2nd and running through October. A brochure is available, from the Museum, which opened for the season May 1st. (401) 253-5000.

NORTH AMERICAN CANOE SYMPOSIUM

L.L. Bean again hosts its North American Canoe Symposium on Moose Pond in Bridgeton, ME, on June 5-7. Brochure and registration application from L.L. Bean Outdoor Discovery Program, (800) 341-4341 ext. 2509 weekdays 7am-5pm.

MYSTIC SMALL CRAFT WORKSHOP

The 23rd annual gathering of small craft at Mystic Seaport is on June 6-7 this year. Info at (203) 572-0711 xt 5028.

MOOSEHEAD ROWING REGATTA

The fourth annual running of this rowing race on Maine's Moosehead Lake is scheduled for June 13th at Greenville Jct, ME. Contact Betsey Rockwell at (207) 695-2680.

MASSACHUSETTS MARITIME FESTIVAL

The historic colonial seaport of Salem, MA, will be the scene on June 13-14 for this weekend event of traditional maritime oriented activities featuring small craft, Yankee traditions and Salem's trading partners. Contact Steve Matchak at (508) 741-6278.

NEW HAVEN SHARPIE RACES

The Sound School of New Haven, CT, will sponsor traditional sharpie races in New Haven harbor on June 20th. Call for info (203) 787-6937 during school hours.

"NO OCTANE REGATTA"

The Adirondack Museum and the town of Indian Lake, NY, will hold another "No Octane Regatta" for traditional human and wind powered small craft in Blue Mountain Lake, NY on June 27th. Information from the Adirondack Museum, (518) 352-7311.

LONG ISLAND BOAT SHOW

The 11th Annual Antique & Classic Boat Show sponsored by the Long Island Chapter of the Antique & Classic Boat Society will take place June 27 in Greenport, L.I. NY. Tom Hilliker, (516) 298-9799.

RIVERFRONT ROWING CLASSES

Riverfront Recapture of Hartford, CT, is offering expanded opportunity for adult and youth participation in rowing classes this spring. Riverfront Recapture, (203) 293-0131.

CHINESE JUNK ASSOCIATION

Information for those interested in Chinese junks and junk rigs is available from the Chinese Junk Association, P.O. Box 376, Tustin, CA 92680, (714) 832-8998.

NOANK WOODEN BOAT SCHEDULE

The Noank Wooden Boat Association has its 1992 calendar of regattas and rendezvous for wooden sailing yachts established. NWDA, P.O. Box 9506, Noank, CT. 06340.

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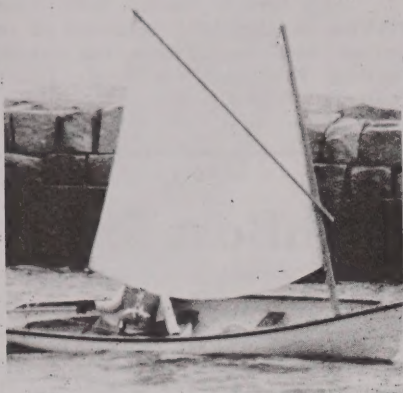
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STRUCK A CHORD

Tom Sawyer's letter in the March 15th issue about trading down from his 27' sloop struck a chord. In your April 1, 1990, issue you published our story about turning a \$13,000 used sailboat into a \$40,000 used sailboat in a year or two, "We'll Never Fall in Love Again". After that initial two-year expense hump involved in getting the boat the way we wanted it subsidized, we have kept meticulous records of ongoing expenses. Mr. Sawyer has it right. One can easily afford the monthly payment on the loan, in our case less than \$150. It's the running costs that eat you up. Which is to say, it is easy to buy a boat; keeping one is something else again.

For those who may be curious about such things, our 26' boat has cost us, exclusive of that mortgage payment, \$9,762 in 1988, \$6,474 in 1989, \$5,100 in 1990 and \$7,023 in 1991. These figures include only supplies for the boat, not provisions. Nor do they include the cost of rental cars, taxis and subways we use to get to the boat at the marina and back, which run to about \$3,500 a year (cheaper than owning a car here in Manhattan).

Slip, storage and yard costs have all gone up. We have continued to add equipment. Nobody really needs a \$400 pair of binoculars, of course. But, ladies do need jewelry. Costs should decline or hold steady. But, of course, a lot of the stuff that came with the boat or was new five years ago now needs maintenance or replacement. So our budget for the future will reflect our experience, not our hopes.

As high rise apartment dwellers we haven't much choice. Except for an inflatable we can keep in a closet (and do), any boat is going to cost us slip and storage fees, which are by far the greater part of the total annual costs of owning our boat. And they just went up 25% this year!

Peter Brennan, New York, NY.

CRUISE YOUR LOCAL WATERS

I thought that David Dawson's article, "Local Waters, a Different Perspective" in the March 15th issue was one of the best boating articles that I've read lately. The world is full of dreamers who never get out there and do their thing. There is always tomorrow. Tomorrow is great to plan for, but today is great for getting out in your boat.

I love to go boating, rowing, sailing, canoeing, and I find it hard to understand why so many people seem to limit themselves to only boating far from home. As a serious canoeist I cross trails with other canoeists and find among them very few who paddle purely for the pleasure of the paddling. Somehow they have the idea that it's not real canoeing unless one is north of the 54th parallel. I can't understand why we must apologize because we went paddling on "just the local pond".

It's fine to dream about that cruise to the South Seas, but until that becomes a reality, cruise your local waters every chance you get. Say it again, Mr. Dawson. Tell the world it really is okay to do your boating in your own backyard.

Mississippi Bob Brown, Apple Valley, MN.

SAVE THE WHALEBOATS

A worthwhile project to develop whaleboat rowing centered around New Bedford (MA) harbor, using the designs of Charles Beetle, is taking shape. Massachusetts Maritime Academy donated the use of some of their lifesaving boats for our early May Seaport Inn Boatshow in New Bedford as a kick-off for generating interest and fund raising. The goal is to purchase finished or unfinished hulls from Bill Harding's Doughdish Company mold at Edey & Duff's.

These boats will be used for historical, cultural and educational purposes, and for attracting tourism. Hopefully other communities with whaling heritages will develop similar programs that could grow into annual regattas, possibly on July 4th.

Advice and suggestions from others who have started up historical boating groups on how to develop our program would be much appreciated.

Tom Bliss, Mass Action, 428 Washington St. Unit 10, Fairhaven, MA 02719, (508) 994-6458, FAX (508) 990-3555.

ABOUT THAT "HOT TIME"

Phil Bolger tells us in his discussion of his 16' Motor Canoe in the March 1st issue that canoes were once famous for dating purposes. I guess that must be the origin of that song about "...hot time in the Old Town tonight".

Paul Stimson, Royal Oak, MD.



STILL MORE ABOUT PLYWOOD

As I stated in my book, I built my "5-Ply" out of lumberyard exterior plywood. However, that was 30 years ago and the quality of exterior grade ply has deteriorated. However, I did find some good 5/8" for the deck of a boat I finished up

last year. The glue in exterior plywood is the same as used in marine grade, and if you can find some good stuff, I wouldn't hesitate to use it.

Sturgis Crocker, Crocker's Boatyard, Manchester, MA.

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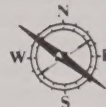
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PADDLES & OARS

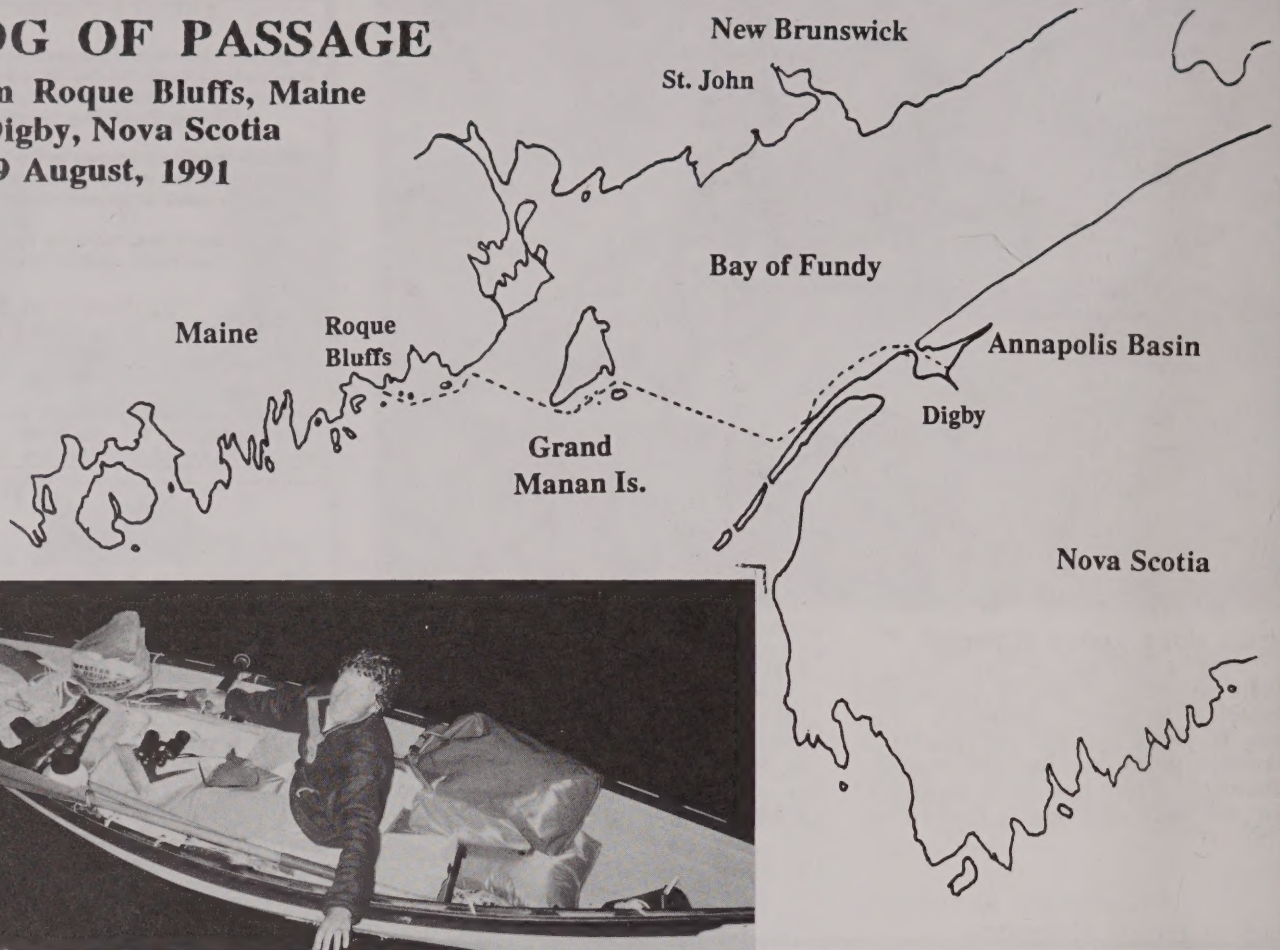


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LOG OF PASSAGE

from Roque Bluffs, Maine
to Digby, Nova Scotia
7 - 9 August, 1991



To acquaintances who have asked "Why do that?" I said I got the idea of rowing across the Bay of Fundy when I found out my brother would be mate on a 100' schooner, the ANNE KRISTINE, 100 years old and operating this summer out of Digby, Nova Scotia. It seemed like a good idea to row across and see him.

I can only tell the truth to close friends and "Messing About" readers. I've really been planning to row to Nova Scotia since 1968, when I was doing a lot of coasting in my old plywood dory. I'll even be using the 1967 chart I marked up then in preparation for a crossing from Mt. Desert to Yarmouth which I never made. I have, however, managed since then to cover all the rest of the New England coast from Manhattan to Roque Island in Maine, so now it's time to row east — at least to the Canadian border.

A third reason for making this passage of about 90 miles across Fundy, including 25 miles of open water, is that I have recently been rowing a very fast, seaworthy gunning dory which I want to try out on one of my coasting trips. I've been borrowing it from its builder, Roger Crawford of Crawford Boats in Marshfield, Massachusetts. Roger's had a lot of success recently with his beautiful Melonseed design, and so he never made more than a few of these gunning dories. I first saw the boat when it finished a distant first in the hands of Steve Woll in Hull Lifeboat Museum's Snow Row three seasons back. It was blowing a steady 20 knots that February day when Steve beat most of the multi-oared boats too, and I was impressed.

Since Steve helped me find a sistership, his Crawford dory or mine has won just about every fixed-seat single race in the Northeast. In

fact the gunning dory finished first both years in the Oarmaster Trials, a race where contestants trade boats after each heat, thus testing boat and rower separately. One year's Trials were in smooth conditions, the other in rough weather. With such a fast and seaworthy boat available I just had to try it out for cruising.

Roger's gunning dory is 15' long, with a narrow flat bottom, no rocker, and a lovely sheer. Until you see the bottom you think it's a peapod. The gunning dory's speed, compared with my old boat, will be a welcome blessing on a long passage. More important, I can sleep in it. In my old dory with its long centerboard trunk and two major frames, it was virtually impossible to sleep aboard, and I always carried a tent and went ashore on islands to sleep. But on the Bay of Fundy with its 20-50 foot tidal rise and fall, this would be impossible. If I went ashore at the end of the flood, to sleep until the flood began again, I'd find myself yards, perhaps miles, from the water at low tide. I need to be able to anchor outside the low water mark and sleep in the boat, and the gunning dory is very comfortable for this.

Tuesday, 6 August 1991 The weather report this week sounds fairly good, but I have contingency plans. If it's very foggy or likely to be rough offshore, I'll just feel my way along the coastline and turn into Quoddy Roads, landing at Eastport, rowing only about 33 miles. Technically, that would finish my New England coasting, since I'd be on the Canadian border. If it's foggy or a rough, I'll try to get across to Grand Manan, and poke around in those waters for a few days. And if it's really bad, I'll just wait; I've got four or five days.

I've obtained some additional safety gear for this trip: for starters, two flotation bags

designed for canoes but which fit the dory perfectly. As the water is so cold, I've borrowed a dry suit, so if wind, wind against tide, or tidal overfalls threaten to swamp the boat, I'll put this psychedelic garment on to avoid exposure. I've brought a hand-held VHF radio as well, partly to communicate with Crane as I approach Digby and partly in case of emergency.

Wednesday, 7 August 1991 2030 Drive up to west-facing beach at Roque Bluffs State Park. Last of the sunset, sound of bugs and louder sound of a bug zapper in someone's yard further up the road. In the dark, I see the tide is almost to the road, so I won't have to drag the boat down the beach as I had to drag it up two years ago.

2220 Calm, warm. Ebb going down the beach fast. Shoved off using the roll of seaweed at tideline as a roller. Loom of large light south over the horizon.

Thursday, 8 August 0020 Light NW'ly, cooler. Pass # 1 Green buoy in Foster Channel in the dark. Lumpy tidal current. I've been using Shoppee Island against the mainland as a back transit. It's been so accurate that I came within 200 feet of the buoy, but the island is just about to disappear in the darkness and distance. With the Milky Way over me, seals popping up here and there, flocks of seabirds sleeping on the water, I have a planetarium, aquarium and natural history museum all in one right here. I wish I knew more about any of them.

0215 Wind N10 so re-trim the boat to handle beam wind. Pass SW corner of Cross Island. I have chosen to thread my way through these islands in the dark rather than go around them to the west partly because it is the direct route but partly because it's a more interesting

navigation challenge. Fortunately or otherwise, it turns out that handy back-bearings make the job dead simple.

0300 Pass Scotch Island (10 nautical miles, 0440 elapsed, @2.2 knots). Lots of shooting stars. I'm steering by picking stars directly aft, but Polaris is slowly spinning my guide stars into the sea — and thereby throwing me slightly off course to the south. There is a weird pinkish aid to navigation ahead, what can it be? A few minutes later it reveals itself: the new moon rising! In this setting it's a very exciting sight, but in fact it's really pretty garish. Why is it that sunsets are so beautiful in real life and so ugly in photographs?

I find that the plastic bucket I grabbed from the barn before setting off has a large split across the bottom. Fortunately I discovered this by partially filling it with seawater and hearing the leak before I brought the bucket inboard, rather than by filling it with any other liquid inside the boat.

I am almost sleeping while still rowing. My eyes lose focus; although wide open, they see nothing. And my brain is half dreaming, but I continue to pull at about 2 knots and look around every 30 strokes or so. Despite the dreaming, I am conscious of what's going on, and there seems no tendency to row slower and slower to the point of full sleep. Interesting. In a dozen or more overnight passages, I've never experienced it before.

0400 Just south of Cutler. Can make out Grand Manan Island now thanks to first light behind it. In this near-calm it would be dead easy to just slide on down the coast to Eastport, but this is the perfect opportunity for a Fundy crossing. Change course to start across to Grand Manan.

There's a big tide on a noisy buoy in the middle, but I have seen no boats or other signs of humans anywhere about, except for the loom of all those lights off to the south. It's been there all night. It must be a fishing fleet, but looks like a city.

0700 Light NW wind, hot sun. Canada geese flying to Grand Manan are still the only sign of life. The tidal current is more or less abeam, so there's not much point of crossing on the flood unless it's the safety of being pushed to a narrower part of the channel. I am having to steer 30 degrees off course to allow for the current. I'm feeling very tired at the moment; I'm sure it will pass.

Sure enough, just as the Pilot says, the tide turns first alongshore. I just passed through a line of wavelets and rockweed about a half mile offshore. Inside it I'm being pushed the other way. I can tell we're entering Canadian waters: a broken hockey stick just floated by.

0830 A sailboat! leaving Grand Manan heading SW but far enough south of me so they may not even have seen me. Sails are up, but the small sloop is obviously motoring. With the prevailing wind on the nose, this may be one of the few places sailors can use the expression, "I'm going up to Maine."

0900 Wind WNW 5-10 Pass Southwest Head on Grand Manan Island (26 miles, 1040 elapsed, @2.44 knots). Canada! I've now completed this coast-of-New-England project that I've been at since 1965. Still very tired. In previous passages, I'd row for 55 minutes, planning in my mind what chores I would do during my next 5-minute rest. On this passage I have begun to take short chore breaks with greater frequency. Some lose only a few strokes, others a few minutes. I also find that when I'm tired it's easier to stop for a few strokes and write down what I need to do the next time I do

chores than to store the chores in my head. Now I write

Tape compass (to side deck, in anticipation of open water crossing of Fundy) Inflate 2nd bag (flotation bag; I only did one at the launch) Adjust trim (to account for change in relative wind direction)

1045 Very sunny, calm, lots of birds. Anchor from stern on northern side of Wood Island Harbor (30 miles, 1225 elapsed, (@ 2.42 knots). I measure the depth with the anchor line, looking for at least 18' under me. My first cast was in less, so I row offshore a few strokes and try again, in about 20 feet.

1100 - 1515 Sleep under the emergency blanket with the reflective side up. I am awakened by a fisherman bumping alongside in a small boat and reaching in under the tarp. Whether he is concerned about an apparently abandoned boat or seeing if there was anything to steal I couldn't say, but when he finally notices me under my tarp, he is pretty surprised. He asks a few questions about origin and destination, and as he leaves he remarks that I am anchored over some rocks. When I finally wake after 3:00 to set out for Nova Scotia, the tide is out and both of us were right. His rocks are right next to me, well out of the water, but I'm anchored in water just deep enough so I never touched them.

1600 Calm, sunny. Weighed anchor. Said out loud, "Go for it!" I have a few hours of rowing to get across this bay of islands to the SE of Grand Manan and then out into the Bay of Fundy. I've had about four hours of sleep. Somehow, I never seem to row for six hours with the tide, then rest for six hours during the unfavorable current the way I simplistically imagine these journeys.

Stopping to do a few chores on the southern beach of Wood Island, I am now on Canadian soil, albeit below high water mark. I feel a little guilty being there, as I haven't checked in with customs yet. Because of the dry weather, I've not stowed my food supplies. They are all sitting in two brown paper shopping bags on top of the other gear. I've brought far too much!

1735 Pass Bellbuoy at Sand Bar Ledge with noticeably favorable current. Pass several seals, but these don't come right up to the boat the way the ones in Maine used to. This would be a pleasant cruising grounds — lots of little

islands including Kent Island with an ornithological research station on it, and lots of tide and rocks to make pilotage interesting. The big dangerous rips begin about three miles south of here.

This remote bay, however, is the closest to civilization I've been. In fact, I feel more surrounded by human activity than in Duxbury, my hometown harbor. There are the sounds of trucks and at least one motorcycle on White Head Island; diesel-powered fishing boats are criss-crossing the bay; and despite what I have read about Grand Manan and White Head being the only inhabited islands here, there are many houses visible on all of the islands except Cheney Island and, strangely enough, Grand Manan itself.

I had rather hoped to find that the weather was just bad enough to let me get to Grand Manan and no further. That would give me the excuse to have a look around. It's supposed to be a pretty isolated island, for its size. Willa Cather spent 18 summers here, and wrote "Death Comes To The Archbishop," among other novels here. I gather she took care never to write anything about the island for fear that she might attract attention — and more outsiders — to it.

Upon entering Cow Passage to the north of White Head Island I maneuver around a large weir. It has no netting, but I decided not to pass between the stakes anyway. I notice the current pulling me through the passage at a leisurely speed. However when I disembark on a sandbar to do some last minute chores before entering Fundy, I find that the tide is rising more than an inch a minute. In fact, the area where I was standing turned from a large island of sand and grass to a swirling expanse of water in less than five minutes.

There is a funny whooping sound coming across the water from Cheney Island every 20 seconds or so. At first I thought it was a rare seabird, but now I imagine to be the alarm on a fisherman's BMW.

Setting off through the Cow Passage, I am pulled by a 1-2 knot current over a shallow grassy bottom. It's hard to see where ahead lie the deeper passages and where the sandbars, but I find the best guide is to steer exactly as the grass and seaweed fronds beneath me are bending; presumably the water is telling itself which way to flow to find the least resistance, so I use

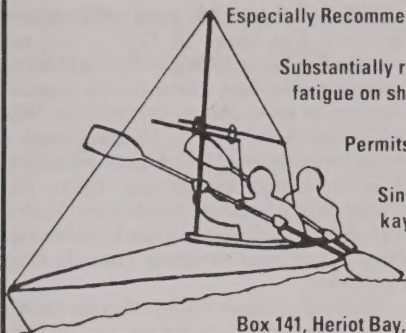


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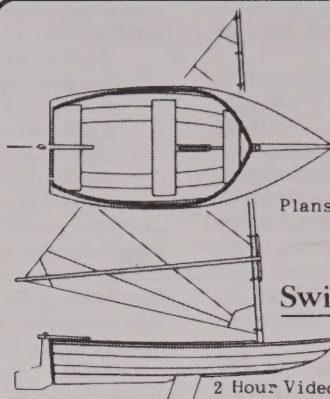
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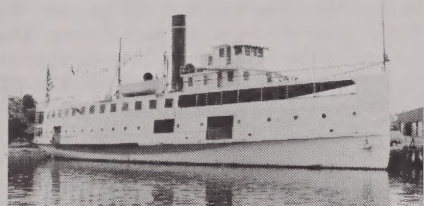
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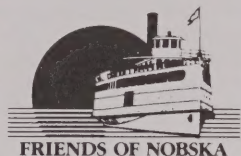


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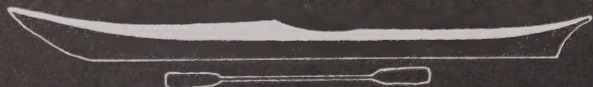
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the grass as my pilot.

At the outer end of the passage I pass several Great White Herons, with whitish heads and long legs. They look like dignified butlers standing up, with erect heads on long necks, but when they fly they curl their neck back almost like a snake about to strike and trade their dignity for the slightly ludicrous aspect of a pelican or a flamingo.

1855 Light W'y. Leave Sheep Rock Head (37 miles, 1520 elapsed, (@ 2.41 knots). Steer 115 degrees magnetic into Bay of Fundy. There is a huge freighter anchored to the north of me about five miles away. Why would a freighter anchor here? For that matter why would a freighter of this size come into the Bay of Fundy in the first place? St. John is the largest port, and it's about the population of Duxbury.

I hardly notice the rowing. That's probably good and may be due to the greater speed and more comfortable rowing position of the Gunning Dory over my old dory. I guess I should be grateful that the miles go by without my noticing the rowing, but in a sense I miss that old consciousness of the pulling and feathering, pulling and feathering.

A small fishing boat turns and comes alongside. It's so calm that we can just float next to each other, he with his outboard off, me with only an occasional pull on the oars to keep facing him. After asking, "You got a sailboat around here someplace?" he's interested in my journey. Fishing is his hobby. He tells me that the freighter is a Russian fish factory, buying herring from the very large weir just north of us ("the most productive on the East coast") run by the people of White Head Island. He says there are several such Russian factories in the Nova Scotia area.

As we talk, whales pass, spouting. He says he thinks they are right whales but doesn't sound very certain. It's probably a good guess. I read that Fundy is the home of a significant proportion of the total world population of northerly right whales. After inviting me to visit him at his store on Grand Manan, he motors off towards the lights of the island. For an island that seemed pretty barren up close, with hardly a house showing anywhere during the daytime, Grand Manan is ablaze with lights now at sunset.

Friday, 9 August 1991 0100 It's cold, so I've put on my balaclava and a new fleece pullover. It's amazingly warm! I feel I'm dozing except for my arms and back. Pictures from children's books I have never read are in my semi-dreams, while my open eyes see nothing. Again I can snap out of it at any time, and frequently do to check my course on the Silva compass taped to the flotation chamber by my thigh.

The fluorescent material on the needle and guides is old and needs to be refreshed with the flashlight before each reading. Each time I go back into my dozing state, the pattern of stars in my vision gradually blurs into the same abstract design before going blank.

I can still see no land-based lights on the Nova Scotia side, although there are a few boats in that direction. For amusement and to keep me more awake, I listen from time to time to the Coast Guard and other traffic on the VHF. Since I'm not transmitting, I can't be using much juice.

0300 The sea is so calm that I can see the stars in it. The Milky Way, which is very bright overhead, stretches from south to north and is rotating west, just as if it were a very slow jump rope I am using. I'm unusually conscious of it,

perhaps because I'm steering by selected stars directly behind me. I have to change my star every hour or so, as the previous one nears the horizon and dims out.

These stars are also moving slightly north as they descend, throwing my course off to the south slightly. This creeping error, probably less than 5 degrees, together with the ebb current and my plan to hit Nova Scotia well south of Digby to minimize the open-water distance, is putting me well off the straight line course to Digby. Although I have been steering 125 degrees, a back bearing on the Great Duck Island light on Grand Manan indicates that I am making good closer to 140 degrees. This will get me to the coast a bit sooner, but will add to my subsequent trip up the coast. I am hoping that as the current turns about now and starts flooding, I'll be set back to the north quite a bit.

0515 Wind SW 10-15 The VHF tells me that it is 10 degrees Celsius on Grand Manan; I figure that's 50 degrees Fahrenheit and pretty cold for the middle of August. Also on the VHF are voices speaking Russian, but with the words "Yes" and "Arigato" included in the conversation. Whales break the surface nearby every few minutes, but all I can see in the dark is the spray of their breathing.

0730 Wind S 5-10, sunny. About a mile off the Nova Scotia shore. It's been a long night, but I managed to doze through most of it while still pulling at 2 knots or so. The Nova Scotia coast is almost featureless, but I figure I am off Trout Cove.

I'm running up the coast just outside a noisy tide eddy that marks the boundary between the flood in the bay and the beginning ebb along the shore and hoping to see the Digby-St. John ferry emerge from Digby Gut further up the coast, or better yet the ANNE KRISTINE! The hope of seeing the schooner gives me lots of thought about whether or not I'd accept a tow from them at this point. I rationalize that I could because the ANNE KRISTINE itself, not Nova Scotia, is my destination.

0850 Round the low headland and turn into Trout Cove (67 miles, 2915 elapsed, @ 2.29 knots). I have another 15 miles to row to Digby!

Trout Cove is no more than an indentation in the coast with a series of breakwaters forming an artificial harbor. I rowed in, tied up, and asked if I could use the bathroom and change clothes in the fish processing plant. There was little point in pushing on up the coast against the ebb, especially since even if I could sneak up the coast, I'd only arrive in full ebb and have to wait at the gut to get through. Better to wait here.

I adjust the lines on my boat to allow for a long fall during the ebb and also move it to a deeper portion of the breakwater, partly to be sure it will be floating when I wake at low tide and partly to avoid its capsize if it grounded. Apparently the dredging of Trout Cove harbor is so severe that the bottom next to the pier slants down enough to overturn a flat-bottomed boat. After securing the dory I manage about three hours sound sleep until a man I met calls to me that the current was just changing along the shore, and that I can make progress now. I find I'm a bit unsteady and slow on my feet, with the feeling of the sea still in my legs. It may in fact be simply tiredness, as I've not experienced much swell in the previous day and a half on the water. Climbing down the 35' iron ladder to my boat I am especially careful. I wonder if it is the most dangerous thing I've done on the trip so far.

1410 Calm, hazy. Outside the mole, then outside the cove, I hear noises across the water much further than I can see. Even bird cries seem audible for several miles. A Gannet flies by, and there are more herons on the rocks. I hug the shore, for the first few miles until I judge that the current had turned in the bay itself, then move out a bit.

Two gulls fly by discussing things. I can see them as clearly in their reflection on the water as by looking up.

A place like the Bay of Fundy makes you wonder what the actual dynamics of tidal currents are. How is the moon's gravitational force translated into horizontal movement. How can the tidal differential be so great over only fifty miles? What part of the ocean supplies the water to let the coast for hundreds of miles add 20 feet in height? Does that part of the ocean get any lower? I wonder if anyone has ever written a good explanation for the layman. If it's true that this is "the greatest tidal activity in the world, carrying 150 billion tons of water and equalling the 24-hour flow of all the rivers in the world," it seems to me there is room for some explanation of how it actually works.

1745 Now I see the St. John ferry coming in from the north and entering the Gut a mile or so up ahead. I still feel weary, but the gunning dory is my salvation. I can't think of another boat I'd have trusted for a 25 mile open water passage and which I'd still be pulling so comfortably after 80 miles of rowing.

1830 Enter digby Gut. For the first half mile into the gut, at this the time of greatest flood, there seemed to be no current at all. I even stopped the dory dead in the water to gauge my slight drift against the hills. Now as I approach the center of the gut, things become noisier, with big smooth swirls that try to slew the boat around. Finally I get a ride! At its noisiest, I figure I am getting a five-knot boost, as promised. This business of rowing in heavy currents is great in theory. You can ride the current when it's with you and sleep when it's not, but I seem to have planned this trip to have only a few hours of truly favorable current. Most of my time I'm being pushed sideways. It's nice to end with a big push forward.

As I emerge from the gut into the Annapolis Basin, with the St. John's ferry loading at its big dock to the west and the lights of Digby and Cornwallis twinkling in two other directions, I call ANNE KRISTINE on the VHF. Crane tells me where they are and offers me dessert, as they are just finishing dinner.

A few minutes later, as it begins to get completely dark I hear Crane calling me to correct his directions, but when I try to acknowledge, the damn radio indicates it's out of juice. (These modern conveniences are more dangerous than helpful; what if I'd been relying on it!) When they can't raise me, the ANNE KRISTINE radios the St. John ferry to ask if they can see me. They can, and report my position and heading. Shortly I hear a shout across the water and out of the darkness comes the ANNE KRISTINE's launch, rowed by Crane and Amanda Madeira, the other mate, with Norman Baker the skipper standing at the tiller.

2100 We row in tandem back to the ANNE KRISTINE (88 miles, 36 hours elapsed, @ 2.44 knots average), where I tie up alongside their inflatable and barely manage to climb up to hugs all round. They inform me that we will be picking up a full crew of Sea Cadets and, with square sail set, leading a sail-by for the Digby Scallop Day celebrations first thing tomorrow morning. Time for some sleep.



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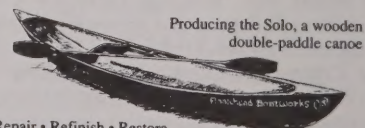
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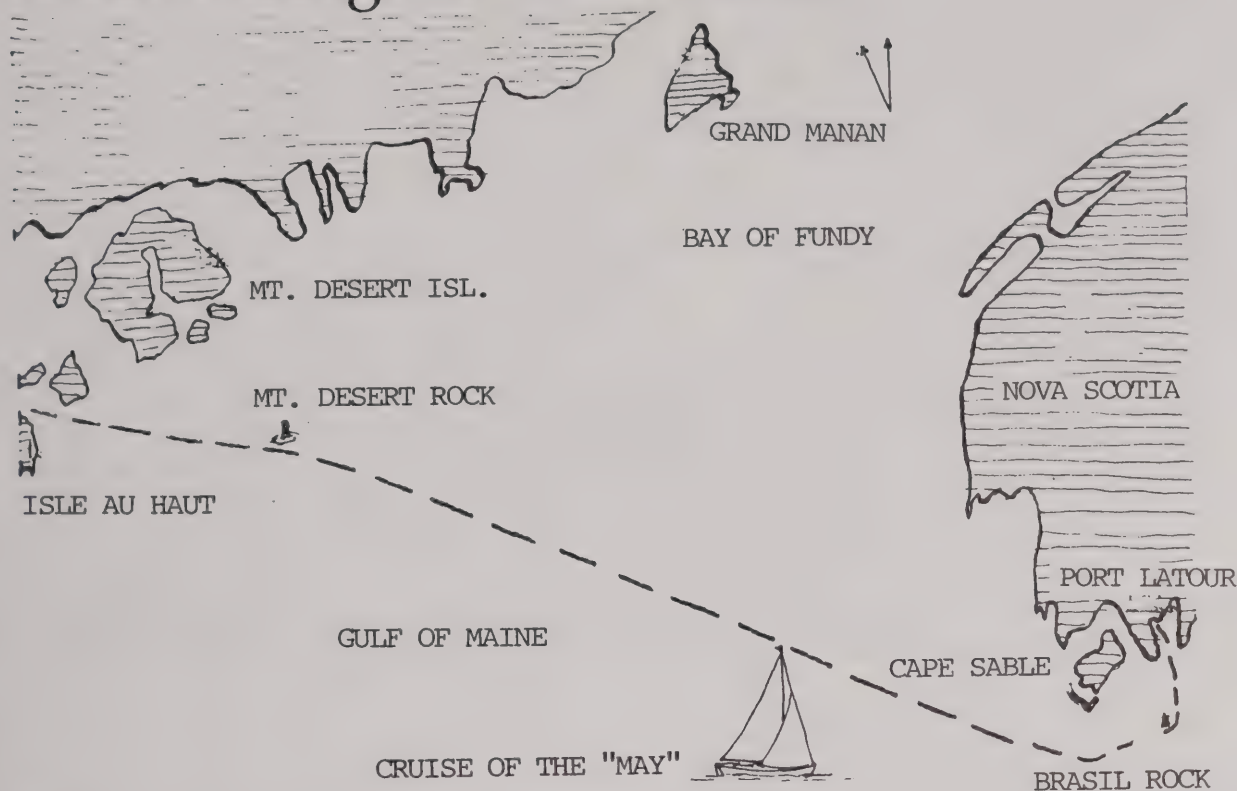
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A Sea Passage to Nova Scotia



"BILL BEGAN TO FEEL QUEASY—took a dramamine too late." Wendy's log entry for July 11 records an inauspicious start for our cruise to the southeast coast of Nova Scotia. For the open ocean crossing which would take us fifty miles offshore, everything must be secured below and on deck. As the summer southwest wind blew us away from our snug Vinalhaven anchorage, I straddled our dinghy, upside down on the foredeck, criss-crossing ropes and lashing them to stanchions and cleats. By the time I was finished, we had left the protected waters in the shelter of Vinalhaven and were cantering briskly past seals sunbathing on Saddleback ledge. From there we planned to head *May's* bow east by southeast and settle in for the long leg, but the skipper's stomach was objecting "not yet." No way to begin a test of boat and crew, so we turned north and ran up under the lee of Isle au Haut. Great Spoon, hiding in heat haze to starboard, revealed itself in creamy breakers, whiter than haze, before we smelled and hear its gull rookeries. At our anchorage off Point Lookout, a stomach quieting shot of bourbon, a chicken dinner, and into the beckoning sleeping bags. Day one. No progress.

5:40 A.M. and our noisy one cylinder diesel pushes us east as we thread buoys and ledges through the morning calm and fog. Signaled by its shadow on the sea, the sou'westerly strolls in for lunch, and the ancient partnership of wind and sails takes over from fossil fuels. Mainsail and genoa tug us past Mt. Desert Rock and its unman-

ned lighthouse at 2:14 P.M.—a lovely sunny afternoon at sea, unlike other fog-shrouded gropings past this remote granite outcropping.

This is our "good-bye" to Maine and the U.S.A., and a ruled pencil line from "the Rock" to the imagined turning point 10 miles off Cape Sable defines our mission for the next 30 hours. Humming stays, fluttering leeches and our foaming bow wave cutting the white-cap flecked ocean—all confirm the speed gauge needle hovering at five knots, close to *May's* hull speed.

May is a sturdy 26 foot overall sloop, designed by Chuck Paine of Tenants Harbor to combine seaworthiness and speed, an elusive compromise but happily resolved in his design. Still, the top speed of any hull like *May's* is limited by the laws of hydraulics to a mathematical function of the waterline length, or about six knots in our case.

May was built by Morris Yachts of Southwest Harbor in 1982, and offers as much comfort as the cruising we choose to do permits. Berths, stowage space, and water supply are excellent for two people, adequate for three, and cramped for four. A two burner kerosene stove is supplemented by a gimbaled camp stove for meal preparation underway, and a cabin heater, also kerosene fueled, is a "must" for the bone-chilling cold and damp of the North Atlantic. Although warmth comes first to mind, a built in ice chest keeps perishable foods and makes possible the luxury of

cold drinks in quiet harbors. Beer, however, does very well wedged below the floorboards in the bilge, chilled by the Labrador current caressing our hull, three-quarters of an inch away. Yes, we also have a marine toilet, whose throne-like exposure can be a bit intimidating to visitors.

The sentinel lighthouse of Mt. Desert Rock has dwindled to a small bump on the horizon astern by supper, spaghetti heated in the gimballed stove, which we balance while eating in shifts, since one hand is needed on the tiller to steer. As the sun dips lower, the sea becomes incredibly lonely. By dusk, Mt. Desert Rock has disappeared, and the string which we could imagine unwinding between us and that last sight of land is broken. Out here the shearwaters and petrels, birds never seen near land, displace the gulls. We are an attraction for the quiet, streamlined, shearwaters, who circle and skim the surface across our bow, looking for small fish in the wave we churn up. Petrels skitter about us, half flying, half beating the water with little feet. Portuguese fishermen named this bird "Petrillo," or "little Peter," for the apostle who found he could walk on the waters of the stormy sea of Galilee.

Sail changing at night is not a good idea, and before dark we shorten sail with two reefs while switching from the big genoa to the working jib. The breeze continues to strengthen as the light fades, and we set three hour watches for the night hours. Against the chill we bundle up in long underwear, sweaters, wool hats, gloves, and our foul weather suits of yellow vinyl. Somehow, the cold is always your watchmate, and the coffeepot stays within easy reach on the gimballed stove. The person off watch curls up on the leeward bunk while the helmsman adjusts mentally and physically to the dark hours ahead. Light now is a red glow from the compass and the red and green running lights, reflected on the jib and splintered in fragments by the bow wave. Peeps and pattering of sea birds remind us of their presence, disturbed by our passing. The cabin opening is a black hole, and I *know* Wendy is there, yet there is some uneasiness—I feel very much alone.

Fatigue is another watchmate, aggravated by the need to concentrate on the compass and hold a good course. When I hear stirrings in the cabin and see a flashlight beam, I am both reassured of my shipmate's reality and grateful for relief. As she takes over the helm, I "read the log," checking the distance covered in my watch, and mark our progress on the pencil line. After heating up the coffee for her, I take over the leeward bunk and fall into an unquiet doze. The chuckle and murmur of water along the hull becomes a gabble of voices, much like the confused but animated conversation of a cocktail party. At times, the sense of voices is very real—I even have to get up and look out on deck to confirm the non-existence of others, but all I

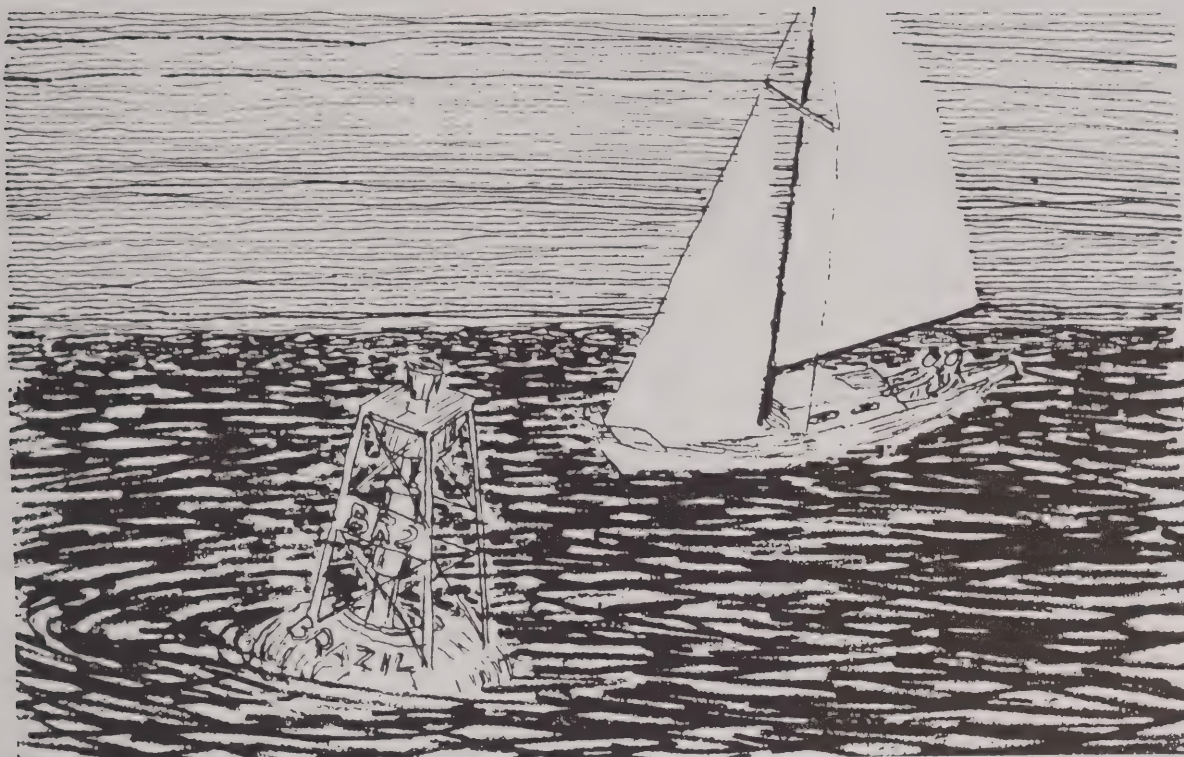
see is Wendy, her slight form bulky and black in **heavy** clothing and a faint glow from the compass on her face. Lying on the bunk off watch, she has had the same experience of voices, a mild hallucination from the strangeness and isolation of our surroundings—I suppose.

By 3:00 A.M. the breeze has lightened, and a halo of mist encloses our running lights, promising fog by daybreak. Wendy's tired face is wet with mist droplets on eyebrows, lashes, and cheeks as she comes off watch. There is a fishing boat ahead—we can see mast lights indicating a dragger or seiner, I'm not sure which, but we want to give the gear towed behind plenty of clearance. A little later his red port light is visible, asserting right of way on a course converging with ours. I watch carefully—the mast lights start to move behind the red light, and then the green starboard light emerges—he is turning and no longer on a collision course.

As dawn breaks, the fishing boat is not in sight, nor anything else since we are in thick fog with slatting sails. We have no choice but to start the clamorous diesel, which adds an element of anxiety since its racket drowns out engine noises and fog horns of other boats. Our course has taken us along the edge of Brown's Bank, a busy Canadian fishing ground, and their vessels are more involved with earning a tough livelihood for the crews than looking out for eccentric yachtsmen who think they're having fun. We do not have radar, which puts heavy demands on a small sailboat's power supply, but we do carry aloft a radar reflector, to make us more visible on the radar screens of the commercial boats.

We are approaching the western shore of Cape Sable and the point where we "turn the corner," so we must get a better idea of our position. Loran, a radio grid system, enables us to locate quite closely our latitude and longitude, and a series of these "fixes" discloses that we have been and are continuing to be sucked closer to the land than our plotted position. This is not entirely surprising; the Fundy currents are powerful far out to sea, and set north into the Bay at nearly twice the velocity of the ebb, giving rise to the local rule that "one flood is worth two ebbs." Further, these waters pour into the Bay around Cape Sable ahead, as well as flood northeast along the New England coast, so there is indeed a tendency to get "sucked" to the north. We alter course to the south, and although we regain our offing, our distance made good "over the bottom" falls sharply as our modest hull speed contests with powerful adverse currents. The energies of these waters are revealed in coils of drifting weed and little whirlpools which form and swirl astern, as if someone had pulled a washbasin plug.

By late afternoon the Canadian weather



A vicious current boiled around its base.

service forecasts an approaching stormy front with winds over 25 knots, rain, and continued fog. When we set out on this crossing, we expect to be two nights at sea, but this passage has been more exhausting than usual, and we are depressed at the prospect of dealing with an Atlantic storm as well. Wendy closets herself with the chart, and emerges some time later to suggest that we might make Port Latour, just "around the corner" on Cape Sable, before the storm hits and darkness sets in. I agree that it's worth a shot, although it would be more prudent to stay offshore and grit it out than run for a strange harbor in failing light and deteriorating weather.

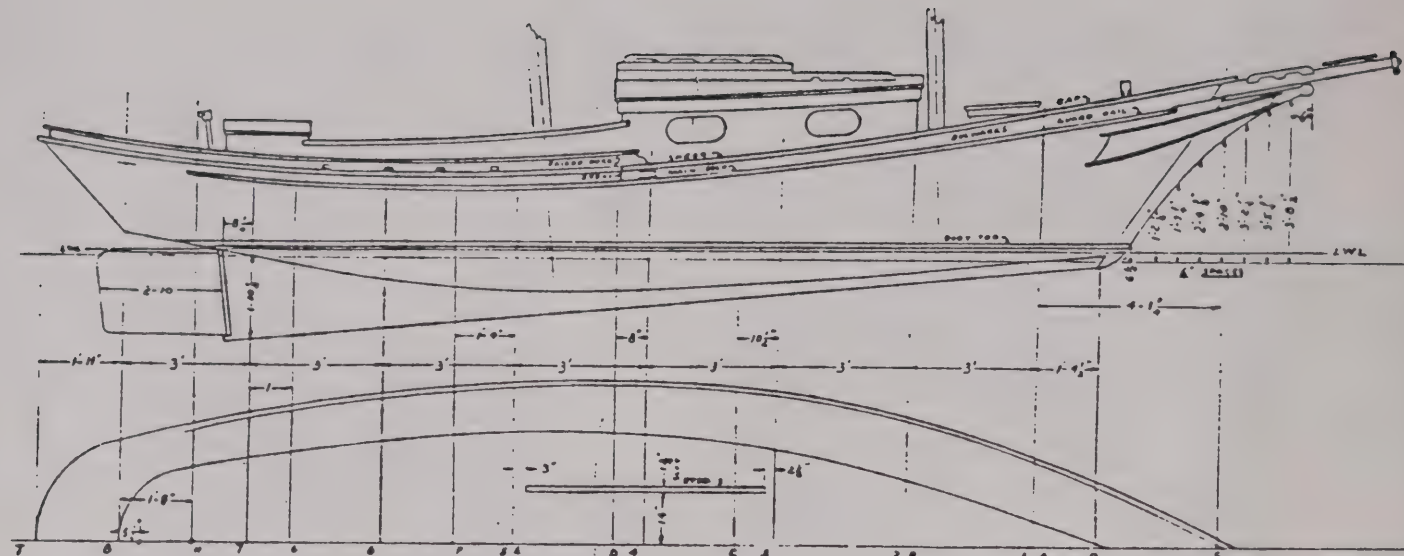
Our first mark is the whistle buoy marking Brazil Rock in shoal water about six miles offshore and seven from the harbor entrance. By 5:30 we hear the moan of the whistle, but then it seems to fade. Wendy comments, "I think it's running away from us." The wind ahead of the front has picked up vigorously, and we add diesel power to sail in an effort to squeeze out the maximum speed. The moaning gets closer, and then we see the huge buoy, leaning at a 30 degree angle as a vicious current boils around its base and over the rock, only seven feet below the surface; no danger to us but an unpleasant discovery for the square rigger years ago whose name the rock commemorates. Indeed, the buoy *was* running away from us, and we are thankful to locate this first visible mark since leaving Mt. Desert two days ago.

Darkness is coming on fast now, but our course for the harbor entrance does not have to fight the current, which however is still setting us

off at an angle as the longitude readings on the Loran confirm. We adjust course accordingly, but are startled by an explosion of water close alongside, as a blowing whale surfaces. Perhaps he wants to be our pilot! So preoccupied have we been on the grimness of our situation and race against time, that this visitation comes as a welcome diversion, as does the appearance of a very large seabird, which we take to be a gannet. About 8:00 P.M. the entrance whistle buoy appears in the fog, followed half an hour later by a green blur which resolves into a lighted channel buoy, and soon we see the looming lights of the U-shaped docks which enclose the harbor. We pass through the mouth of the U about 9:00 P.M., and after several missed attempts, manage to grapple alongside a big dragger, to which we attach ourselves more securely with fenders and lines. The kerosene heater soon is gaining on the cold, sodden cabin atmosphere, encouraging us to peel off our layers. Did I mention the ice chest? Civilized living returns with ice clinking in a glass of Kentucky's finest; dinner, with plates, on the cabin table and not balanced in our laps, and sleep in our double bag forward.

We wake up later as rain drums on the cabin roof and squalls flog loose ropes and halyards against masts (not ours). The commotion outside makes our stability and comfort seem oddly unreal—isn't there some act of seamanship we need to perform? But gradually we let go of our concerns and, as there's really nothing to do, we might as well go back to sleep.

—WILLIAM G. SAYRES

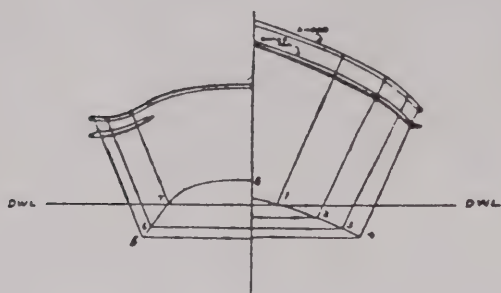


The Sharpie Schooner "Mary Ann"

HER DESIGN, CONSTRUCTION, AND CHARACTERISTICS

(Conclusion)

By Richard W. Schaab



The cabin trunk is 6 feet 6 inches long inside. The 3/8 inch plywood sides drop down inside the carlines and have a full 1x6 inch log outside around the front and sides. There is a molding around that. There are two 1/4 inch oval portlights on each side and two 7 inch bronze opening ports with 1/2 inch glass in the front wall, screened, of course. These are left open at all times the boat is not in use except when there is a really bad storm. Rain water seldom comes in, as they have baffles top and sides. With mushroom deck vents and louvered vents in the companionway doors this boat is so well ventilated that it has never had any rot or mildew and is always sweet smelling. Of course the heavy coating of Cuprinol on all inside plank and frame surfaces helps too.

The galley is built integral with the centerboard trunk, which I believe I mentioned is 15 inches off center to starboard and is in three levels for height. Starting aft at the bulkhead is a shelf for the two burner primus stove which can be either set on it or mounted on gimbals, depending what kind of cruising you are

doing. Under the stove is a sliding door. A five gallon water bag is below along with the battery, and miscellaneous storage. The fuse panel is on the bulkhead under here and the pull switches are above the counter top on the bulkhead. This includes the main switch, running lights, anchor, masthead bow, and binnacle lights. The running lights are large antique fresnel lamps that can be fueled by either kerosene or electricity. There is an electric bow light above the spreaders on the fore mast. A kerosene bow light may be used on the fore side of the pin rail. Oh, yes, there are wooden belaying pins in the pin rail, and wooden cleats on the main mast. The booms and gaffs have jaws.

To get back inside the cabin, the stainless steel sink drains outboard and has a hand pump for fresh water supply. The silverware drawer under it is U shaped to clear the drain hose. The top of the well is lowered here to allow for a deep drawer under the silverware drawer. More storage under the sink, is reached by a hand hole on the fore side reached from the bunk.

The V bunks forward have a division aft for leg room when sitting on them. There is storage under them reached by tipping up the divided mattresses and removing cover sections. On the port side there is a quarter berth that provides seating across from the galley and extending under the bridge deck. Between the quarter bunk and the part of the well that goes through the deck is an ice box that slides completely under the bridge deck, but pulls out on rails when the top opening lid must be opened. Two bags of ice may be placed around the inner plastic food box, which is removable. I built this box to fit the space. There is an inner and outer box of mahogany plywood separated by 2 inches of foam insulation. The inside is coated with epoxy with a white pigment in it. The drain, equipped with a petcock drains into a plastic jug.

The dish racks recess into the bulkhead aft into the deck box behind the centerboard case and is removable. The deck box has no bottom and was originally intended for a hanging locker. There is

another box in it for the small stuff and the bell and horn when the boat is at mooring. In the part that is still open I store the mop and brush and hang coils of dock lines and spare line. The The four part tackle for lifting the 100 pound centerboard works inside between the pulley on top of the well and the bottom ledge and comes out the back of the box. This pennant is the only visible clue that the boat has a centerboard, and many sailor visitors are surprised when I tell them she is a centerboard boat.

The cockpit has doors opening to storage on the sides and drains into the motor well. At the aft end there are three hatches. The middle one is above the well and the gas cans go on one side and the motor can be stored in a compartment under the deck that opens to the well and is closed to the interior of the boat, but is well ventilated. This is where the motor stays out of the water during the sailing season, when the boat is used for sailing and goes anywhere under sail alone, including mooring and docking if the occasion arises for docking. The bottom of the well closes off with two doors hinged to the side. The doors have an opening to go around the motor when it is in place, but this is also closed off when the motor is not mounted. The doors are not tight enough to prevent drainage, but they sure eliminate a lot of turbulence. The top of this section is closed over the motor with a flat cover that slides off. This can be used as a seat when steering with the wheel. The boat can also be wheel steered standing, or sitting on either side of the wheel.

I have a diaphragm pump mounted on the back outside of the deck box. Hoses go to check valve intakes on each side of the bilge separated by a Y fitting with valves to direct the water from either bilge. In the twenty years I had this boat the pump was used only once. This was when my son, John, had it out with a friend of his. I went down to the boat after they got back and found the sails drying out. John called and said he wanted to tell me what happened to the boat.

"Wait," I said, "I'll tell you! Your heavyweight friend went up the mast while you were sailing and you dumped it over."

That proved to be the case. They went masts in the water and took some in through the open hatches. The waves must have splashed in, as I have careened the boat 90° to scrub the bottom. At this angle water does not rise over the cockpit coaming and no water comes in the open hatches. The masts are strong enough so you can careen the boat with the halyards. It still has a positive righting moment from 90°. I put more ballast in after this happened. Anyway the boys righted the boat and kept on sailing.

The hatches on both sides of the motor well give access to the turnbuckles on the steering cable, as well as providing storage. I store a 35 pound Danforth storm anchor and about 350 feet of anchor line in the starboard locker. I also store the running lights there when they are not in use.

The steering pedestal has a tray on top on which the binnacle is placed when in use. Otherwise it is stored under the V bunks. The wheel, a home made wooden one, is also removed and put in the cabin to avoid being stolen as an object of art, if not for practical use. The tiller can be mounted in a matter of seconds if necessary. It turns a little hard if the tiller lines are left on, but the boat needs very little steering to keep it on course.

I put pipe davits on the stern with a boom horse and the main traveler mounted across them. I found it was more trouble than it was worth to hang a dinghy on the stern, so I shortened the davits and just pull the dinghy up on the stern deck between the davits. This works out very well, even though the dinghy hangs with it's stern outboard. This makes a good place to stand and fish over the stern, when the dinghy is not aboard, as the davits and horse are almost waist high. I was showing off sculling the boat one time when I broke the oar and went over the side, but I caught my knees on the davit and didn't even get wet. I scarfed the oar together, eliminating the weak spot.

The fore triangle base is 10 feet and the jib club is 8 foot 8 inches. The jib is the maximum size it can be and still be self tending. The club slides fore and aft on a bronze bar mounted on the bow sprit so the draft of the jib can be controlled and it will slide forward so the jib can be lowered without binding without the use of a jack line

The sails were made new in 1988 of five ounce dacron by Mathews, formerly of Cedar Springs Michigan, but since moved to 230 S Channel Haven, Wilmington, N.C. 28409. I requested vertical seams for strength and tradition. The leeches are straight or very slightly concave, which makes the leeches set flat with no battens. The sails have built into them the exact draft that I requested. I have never seen better setting gaff sails. This is a tribute to Mr. Mathews, who understood what I wanted and was able to give it to me. Perhaps it was his training in England that enabled him to make perfect gaff sails. From what I have seen of gaff sails on catboats I was beginning to think that making a proper setting gaff sail was becoming a lost art. Of course one of the tricks of making the sail set right is peaking the gaff right and also spacing the sheet right on the traveler. The original sails, I cut from a cotton mainsail off Harvey Nedeau's 40 foot Alden Sloop "Romahajo." I kept these long after they were worn out because I didn't like to work with dacron and I had despaired of ever finding a sail maker who could make a decent gaff sail. I was wrong, and I'm sure there are others who can do this, I have never heard about.

The boat has 2 inches of styrofoam under all the decks. This is both for insulation and for positive flotation. Besides this there is styrofoam packed into the fore peak and the lazarette. It is also packed under the cockpit floor and below the storage spaces on both sides of the cockpit. Since this is more than needed to float the 1000 pounds or so of ballast, some could be taken out for additional storage space in the remote case that it would be needed. The steel shoe weighs over 200 pounds

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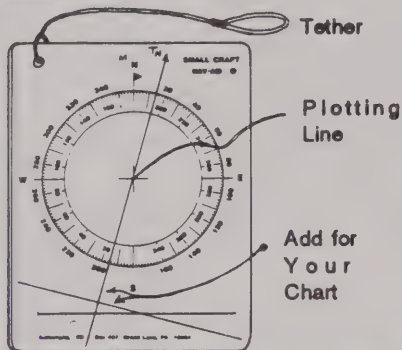
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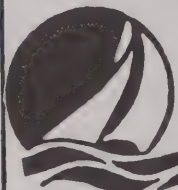


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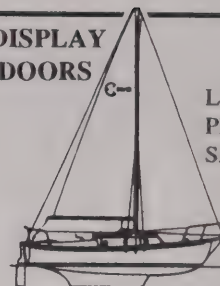
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and the rest of the ballast is cast in 1½ inch thick plates of lead fastened to the underside of the floor boards. These floor boards are in small sections of plywood with mahogany strips glued over them, so each weighs about 50 pounds and can be easily removed. The boat weighs about 5000 pounds with everything in it. I have a tandem wheeled trailer to haul it with. The boat has been kept inside every winter except one since I had it. That winter I put a plastic cover over a deck frame. That spring I recovered the deck because more checks had appeared.

Last year a free lance ship captain wanted to buy her to use as a charter boat for six, but I told him she was too small for six people and the last I heard he was going to get a larger boat of this type built. The last I heard from him he was first mate on a tramp steamer, but was planning to captain a tug in the Caribbean. It's hard to keep track of a guy like that.

I used a four horsepower outboard motor in the well at first, and it would give me about 5 knots, but I had trouble getting out of a narrow channel against a wind of 30 knots or more. I tried three times, getting a fresh start before

rounding a bend into the wind. Each time I was driven back. I then got up some sail and between the sail and the engine I got out. This made me think about a bigger engine, since at that time I was still thinking about some extensive cruising. I bought a 7½ horsepower long shaft Mercury. The boat can use either long or short shaft, but I didn't want to chance it coming out of the water in a seaway. This motor has not been used much, since I prefer sailing to motoring, but will give about six knots and is very adequate for any use I have been able to put it to.

Since I wrote the forgoing account I rigged the mainstay so I can set it without going up the mast. I also removed most of the oak shoe below the steel shoe and replaced it. I was surprised at how easily the bolts came out and they were in such good condition that I used them over again in the same holes. These were short bolts screwed into blind holes that I had tapped into



the steel shoe when I built the boat. I set them in anticorrosive grease. I also purchased a gallon of copper based ablative polymer paint for the bottom. Since this is a multiseasonal paint I intend to put on three coats and hope to get three seasons use out of it.

I have no problem at my age of handling the boat alone both in the water and out, where I winch it off the trailer to the cradle and pull it into

and out of my shop with my car and a rope and single block attached to the back wall, but I am old enough to know that as much fun can be had with a much smaller boat. Inasmuch as I do not care to cruise without my wife, I might be persuaded to sell my pride and joy to the right person.

My summer address is:

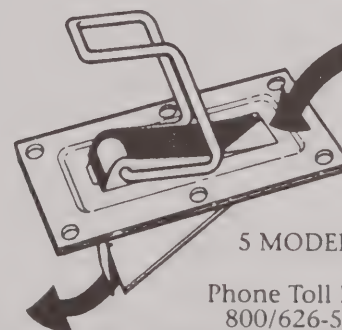
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The fifth annual Yachting History Symposium was held at Mystic Seaport on March 20-23, the first weekend of spring, which turned out this year to be a stretch of clear, Arctic weather sandwiched in between two snowstorms. The most wintry weather of the season, though irksome to those looking forward to getting out on the water, did not cool the ardor of the assembled boat enthusiasts, however, and the event in its expanded format, which included the addition of Friday afternoon sessions, was heartily endorsed by the participants in a straw poll taken at its conclusion by moderator Jon Wilson, Museum trustee and publisher of *WoodenBoat*.

From the very beginning it was clear that this year's Symposium was to be cast in a different mold from its predecessors. Before the talks got under way, participants gathered around "Feather," an 1890s Rushton sailing canoe lovingly restored by Dave Baker, historian of the Wooden Canoe Heritage Association and the first speaker. "Feather," with her modest origin, proved to be a harbinger of things to come. Focused on the craft of boatbuilding and restoring, the symposium featured guideboats, runabouts, launches, catboats, and canoes, but there was little about yachts or yachting in most of the talks, as if for the occasion that class-burdened designation had been exiled. Even Maynard Bray's thoroughly researched study of the Herreshoff legacy, though focused on Captain Nat and his older brother J.B. Herreshoff, paid homage to the men who worked on the shop floor, such as Charlie Sylvester, who took charge of building the famous Herreshoff 12½.

This modesty and lack of pretension seemed reflected in the audience as well, for there were fewer pin stripes and escutcheoned blazers and considerably more baggy sweaters, jeans, and rumpled tweeds than in the past. All of this was quite appropriate to the culmination of weekend's activities in the heartfelt celebration of the work of John Gardner, who gave one of the principal talks and accepted the 1992 W.P. Stephens Award for his contribution to the world of boats as craftsman, writer, conservator, dedicated teacher, and founder of the movement to keep traditionally-built small boats on the water through boatbuilding workshops.

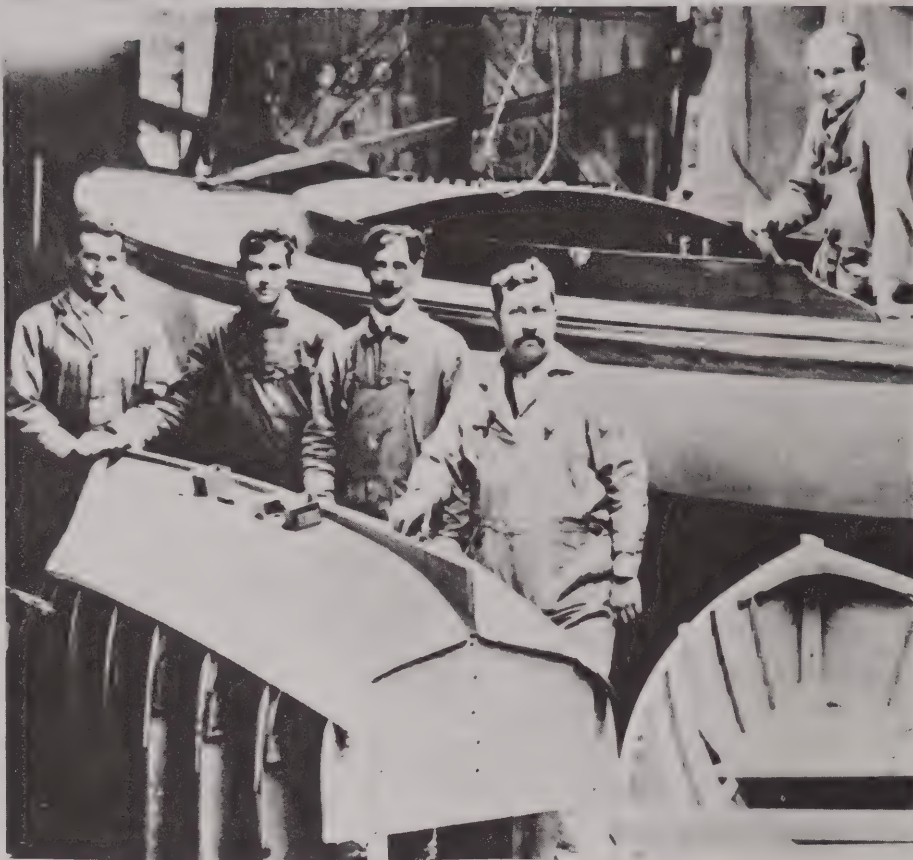
In his talk Dave Baker focused on the building techniques of J. Henry Rushton that enabled the construction of radically light canoes—35 lbs. for a fourteen footer, about half of what John MacGregor's Rob Roy had weighed. A diminutive man at about 5' and 110 lbs., Rushton built one canoe at his 1876 Canton, NY factory suitable only for individuals about his size, which weighed in at 10.5 lbs. and which he whimsically informed one potential customer might also be used as a soup tureen. Baker's talk was illustrated with slides from Rushton catalogs of rowing boats and canoes and of his own restoration of "Feather," which was recently re-christened in the company of J. Henry Rushton's grandchildren.

This talk was nicely complemented during lunch the following day by Hallie Bond of the Adirondack Museum, who gave a brief, scholarly, and thoroughly enjoyable paper on the development of the Adirondack guideboat and its social history.

Several of the papers dealt with launches, runabouts, and other classic wooden powerboats, most of them in the 20 to 30' range. Boyd Mefferd, who has restored more than 400 of these glamorous mahogany boats, focused

1992 YACHTING HISTORY SYMPOSIUM

BOATBUILDING



MYSTIC SEAPORT MUSEUM

Report by Jim Lacey

on Chris Craft, which began production in 1922, and other Michigan producers, including Hacker and Gar Wood. In his view there is something very American about putting large engines in production boats, and he compared production methods, styling, and dealership networks to the practice of the automobile industry in nearby Detroit.

Bonnie Wilkinson told the story of Hutchinson Brothers Boat Works which produced runabouts, launches, and sedans, many of them customized, principally for the summer people in the Thousand Islands district of the St. Lawrence River.

Barry Ward discussed the boats built by the Stephens Brothers of Stockton, CA., mainly mahogany runabouts, power boats, and motor yachts produced from the 1920s till well after World War II.

And Robert B. MacKay told the story of Consolidated Shipbuilding, which, in addition to ocean-going ships, built launches with gasoline engines and the finest and most expensive custom power boats available from early in the century until 1945.

In the midst of so many slides of power boats, the pictures of sailboats built by the companies under consideration seemed refreshing, at least to this rag bagger. The sailboats featured in presentations were the Chesapeake Bay log canoe and the Cape Cod catboat, both of humble origin.

The W.A. Baker award was given to the Log Canoe Owners Association on Friday evening, when John C. North of that organization showed films about the class which is still racing on Chesapeake Bay.

And Peter Vermilya, of Mystic Seaport Museum, traced developments in the design and function of catboats since their appearance in the mid-nineteenth century. In addition to being the "multi-purpose pickup truck" of the Atlantic fisheries from New Jersey to north of Cape Cod, the catboat, Vermilya indicated, evolved a number of specific functions including use as water boats, party boats, and even sizeable packets, such as Lillian, a 38 footer which once carried 105 passengers! Vermilya also discussed the building of catboats at locations such as the Crosby yards in Osterville, the era of catboat racing before World War II, and he brought the discussion up to the present by mentioning the activities of Catboat Association, founded in 1963. His talk evoked the charm of this singular watercraft, and his yarn about the pipe-smoking oldtimer in his cat out sailing with studied aplomb a larger, modern racing yacht with its crew scurrying about and spinnaker flying, suggested the affectionate regard these plump, elegant boats engender.

During the lunch break on Saturday, participants had options including a session with Barry Thomas on the Crosby method of building catboats, Kevin Dwyer on the on the current

rehabilitation of the Herreshoff launch Resolute, or a series of fifteen-minute talks by symposium participants who had volunteered to make presentations.

After a long morning of heavy listening, my instinct was to get out of doors, wake myself up in the chill air, and stroll down to the boatshop to listen to Barry Thomas explain how he had built the Breck Marshall, Mystic Seaport's replica of a Crosby cat, which I have sailed on and found surprisingly tender yet eagerly responsive. But Robert Jones, whom I had run into during a break, said he was going to talk about the building of Grimalkin, a reproduction of Ralph Munroe's Egret, and sharpie fancier that I am, I could not pass up the opportunity to learn more about that most alluring of Florida mailboats.

Though I felt my circuits beginning to overload, I have no regret about staying to hear the talks after lunch. There were Hallie Bond's scholarly and perceptive social history of the Adirondack guideboat; Tom Cavanaugh's informative talk about his restoration of Gadfly, a 27' power cruiser of the mid-1920s, probably designed by William Hand; Robert Jones' witty evocation of the trials and triumphs involved in constructing his reproduction of Munroe's Egret with builder Graham Ero in the New Haven area and sailing the first locally-built sharpie on the Quinnipiac river in more than half a century.

Jones, a rather large man to be cruising in a boat with such narrow accommodations, told a number of anecdotes of his adventures and comic misadventures aboard Grimalkin, which he has been sailing now for seven years.

Lance Lee, who had come with material for two or three 45 minute papers and almost managed to get them all into his allotted 15 minutes, talked enthusiastically about his involvement in the Atlantic Challenge Project, which brings international teams together to race home-built, outsized pulling boats that also have simple sailing rigs, a spinoff of the Outward Bound movement designed to promote international community and trust.

One of the after-lunch speakers epitomized for me many of the themes of this year's Yachting Symposium. Warren Barker began his career in boatbuilding with a three-day course, the sort that John Gardner had initiated, and then became a builder of custom boats. When one of his clients was unsure of what he wanted, Barker showed him a drawing of Alerion III, the beautiful 26" sloop which N.G. Herreshoff built for himself at the peak of his career. Warren was surprised and elated when his customer decided to go with Alerion. He discussed his experience generating offsets from the Herreshoff material at MIT and the boon it was to have the boat itself available at Mystic Seaport Museum to check innumerable details.

He is recording his experience in order to make things easier "for the next guy" who will build Alerion. Though he scorns the fussiness of exact replicas—of insisting, for instance, that square rather than hex bolts be used—it was clear that Warren Barker is intent on fashioning a reproduction with integrity, using modern tools and imaginative construction techniques. Barker's talk brought us right up to date on his project, for after showing a slide of the framed hull, he announced that planking would begin Monday!

John Gardner began his talk "Yachts and Yacht Yards in Transition" with the blunt announcement that the building of wooden yachts is extinct for all practical purposes and

should be studied by historians while firsthand accounts are still available. Although designers and manufacturers of wooden yachts have been investigated, the craftsmen who built these boats have been largely neglected by historians, Gardner pointed out, insisting that those who worked on the shop floor have every bit as much right to be included in yachting history as rosters of yacht clubs and winners of races.

From his own experience at four commercial yards from 1941 to 1969, Gardner told the stories of colorful entrepreneurs, supervisors, and craftsmen he worked with such as Dan Grant of the Beacon Street yard, a Nova Scotia finish carpenter, who provided Chapelle with a lot of the material for his book on boatbuilding. A memorable moment was when Olin Stephens asked John about the loftsman at Simms Brothers who on occasion "got the sheer better" than Stephens could draw it himself.

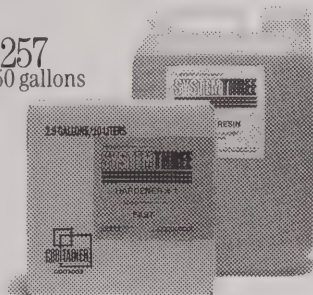
The anecdotes Gardner told about shop owners, yard bosses, and craftsmen encour-

aged us to hope that he and other maritime historians will give this subject the consideration it deserves. As for practical advice to boat builders in small shops, Gardner admitted ruefully that with one exception he could not think of anybody who made a lot of money building boats. The money, he said, is in restoration and repair.

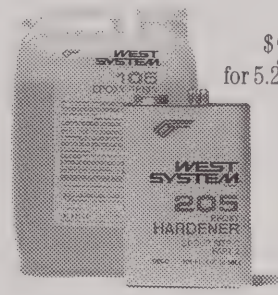
After introductions by Jon Wilson, Dave Getchell, Gardner's colleague at National Fisherman and subsequent founder of "Small Boat Journal," and J. Revell Carr, President of Mystic Seaport Museum, John Gardner accepted the W.P. Stephens Award with the words, "I'm grateful, touched, I'm overwhelmed. I'll leave it at that."

I believe this was a moment of historic import for everyone dedicated to small boats and I could not help but wonder whether John Gardner was more pleased or chagrined to hear apocryphal stories about him told to his face and to have witnessed his own apotheosis.

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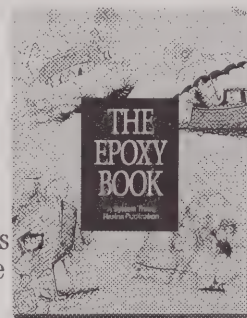
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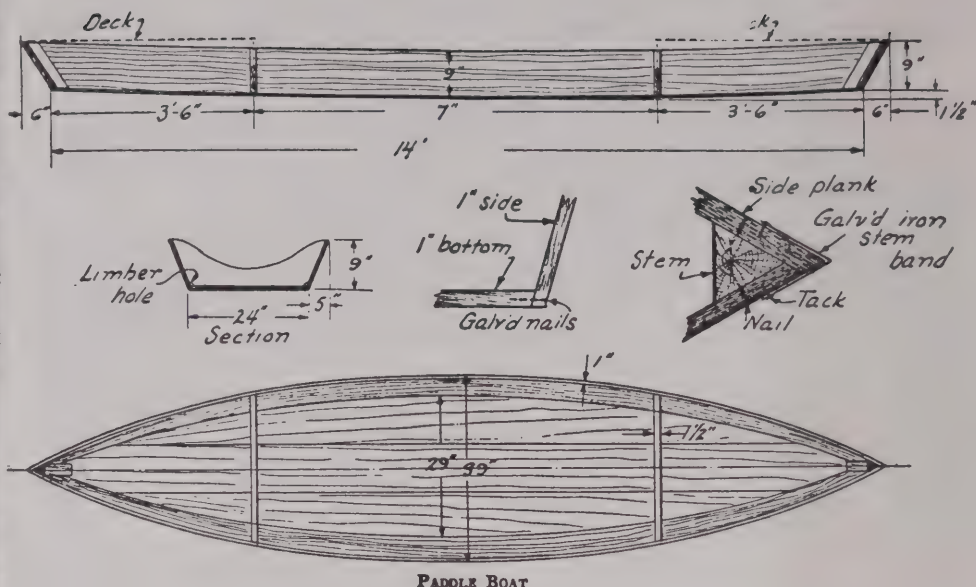
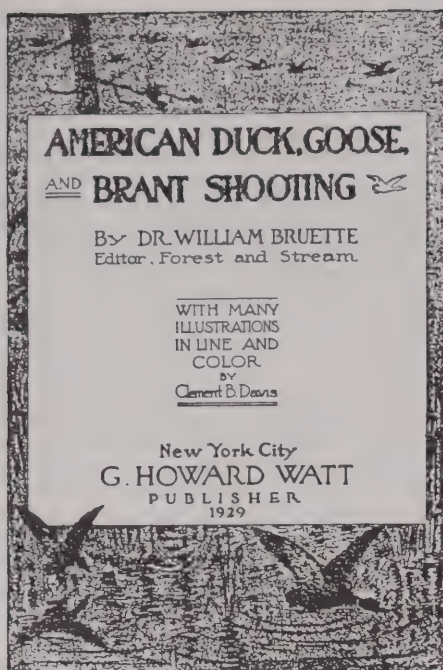
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PADDLE BOAT

The type of boat presented here is probably one of the finest kind of crafts for paddle purposes on inland streams and protected waterways. It is not, in any sense of the word, designed for rough going and should not be used under such conditions. This boat is particularly well suited for shooting teal, woodduck and mallard, but it is not large enough to carry many decoys. The low freeboard makes it take in water so easily when fastened to a blind broadside to a good breeze, that it is unfit for canvasback work, or, in fact, for hard work in open waters.

The boat is extremely simple to build and is fifteen feet long with a beam of 39 inches. Both ends are exactly alike, and four or five boards are all that are needed for its construction.

The first thing to do is to get out the bottom, which may be made of one-inch pine, or any other suitable material of similar thickness. In the drawing the bottom is made up of three of these boards, each one a little under ten inches wide. Perhaps in your case it may be necessary to make them narrower, in which event it will be necessary to use more boards. However, the fewer boards, the less chance there is for leakage. These three boards are laid down, side by side, on a flat floor, after the joining edges are planed smooth, and to a slight V to permit caulking. The V is open on the under side a little, for this purpose.

Three feet six inches in from each end, mark a line exactly at right angles across these boards, and then another right angle line at exactly the half length or center. The width on the center will be 29 inches, and at the other two stations 24 inches. The ends, of course, taper down to a point at the exact fore and aft center of these boards.

Next take a light piece of wood, about three-quarters of an inch square, and nail it temporarily, so that it forms a fair curve through these spots, and through the end marks. Mark this line in with a carpenter's pencil and then remove the light strip in order to repeat the process on the other side of the bottom boards. Next cut away the excess material, allowing a slight bevel to permit the side boards to lie up against these edges, fair and smooth. In other words, allow for the flare of the side planks.

The next step is to make the frames, located three feet six inches in from each end. These are made of one piece of material—each one and one-half inches thick. They are shaped somewhat as shown in the section drawing. Do not cut away too much material on the inside, or it will weaken the frame. Also cut away a little notch in each corner to form a limber hole, thus permitting any water that may come in to run to the center of the boat where it may be bailed and sponged out. These frames are nine inches high, and have a

flair of five inches on each side, the bottom width being equal to the width of the bottom boards at the marks, three feet six inches, in from each end. The section drawing shows this, also.

The next thing to do is to erect the stem and stern posts, both exactly alike, nine inches high, and cut to a bevel that will give them an overhang of six inches. These are simply made of pine, such as a piece of two-inch by four-inch material, cut to a V, somewhat as shown in the detail drawing, through the stem.

The ends of the bottom thus far constructed should now be raised one and a half inches off the floor in order to give a little rocker to the bottom of the boat. Blocking up off the floor and nailing into position will do the trick.

When this is done the side planks, made of one-inch material, may be bent around from end to end. Fasten the stems firmly in place to prevent the side pull from bending them over out of shape. Fasten one side board to one of the stem pieces just as securely as possible, and then bend it around until it touches the one at the other end. Clamp it here and fasten to the two frames and then to the stem piece where it has been clamped. It should also be fastened at frequent intervals to the bottom boards. The excess wood should be cut away at the stems, and the other side board bent into place. The section drawing of the stem shows how these boards overlap each other at this place.

When both side boards are in place and fastened securely, the boat may be turned over, and the excess material that sticks down below the level of the bottom boards should be planed off, making a smooth joint. The same thing applies at the ends. When complete a galvanized iron or brass plate may be bent around the ends and tacked in place to protect the wood.

With the boat upside down, each seam in the bottom should be painted with any old paint that is handy, and before this is dry, a single thread of cotton wicking should be lightly tapped into the seam. Do not pack it too tightly because this may make the plank buckle. When this is done, give it another coat of paint over the seams, and then putty carefully and thoroughly, finally winding up by painting the whole boat, inside and out. The idea of painting the boat before the caulking and the putty goes into place is to make the materials stick in place better.

The boat is built during the winter in a room that is heated, so that the wood is dried out considerably by this, and make allowance by leaving the seams open a little. As soon as the boat is in the water it will start in to swell, and if you will put a few buckets of water in her before she is launched, she will swell up overnight almost enough to make a perfectly tight job. All wooden boats, kept on land, should be kept moist in this way, except in winter, when the water might freeze and push the planks off.

The inside of the boat may be finished off in any way you may

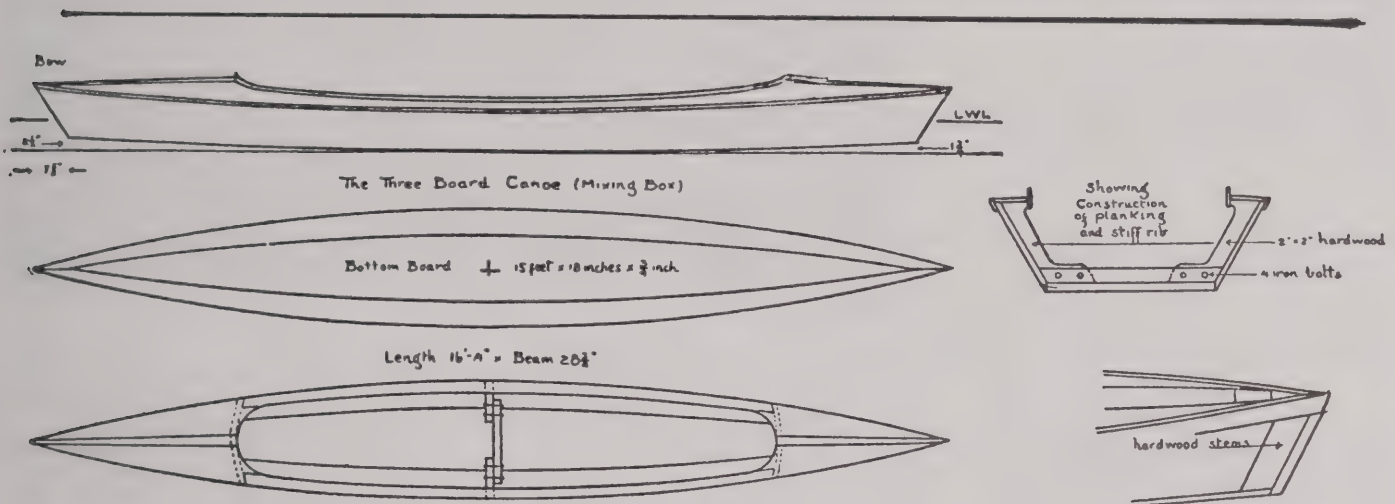
wish. There are no seats or thwarts, and a grating should be arranged to go on the bottom in order to keep your seat dry. Small, light decks of canvas may be made at each end as indicated by the dotted lines, but these are not essential. However, they will add considerably to the seaworthiness of the boat.

It sometimes happens that boards of sufficient width to build the boat, as first described, cannot be easily procured. In such cases, strips of weather boarding or "siding," as it is called, may be made to take their place. The operation of building is then quite different.

The first thing to be done is to prepare the bottom, fasten the ribs and stems in position. Then the siding is put on, commencing at the bottom, in lap-streaks, that is one board lapping over the edge of the next, using copper or clout nails to fasten the laps together.

Additional ribs may be made and added if desired, but these are not absolutely necessary. In some cases a triangular piece of wood is fastened into the angle formed by the bottom and side boards and a light, steam bent frame of oak may be bent from gunwale to gunwale, in one piece. Such construction will call for at least six frames, equally spaced throughout the length of the boat. Of course, seats may be added if desirable, but it would seem that far greater stability and seaworthiness could be secured by having the "crew" sit on slightly raised gratings or slat seats directly on the bottom of the boat.

This boat may be made smaller or larger, provided the proportions are worked out about as shown in these drawings. She will be easy to paddle, and will sneak in and out through shallow water with the utmost ease. Almost anyone ought to be able to make a boat of this type.



THE MIXING BOX

There is a boat in use upon the waters of the upper Mississippi and its tributaries that admirably serves the purposes of duck shooters on small lakes and streams. It is easily paddled and handled by one man, will carry two, if necessary, and its flat bottom makes it remarkably stiff and steady for its dimensions.

There is a certain elegance about these little three-board boats that places them in a class of their own. Their lines resemble those of the manufactured canoes, but as practical ducking boats they are much superior.

The great authority on canoeing, Julie Marshall, holder of many records, including the *Forest and Stream* Wilderness Trophy, after a cruise in one of these boats was so enthusiastic over its merits that he studied the best models on the upper Mississippi and drew up the plans which follow for their construction. These plans were published in *Forest and Stream*, and have become popular with amateur builders in all sections of the country. They should be studied in connection with Mr. Crosby's plans and diagrams for building the paddle boat. The methods of construction are alike, the only differences being in the length, width, number and construction of the rib, and the deck bracing.

The "Mixing Box" as it is known on the Mississippi is made principally of three clear white pine boards, a bottom and two sides. In general, the boards may be said to be flat except that they follow the shear and rocker lines to a nicety. The bottom boards are rockered fore and aft, just enough so that the canoe will heed every deft stroke of the paddle. The sides are flared to varying degrees, its general lines conforming to those of the ordinary canoe. Its one "stiff rib" in the center and the two decks are all the lateral strengthening materials that the boat possesses, and all that are necessary.

The materials used in the "Mixing Box" are: Bottom board, white pine, 15' x 20" x 3/4". (Note: If a board of this width cannot be found, two 10" boards will have to be doweled and glued up. Finish this construction with a half round oak strip for a keelson.) The sides are white pine boards, 16'-6" x 12" x 1/2". Decks are of

3/8" white pine, length to suit individual taste. The stem posts, stiff rib and knees, thwarts under decks, outwale beading and inwale coaming are of hardwood, preferably of oak. The posts, knees and rib can be cut from a 6' x 12" x 2" oak plank. All of the hardware should be of brass so as to prevent rot. Iron will rust in spite of paint and will eat away the strength of the wood.

The most important point in the construction comes in the beveling of the outside edges of the bottom board. This board will have to be drawn to scale according to the dimensions of your boat and later transcribed to both the inside and outside of the bottom board, taking the measurement every six inches. In this way your saw and plane will be guided correctly. Care at this point will give a nice joint between this edge and the side planks, and will prevent a leaky boat. The rocker bottom is shaped by means of a temporary joist holding the center of the bottom board down, and the joist being propped from the ceiling. Then block up the ends to the required height. Give the bow a trifle more rise than the stern. The shape of the stiff rib will determine the flare of the sides as well as the general lines of your canoe, so the stiff rib is set together with the stems before the sides are applied. When laying the sides, be sure that your plank is evenly balanced, then apply to the stiff rib first and work toward the ends, doing all your trimming and finishing after the whole side is in place. Following the finishing of the sides, you will place your thwarts which will serve both as a foundation for your decks and a further bracing of the side boards. Your decks, coaming and beading complete the construction. This is a matter of laying first and trimming afterward, taking particular care so as to make all joints and seams as tight as possible with a view to a ship-shape job. Finally, the paint, which should be of good grade marine quality, put on over a wood filler.

Most of the "Mixing Boxes" are equipped with a "bang iron" made from a flat piece of brass, which is neatly patterned and laid over both stems on the outside. These are fastened down with small brass screws. A hole is drilled through the top of each bang iron for "painter." The finished weight is about 65 pounds, and its capacity about 500.



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HISTORIC CUTTER LAUNCHED

"Elder Spirit" is the latest ship's boat reproduction designed by Greg Foster to be launched for the Northwest Maritime Bi-Centennial hands-on exploration program. The keel of the 22' cutter splashed into the waters of Cowichan Bay on March 31st before an audience of about 300, including invited guests and onlookers who lined the wharves to help celebrate the accomplishment. An evergreen garland hung from her bow, christened with champagne, and piper Ian MacLeod played while some of the construction crew took their first row together.

Eight seniors from the Cowichan Wooden Boat Society, led by shipwright Wayne Loiselle, built the boat at Cowichan Bay Maritime Center over the last year. Inexperienced in boatbuilding when they started, the Seniors Group brought patience, determination and problem solving skills to bear and built a fine vessel. The many visitors who

dropped by the shop to monitor construction progress will miss the humor and warm camaraderie which the builders eagerly shared.

The lapstrake "Elder Spirit" is planked in western red cedar, her keel and thwarts are Douglas fir, the transom, stem, sawn frames, floorboards, hatches, spars and oars are yellow cedar, and rubstrakes are gumwood. Planking was copper riveted; bronze ring nails and screws were used elsewhere. Dark blue bulwarks accent her painted white topsides, while the interior, treated with a mixture of pine tar and boiled linseed oil, is offset by the rich ochre of the thwarts and stern sheets. She carries two masts and dipping lug-sails.

The group is planning to participate in the "Wake of the Explorers" program which kicks off in June. "Elder Spirit" is a reproduction of the cutter used by the crew of the English brig "Chatham" in 1792 during Capt. George Vancouver's charting of the coastline of British Columbia and Washington.

Events planned for the summer will celebrate the joint accomplishments of Spanish, English and American maritime expeditions and their contact with the aboriginal peoples two-hundred years ago along these shores. Anyone interested in the schedule of the events or in the ship's boats, may contact NW Historic Watercraft, Whale Bay, Galiano Island, BC V0N 1P0, Canada, or Rick Halpin, Seniors President, Cowichan Bay Maritime Centre, Box 787, Duncan BC V9L 3Y1, Canada.

Report & Photo by Sharon Brown

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SCHOOL DAYS IN SARASOTA

Well the winter Wooden Boat School class I ran in Sarasota is over. It went more smoothly than the first one I ran last summer at Wooden Boat School in Maine. I did a lot more preparation of materials, and of course everything was right at hand here in my shop.

The students didn't seem to mind the roar of airplanes from the nearby airport, or the sound of the trucks at the recycling place next door. Instead they concentrated on building six pretty little canoes. We were so close to finishing at the end of the two week course that I invited them to stay over for another couple of days to complete their boats except for varnishing.

A majority of the students took the course to learn more about using epoxy and fiberglass cloth on their bigger boats, and the canoe was almost incidental. But the special magic of the Wee Lassie changed a lot of that. Gene Tally stopped at the Iccetucknee River on his way home to Atlanta and called me that night to tell me he was hooked. He couldn't believe how

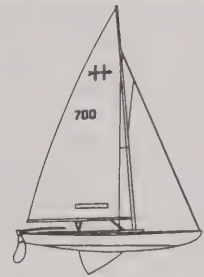
pretty the stream was and how neat his little boat paddled. Another convert.

The class was really fun, everyone made some new friends as well as canoes they can really be proud of, and learned new skills. They used different makes of tools which educated them to be able to buy their own more intelligently if they go on to new projects using the same system I use.

In July we do it again at

Wooden Boat School in Maine. This is getting to be fun!

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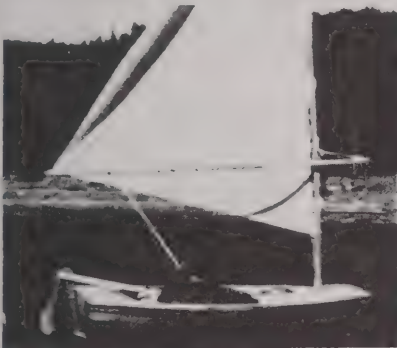
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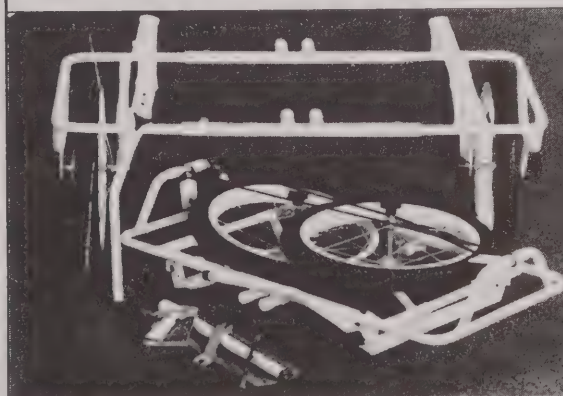
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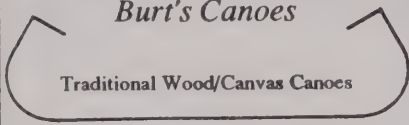


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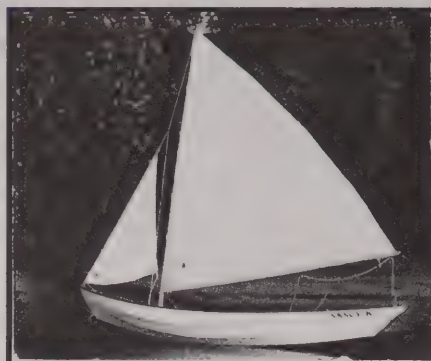
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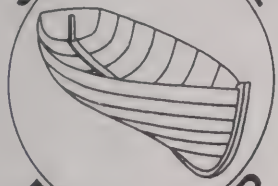
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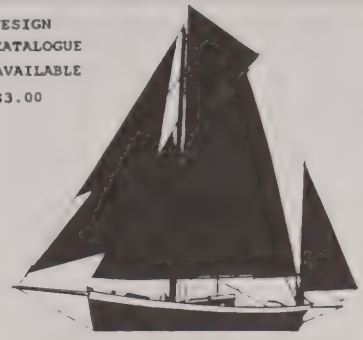
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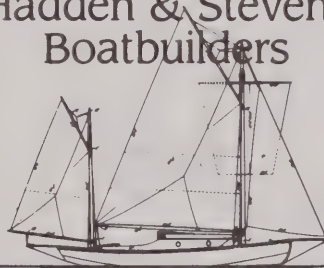


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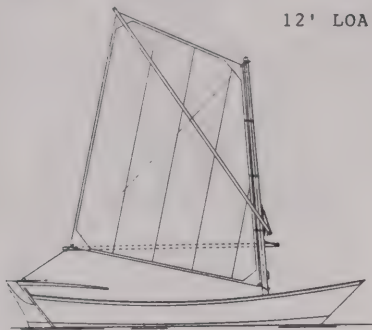


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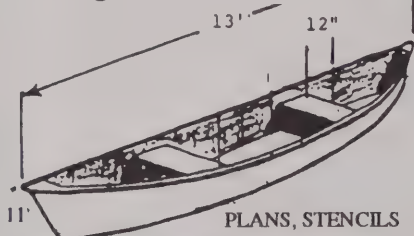


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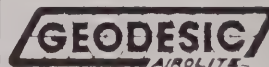
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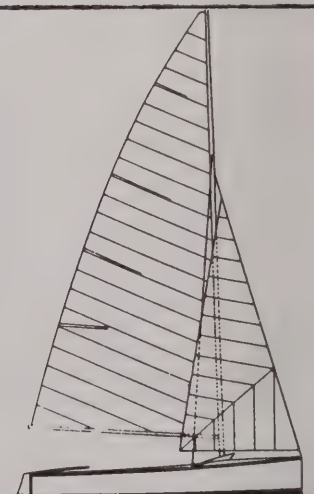
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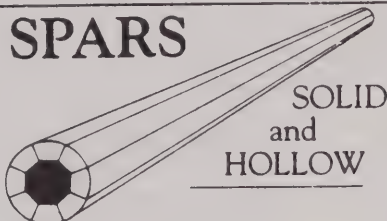
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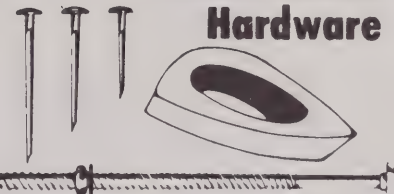
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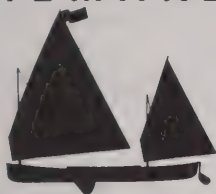
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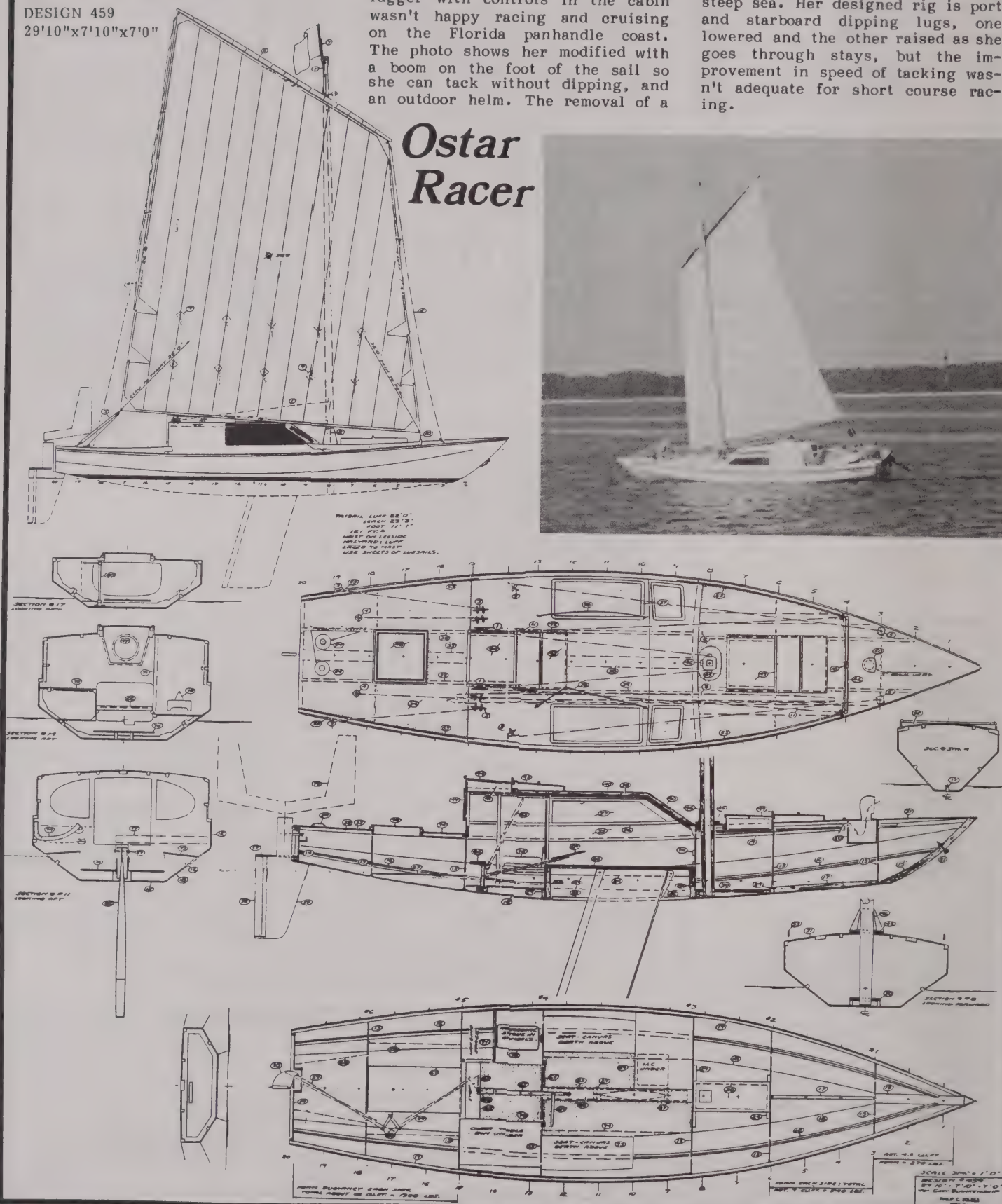
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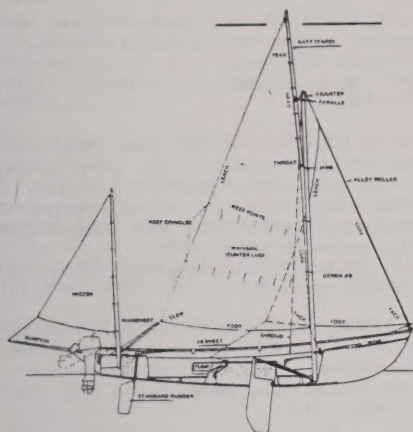
Gary Blankenship ordered this as a Class 4 Ostar competitor. He reports that he assembled the tack-and-tape hull complete in 130 hours. So far he hasn't been able to take her over for the big race, and the seven foot draft dipping lugger with controls in the cabin wasn't happy racing and cruising on the Florida panhandle coast. The photo shows her modified with a boom on the foot of the sail so she can tack without dipping, and an outdoor helm. The removal of a

foot and a half from the fin keel's depth doesn't appear but allows her to get into some of the harbors. She's said to have shown respectably in casual local racing, being very fast reaching and pretty good close hauled except in a short and steep sea. Her designed rig is port and starboard dipping lugs, one lowered and the other raised as she goes through stays, but the improvement in speed of tacking wasn't adequate for short course racing.

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ANDY SISTRAND, Seymour, CT, (203) 888-0124. (2)

18' OLD TOWN CANOE, 1924, wood/canvas w/compl factory sail rig, floorboards. Recanvassed 1985. Asking \$1,500.
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CANOE/KAYAK. 14'7" Mad River Courier solo canoe, slight rocker, symmetrical, shallow V. Burgundy ABS, 58 lbs, exc cond. \$675. 10' Neal Jeti Grande white-water kayak, yellow, 32 lbs, cross linked polyethylene. \$225.
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NIMBLE 20 CANOE YAWL, tanbark sails, 5hp 4-stroke in well, cruise outfitted, cover, trlr. BO.
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11' SCUBA DIVING KAYAK, 2 hatches, tank well, fully outfitted. Yellow polyethylene. \$380.
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CAPE DORY 10, exc gunter rigged teak trimmed sailing/rowing tender. \$1,000.
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SMALL CRAFT WARNING open water rowing shell, 18' LOA, 90 lbs. Compl w/seat & Piantadosi oars. Modified w/3 storage compartments. Exc for island hopping or simply rowing for fun. \$500. Cox CF450G trlr, never in water. \$200.
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7' PRAM, hardly used. \$200. Propellor, 3-blade 14x9 RH, 1" shaft. Used 1 season. \$125.
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CANOES FOR SALE. 18' Kennebec, restored, \$1,200. 17' St. Louis, restored, \$1,300. 17' Old Town Otca, restored, \$1,100. 16' Old Town Charles River, restored, \$1,200. 17' Old Town HW, nds paint & varnish, partially restored, \$700. 17' Old Town HW closed gunwale, \$400, incl material for restoration. 16' Chestnut Cruiser, nds 1 rib, new rails, stripped & canvassed, \$400. 12' Canadian Canoe Co. cartop square-stern boat, restored, \$1,000.

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16' FOLBOT 2 person w/compl sail rig, fair cond. \$350.
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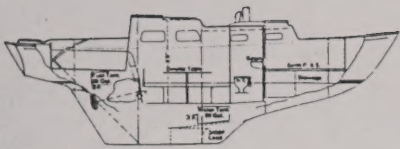
20' OLYMPIC RACING CANOE, flat water, turn of the century Walter Dean C4. Cedar & mahogany w/brass strip battens. Vy vy gd orig cond. Taking BO.
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BOB ZELLEY, Yardley, PA, (215) 297-8579. (2)

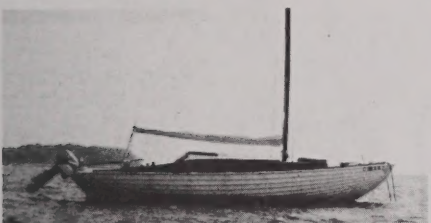
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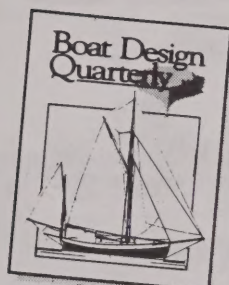
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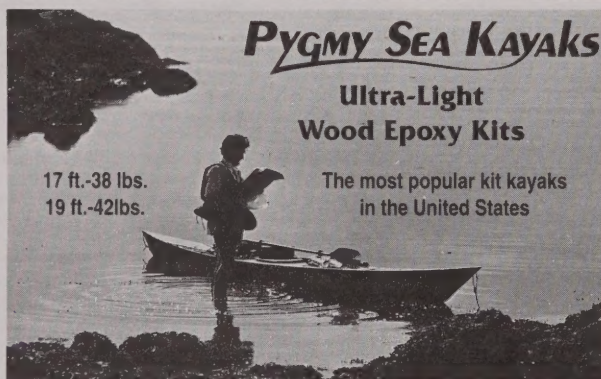
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LAMINATING
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Physical Properties:

Pounds per gallon: 9.2
Flash point: 200°
Color: Sun Dried Straw
% Reactive Solids: 100°

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General Description:

Water Block Fast Hardener is an accelerated curing agent. Ideal for encapsulating, repair putties, adhesives, and coating applications. Fast Hardener imparts limited flexibility to the Water Block Resin and is resistant to blushing and the formation of surface oils during curing.

Physical Properties:

Pounds per gallon: 8.1
Pot Life: 6 to 9 minutes at 70°
Mix Ratio: 2:1

WATER BLOCK HARDENER SLOW

General Description:

Slow Hardener is similar to the Fast Hardener but allows a pot life 4x longer. Use Water Block Slow Hardener when extended working times are required.

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Mix Ratio: 2:1