

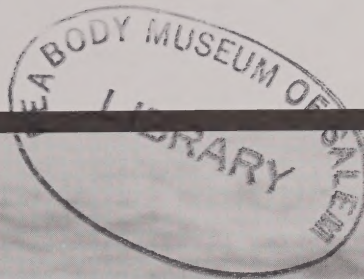
Twice a Month!



messing about in BOATS

Volume 10 - Number 2

June 1, 1992



COMMENTARY



messing
about in

BOATS

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

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

Telephone is (508) 774-0906.

Publisher & Editor, Bob Hicks

Our Next Issue...

Will first feature the stuff that was promised for this one but didn't make it: The 1907 steam launches from Great Britain, Tony Dias' "Peniche" seiner yacht design, and Chuck Mainville's discussion on "Designing for Safety". We'll try to get that next serialization started on "Boating on New England Rivers" too. For on-the-water adventures we'll have Derek Van Loan's "March on Richardson Bay" two-day vacation cruise in his 8' camper cruiser "Sleeper" out of Sausalito, California, and Richard Schaab's (of "Sharpie Schooner "Mary Ann", "Boats", May 1st & 15th) short tale of a teen-age adventure in an over-canvased salvaged 14' converted rowboat. I'll have a bit to say about paddling around the 7 mile course of the Essex River Race if space permits.

On the Cover...

Pulling hard for the finish and an overall win at the Earth Day rowing races in Newburyport, Massachusetts, Mel Ross and Cliff Punchard still have something left after 3-1/2 miles of this sort of effort.

On the facing page is an ad for a new magazine, and the reason it is a full page is because I am involved in its publication and can afford what I will charge myself for the space. You will note it is all about coastal kayaking, specifically coastal kayaking along our Atlantic coast. While a couple of people with some foreknowledge of its impending appearance offered the opinion that maybe I was involved with this in response to some letters from "Boats" readers faulting me for too much kayak coverage, the real reason was that Tammy Venn and I have been thinking about doing this for close to a year, and now it seems to be the time.

I have carried some kayaking news since my earliest issues of "Boats" back in late 1983, because it is an appropriate way of messing about in boats for the nature of this magazine. But the sport has been growing in scale rapidly and many new people are coming into it who are not "boat people", they have no prior involvement in any significant way with small boats. Like mountain bikes and cross country skis, sea kayaks have been catching the attention of outdoor sports oriented people. A number of manufacturers are turning out a large array of kayak choices and dealers for them are increasing in number, as are clubs, as well as expedition outfitters. A lot is going on in coastal kayaking, a lot more than I can justify space for in "Boats". So, "Atlantic Coastal Kayaker" is our answer.

I say "our" because this venture is one I am sharing with Tammy Venn, who is editing the magazine. Tammy had completed her book published by the AMC, "Sea Kayaking Along the New England Coast" about a year ago and was looking for something else in journalism and writing to do, and we got talking about having our very own east coast kayaking magazine. These things take a while to shape up but the talk got more detailed and we began to realize that the idea really had merit. With the help of interested people, we obtained lists of several thousand people who had one way or another indicated an interest in sea kayaking, and our first issue, the cover of which you see opposite, went to about 3,000 of them from Maine to

Florida. Some of you may have received a copy since you belong to one or another of the organizations who helped us out with lists.

My part in all this is the publishing part, since I already do this with "Boats", and with two club magazines; "Wooden Canoe" for the Wooden Canoe Heritage Association, and "Woodie Times", for the National Woodie Club, a group of 1,500 wooden station wagon collectors. The machinery, so to speak, is already in place here to produce another magazine. A knowledgeable and enthusiastic sea kayaker, who was also a professional journalist was needed, and Tammy is exactly that person. She is not only a professional writer but has also worked editing on monthly magazines and a weekly newspaper. More importantly, she is an avid sea kayaker, and her book was the culmination of that enthusiasm for this sport. Tammy also has a Maine Guide's license and does sea kayak instruction, and presents sea kayaking illustrated lectures to interested groups. Now she's going to edit her own magazine.

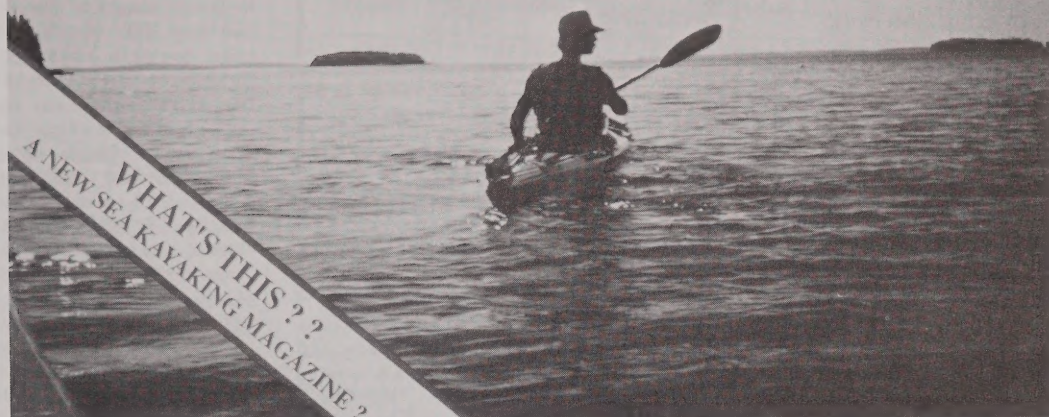
We decided to call the magazine "Atlantic Coastal Kayaker" rather than "Atlantic Sea Kayaker" because the term "coastal" more accurately describes the activity in our opinion. While "Atlantic" implies the seashore, we will be looking at the sport on inland waters in the east where it is enjoyed. The promotional information on the facing page pretty well explains what you can expect if you are interested enough in sea kayaking to become a subscriber. "Boats" will continue to carry its modest share of sea kayaking articles, but the real action for those interested ONLY in sea kayaking will be in "Atlantic Coastal Kayaker".

We invite you to sign on as subscribers if sea kayaking is your interest. We back up our promise that you will be pleased with the magazine by saying that if you're not pleased after receiving a copy or two, you can ask us for a refund and we'll oblige. The sport of sea kayaking is here to stay and so is "Atlantic Coastal Kayaker", I've had a lot of practice in staying power with "Boats" which will be applied to this new adventure in publishing.

ATLANTIC COASTAL KAYAKER

MAY 1992

VOL 1 NO 1



YES, THIS IS A NEW SEA KAYAKING MAGAZINE !

HOW COME ?

We felt it was time to bring **INFORMATION** and **INSPIRATION** to kayakers along our Atlantic coast, in an enjoyable, easy reading monthly* publication.

WHO'S "WE" ?

"We" are: **TAMSIN VENN**, avid kayaker, professional journalist and editor, author of the AMC guidebook "Sea Kayaking Along the New England Coast," who will edit our new magazine; and **BOB HICKS**, occasional kayaker (and tinkerer on kayaks), editor/publisher of "Messing About In Boats," bi-weekly small boating magazine now in its ninth year, who will handle the publishing.

WHAT'LL IT BE?

You're looking at it! This introductory issue illustrates how we plan to present news of interest to Atlantic coastal kayakers.

FEATURING WHAT ?

INFORMATION ON: Access to the water - places to paddle - detailed trip guides - environmental issues concerning kayakers - safety - instruction - navigation - clubs - dealers - builders - make & model reviews - whatever else we learn about that will interest Atlantic coast kayakers.

INSPIRATION FROM: Well written and illustrated articles on the above topics, plus the stories readers have to tell of their adventures and experiences paddling the Atlantic coast, Labrador to the Bahamas.

WILL IT SURVIVE ?

This is always something people question about a new magazine. We know it will, the sport on our coast is growing and has a diversity that can support an interesting journal. And both of us are professionals in publishing as well as kayaking nuts, so we know what we're getting into. We've got the staying power necessary to get this magazine afloat and underway, count on it.

HOW TO SUBSCRIBE:

A one-year subscription is \$20, you will get ten monthly issues, March through December. We'll take January and February off. You can send in the order form below (or a copy of it if you don't wish to cut the magazine) or just a note asking for a subscription, with a \$20 check payable to "Atlantic Coastal Kayaker." If you find the issues you receive are not what you had expected, just ask us for a refund and we'll send you the unfulfilled balance of your payment. Not much risk.

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Your Commentary

WHO REMEMBERS THE "WE-SORT"?

Reading "Boats" recently brought back memories of a boat I once owned that I had almost forgotten. It may be of some interest to readers as it was so easy to build and very versatile.

It was called the "We-Sort" and was designed by W.H. Sands in 1960 in the Annapolis, Maryland, area. It was a twelve foot flat bottom skiff with a five foot beam. It was easy to build as the bow was not "pointy" but squared off like a narrow pram bow. It had a 3/8" plywood bottom and 1/4" topsides. It was designed to be a training boat for kids but would hold 200 lbs and I sailed mine as an adult and had a great time. It could be rowed, motored with a 1-1/2hp outboard and as a sailboat even had an optional spinnaker.

Perhaps some reader in the Annapolis area may know of the boat and can advise whether they are still being sailed.

Roy Terwilliger, 105 Church St., Harwich, MA 02645.

RE-SKINNING AN OLD TOWN

The April 15th cover really struck a chord. I have a 16' Old Town in my basement that looks very similar. Recanvassing it was going to be a winter project but a brief exposure to varnish remover fumes changed my mind. Ron Denman's "four sunny days in June" sounds better.

My canoe is a sponson model, but the sponsons had to come off so I could remove the old canvas. It has such pretty lines without them that I may leave them off, especially since they too would need to be recovered and add about 20 pounds to the weight of the canoe.

I have some heat shrink dacron I obtained from Platt Monfort that I plan to use for the new skin. I'll let you know how this works out after I have those "four sunny days in June".

Jim Heter, Leominster, MA.

SEEN IN FLORIDA

I'm a lifeguard in Florida and recently I spotted a "Rushton" tee shirt on a visitor. I spoke to him, and upon learning that he was an amateur boat builder, I asked if he was familiar with "Boats".

"Sure," he replied nonchalantly, "I'm in this issue!" It was bass boat builder Bob Hawk taking a beach break from his Okeechobee fishing.

Another time recently I noticed a Bolger folding schooner sticking out of the back of a U-Haul truck. The North Carolina builder had trucked it down to Florida to sail over to the Turks and Caicos. I helped him slide it out of the truck and into the water.

I see a few home-built boats around. I know of two Bolger designs under construction, saw a Micro last winter, and there is a Munro "Egret" sharpie near here. A small cruiser named "Ten Feet of Freedom" promised to be a good story here last year but I never got to hear it.

Meanwhile it's back to work on my "Martha Jane"

John Bartlett, Fort Pierce, FL.

LOOKING FOR GLUE ADVICE

I'm interested in building a cold-molded dinghy but don't want to get involved with epoxies. Resorcinal glues are so heat and pressure sensitive that they are not practical for my home shop use. Urea-formaldehyde (plastic resin) glues would be practical for home use but I can't find much information on them beyond what's on the cans, and comments on "boiling oceans" in reference to their water-resistant qualities. Is there anyone out there who has applicable experience, good or bad, they're willing to pass along?

Colin King, P.O. Box 5207, Bellingham, WA 98227.

THIS YEAR BY SEA

I've traded in my bike on which I rode thousands of miles last year to raise money for the American Cancer Society, for a boat in which I am rowing 1,600 nautical miles from Jacksonville, Florida, to New York, starting April 25th. I estimate it will take me 60 days, including a few stops enroute to complete this journey.

Please share this adventure and help me put "Both Oars in the Water" against cancer. A contribution of a penny an oar per mile (two oars = \$32, 4 oars = \$64, I'll use my hands and feet!) will go to support local level cancer control efforts. I will also dedicate a day of my journey to anyone donating \$150.

You can support this effort with your check payable to the American Cancer Society, Long Island Division, 145 Pidgeon Hill Rd., Huntington Sta. NY 11746.

Al Levine, Centerport, NY.

INTERESTING ALTERNATIVE

The New York Sailing Club is an interesting alternative to the usual yacht club. There isn't any clubhouse, members meet once a month at the Liederkrantz Club in Manhattan, have some drinks, and listen to someone talk about something of interest. Last meeting the subject was sails, another time cruising the coast of Turkey, next a surveyor will discuss damage control.

Some members have boats, most do not. Those who do not are called "Corinthians" and they eagerly help those who do fit out in the spring and crew during the season in hopes of getting rides. Boat owners tend to be older males while the "Corinthians" tend to be younger females, though by no means exclusively so. It would be an ideal arrangement except most of the owners also tend to be married.

The Club has a few races beginning with the Around Hart Island race in early May; a summer cruise; and regular raft-ups during the season. Annual dues are only, get this, \$40! This club provides an inexpensive laid back way for people of like minds about sailing to find one another in this metropolis.

Peter Brennan, 353 E. 83rd St. Apt. 21A, New York, NY 10028.

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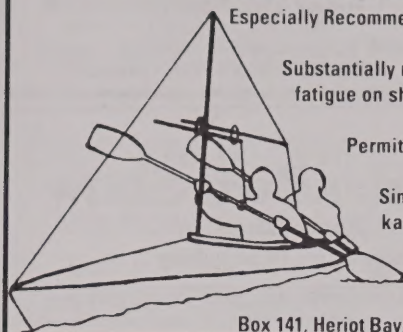
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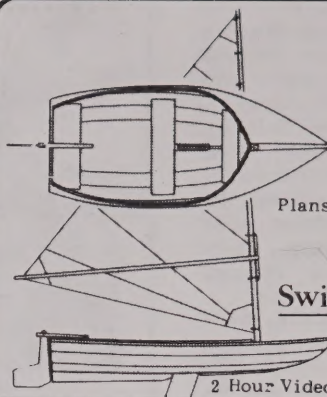
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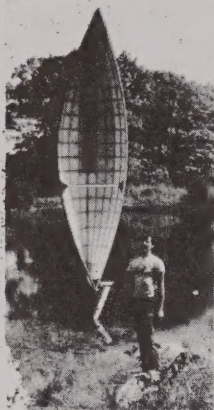
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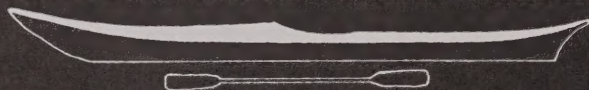
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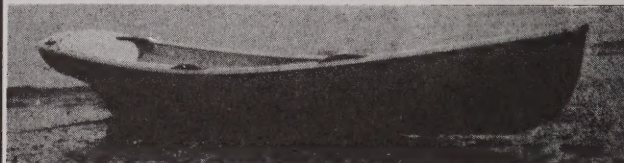
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OARIENTEERING

The Cape Ann Rowing Club will hold its innovative "Oarienteering" event June 13th in Gloucester, MA (see "Boats" April 1st, pg. 11). Chuck Mainville, (508) 443-4238.

MASS MARITIME FESTIVAL

Small boats and Yankee traditions will be featured at this annual historic festival at the Derby Wharf National Historic Site in Salem, MA, on June 13th, ongoing activities all day free to the public.

INTERNATIONAL DORY RACES

The annual re-enactment of the old Gloucester vs. Nova Scotia schooner races, now using Banks dories, takes place in Gloucester, MA, on June 20th. Gino Mondello, (508) 281-2695.

BASSETT'S ISLAND RACE

Ocean rowing racing for Aldens and other interested oarsmen will take place in Pocasset, MA, on June 27th. Russ Tarbell, (508) 564-4028.

NO OCTANE REGATTA

The second annual gathering of classic human and sail powered small boats at Blue Mountain Lake in New York's Adirondack Mountains takes place June 27th and 28th sponsored by area communities and the Adirondack Museum. (518) 352-7311.

SMALL CRAFT DAY

Rowing races open to all types of pulling boats sponsored by the Seavey Island Rowing Club take place at Kittery Point, ME, on June 28th. Mike Kelso, (207) 439-4635.

SOMES SOUND ROWING CLASSIC

Rowing races for all types of pulling boats and sea kayaks take place July 4th at Southwest Harbor, Me, sponsored by the Mount Desert Island Rowers. Reg Hudson, (207) 244-3854.

OARFEST '92

The rowing part of the 1992 "Operation Sail" appearance of the tall ships in Boston will take place from July 8th through 16th in Boston Harbor with a variety of events scheduled. Ed McCabe, (617) 925-4826 or John Liffman, (617) 925-2796.

ATLANTIC COAST SEA KAYAK SYMPOSIUM

The limit for participants is 400 at this annual gathering of sea kayaking greats and wanna-be's at Maine Maritime Academy in Castine, ME, July 10-12th, sponsored by L.L. Bean. (800) 341-4341 ext. 2509 wkdys 7-5.

HAPPENINGS

LAKE CHAMPLAIN SHOWS

The Antique & Classic Boat Show and the Lake Champlain Maritime Museum Small Craft Exhibition take place this year together on July 11th at the Museum in Basin Harbor, VT. (802) 465-2317.

GLOUCESTER DORY RACES

The "Gloucester Adventure" schooner project will host races for dories only (all types) July 17th and 18th in Gloucester (MA) harbor. Dave Pearce, (508) 283-2829.

ADIRONDACK FREESTYLE SYMPOSIUM

Canoeists interested in freestyle paddling can learn more about it at the Adirondack Freestyle Symposium at Paul Smiths, NY, On July 18th and 19th. Tom MacKenzie, (608) 231-2192.

BOAT BUILDERS' DAY

Strawbery Banke Museum in Portsmouth, NH, hosts its Annual Boatbuilders' Day July 19th, with a revised lower cost admission just for the boat show. Kathleen Shea, (603) 433-1100.

12TH ANNUAL WOODEN CANOE ASSEMBLY

The Wooden Canoe Heritage Association hosts its annual Assembly this year from July 23rd-27th at Trent University in Peterborough, ON, Canada. Tom MacKenzie, (608) 231-2192.

6TH ANNUAL BLACKBURN CHALLENGE

The premier ocean race for oar and paddle powered boats, 20 miles around Cape Ann, MA, takes place July 25th at Gloucester, MA. SASE to Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01931-1715 for entry info. John Spencer, (508) 546-9022; Nancy Lubas, (508) 546-2874.

19TH ANTIQUE SPEEDBOAT SHOW

The 1992 Northeast Antique & Classic Boat Show takes place July 25th at Weirs Beach in Laconia, NH. Ivan Phelps, (603) 544-7330.

SMALL BOAT REGATTA

The Museum of Yachting in Newport, RI, will introduce a small boat regatta on July 25th weekend for a variety of small traditional one-design boats. Maggie Martin, (401) 847-1018.

WOODEN BOATS ON EXHIBIT

The Association of Wooden Boat Builders will host Wooden Boats on Exhibit at the River Forum in Portland, OR, July 25th & 26th with both amateur and professional builders invited to participate. Don Hill, (503) 747-7430.

COASTAL KAYAKING WORKSHOP

L.L. Bean's Outdoor Discovery Program sponsors a weekend of intensive coastal kayaking training at the University of New England in Biddeford, ME, July 31st-August 2nd. (800) 341-4341 ext. 2509 wkdys 7-5.

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July 31-Aug. 2, 1992



MELONSEED ADVENTURE

Key West - March 1992

Good fortune and circumstances brought me, good friends and three Melonseeds together in the Keys for two weeks in March. The resulting adventures were wonderful and I thought should be shared, for all small boat owners should do this at least once in their lifetime!

Garrison Bight - Key West - March 2, 1992

The Key West Sailing Club was our host as the first Melonseed group launching in the Keys took place on March 2nd. A stranger from the North has all' senses open. The ramp is hard coral and cement, covered with carpet to protect unseasoned feet and boat bottoms. It's 80° in and out of the water. The wind is constant at 10-15 knots. Pelicans are smashing head first into the water and staring as we invade their territory. Launching two boats off the trailer with minimal effort is easy thanks to friend Jimmy's inventive crane and block and tackle to do the lifting (patent pending). Soon we're beating across the bight heading for the small narrow opening that will take us into the GULF OF MEXICO. Perfect! We head for a mangrove island with a hint of sand glimmering on one corner hoping that a landing might be possible. Wildlife that one would spend hours stalking in New England marshes is everywhere. Oops, turtlegrass is swishing on the board and the water gets very "skinny" - no big deal, four inches will do it. The afternoon sunlight is just right on Mary's yellow hull and the fair weather clouds floating by above. Cuba (90 miles) seems possible. Most of the boats we pass are live-aboards. Are they cruising? Where did they come from? Do they live here? It's a surfing run back into the bight and a sail around the docks to see who we can see.

Little Torch Key - March 3, 1992

Melonseed South expands from group launch to regatta as we join Isabel and John Korbel on Little Torch Key. We ate (of course) and loaded the coolers (of course) and headed for the launch at the Dolphin Marina. This ramp empties into a canal that suggests rowing or expert mastery of wind and current. We choose rowing out into Newfound Harbor. The wind today is 15-20 knots and small craft advisories are flying. White horses appear even to the leeward side of the protective keys in the distance. My fingers are cramped on the sheet.

This is a straight line sail in fairly deep water - Thank God - to hit at that speed would have been to fall out of the boat! This is serious, Mary and I can't get the can opener blade out of the knife or the tops off the beverages. On a flying jibe I lost my hat, tied to my shirt but ripped right off. In a valiant rescue attempt Jimmy ran it over, someday to be washed ashore or caught in the mangrove roots, a part of the Keys forever. We land for a bit of relief on a spit of sand and explore a mangrove island complete with paths and camp sites.

The next key within our reach is the fabulous Palm Island, complete with restaurant - unbelievable! Save that for another day - we're on a Nantucket Sleigh Ride home. Mary is at the tiller and I'm taking fullbody waves over the bow and bailing when I can see. Salt water and sun screen in the eyes is not a good combo.

Thank God for Isabel and the lasagna.

Christmas Tree Island, Fort Zachary Taylor, Mallory Square, and Sunset Key West - March 7, 1992

Two hours of killer yoga, an incredible lunch at Camille's, and some sight seeing warrant a nap - BUT - Jimmy and I head to the Simonton Launch Ramp in downtown Key West at about 4:30 PM. (hidden agenda - be a part of sunset ceremony at Mallory Square - 6:32 PM) Finally, some sand at the launching ramp, easy! This ramp dumps us into the boating channel off the tip of Key West. We have major boats, wakes and chop to deal with. We head for Christmas Tree Island across the channel. (Yes, Roger, the boats are admired by everyone)

Every island demands going around so we did. The current is not bad. We're in open ocean now and the swells are bordering on my most memorable trip to Bird Island off of Marion. Black skimmers with their beaks scooping the surface of the water fly right past me. Another island, yet another circumnavigation, and then off to Fort Zachary Taylor at the very tip of Key West. Jimmy manages a surf landing but I'm stuck in a changing Gulf current and can't get around the point. Now sunset approaches. The schooners and giant trimarans are leaving the harbor and sailing past us one by one loaded down with tourists out to see the sunset and the green flash. Ashore there are

thousands of people on every square foot of seawall and balcony awaiting the Big Dip into the ocean. Isay to myself - I am in my Melonseed sailing off the tip of Key West - gliding past the schooner Appledore with my sail set just right - gliding past the infamous Mallory Square - strains of steel band music reaching across the water - and the sun is setting majestically into the ocean. NO WAY!

Geiger Key - March 8, 1992

There is no such thing as a repeat experience down here. Today we launch mid-afternoon from a ramp almost impossible to find into a mangrove creek. Lucky if the wind was 5-10 knots. We glide and row out through a barely marked channel lined with mangrove roots so dense that it seems nothing could penetrate. Yet, there are noises inside - clicking and splashing sounds. My personal dream is to come face to face with a manatee. The quiet is immense. The flats (home of Hemingway's bonefish) gurgle with life. Ears are sharp tuned for sounds. Pelicans can be heard but not seen. If you don't pay attention the grass reaches in and grabs at the board. Out of the creek, past the shoaling the Atlantic is dead calm. A whisper of wind moves the Melonseeds along the shore. Man-of-war look alikes glimmer in the sun. As the boat approaches they roll over on their sides as if to hide or maybe to get into attack position. The water is clear and the Melonseed becomes a glass bottom boat. The bottom of the ocean is sprinkled with cup shaped sponges. Mary yells to indicate that there are also large skates napping, waiting! Close to shore heading for Geiger Creek a new poling technique is developed. The brain begins to want adaptations - a sculling oar, something to hold the shipped oars. Sounds travel from far away - the rumble of a diesel engine reaches us from out on the reef. Looks like we're going to see another sunset. Skimming across the flats and into the canal the sounds of dusk settle around us and the mangrove roots turn deep red and finally the international midgie.

Beer, conch chowder and another key lime pie contest finish off another day at Bobalu's Road House.

Cudjoe Key - March 9, 1992

The old conch cruiser heads out of Key West on yet another sailing adventure. The

ramp on Cudjoe is exactly on Longitude 81°30" - easy to find. There is a lively gathering at the ramp. Gerry, the dog man, and Jim, from New Jersey, are having an afternoon beer. Gerry lives on one of the Budd Keys off in the distance with 38 dogs. Jimmy and Mary are invited to an open house anytime between Friday the 13th and the full moon on the 19th. Jim from New Jersey is full of questions and sailing lore. As Mary and I rig the boats and Jimmy stands around holding the cooler Gerry and Jim decide that this is a great act and Jimmy becomes their hero.

We're off and flying in a probable 12 knots. We're in the land of Keys - some close and some shimmering in the distance about five miles off. The wind is bordering on perfect. The chart of Kemp channel reads depths of 1' to 6', but with the board half way we can sail most anywhere. I am beginning to recognize the multivariations of water color from deep blue to brown and what they might mean. A stark white navy surveillance blimp hangs tethered directly above us. Word is they are either communicating with Cuba or looking for drugs - it is affectionately called BIG AL. Flying fish are the biggest treat so far in these waters.

As we approach dog man's island over 20 dogs wait at the dock, some of them wagging their tails, some not. It feels like you could go on forever through these keys. It's easy to lose track - Tarpon Belly Key, Content Keys, Knockemdown Key, and Little Swash Key. Only the approaching sunset forces us to come about. As we head in, Jim and Mary seem to dawdle. According to Jim the boat just didn't want to come in. So I round a small unnamed Key near the ramp. What a bonus. Every bird within miles was looking for a place to spend the night. The noise was unbelievable. "Get out of my tree" I imagined was the ongoing call. Ibis, egrets, heron, pelicans and cormorants all fighting for the same branch on this protected rookery.

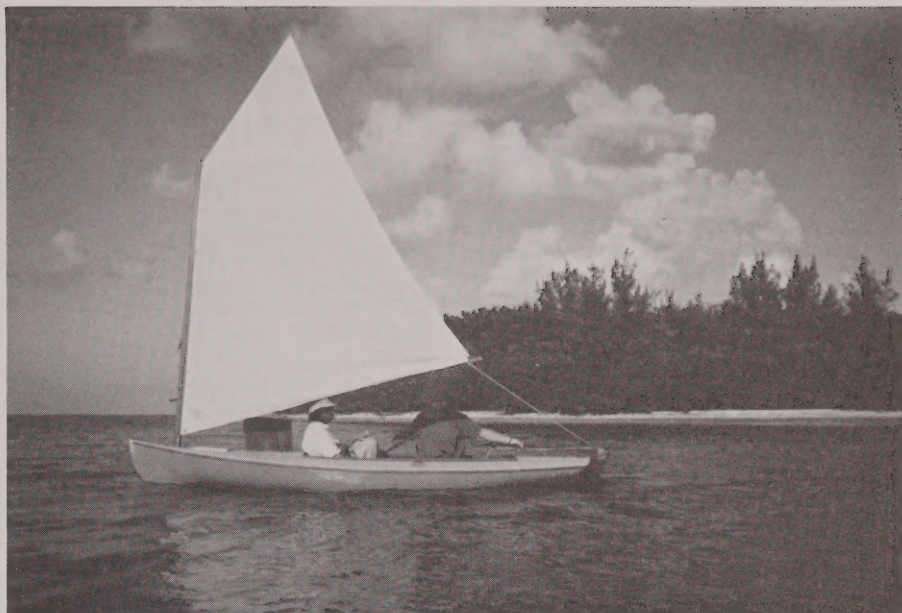
Landing and loading were uneventful even tho' the sun was long gone and darkness had set in. Next stop - Mangrove Mamas for some fresh grouper.

No Name Key - March 10, 1992

Bahia Honda is a beautiful state park just South of the seven mile bridge (we do not travel North of this bridge). We lunch at this park. At lunch we discuss a master plan - renting a house boat (the mother ship) for a week to gently float down the outer lakes of the Gulf Keys while a fleet of six to eight Melonseeds flitters about - homing in at night for fun and frolic.

The Atlantic waters look very choppy so we head for a launching ramp at the Old Wooden Bridge Fishing Camp between Big Pine and No Name Key. There is a friendly store keeper and an excellent launching ramp here. This is getting boring but the wind is again South East and perfect. We beat down Bogie Channel headed for Spanish Harbor in big blue water with our boards down. It's an easy run home along the shore of No Name stopping briefly to explore this mysterious Key with roads and docks, raccoons and deer, but no people. I'm in no hurry and feeling a little blue because this is the last sail for now. Fidget, too, seems to want to luff along.

A stop at the No Name Pub for boiled peanuts and a Corona revives my spirits. Today's adventure ends with heaping piles of boiled shrimp and salad - another lick-the-plate special.



The trouble is, I miss the farm. I always had plenty of room for whatever foolish enterprise entered my mind. I needed a building for my Marshall 18' catboat, but I was now living in a typical suburban home with a 1/2 acre lot. The boat is basically plastic, but it has a beautiful, wood-staved cockpit. It is bright finished, meaning that varnishing is an unavoidable annual responsibility. Which is why I needed some shelter for the boat. It requires the right combination of time, temperature, an absence of suicidal insects and protection from the direct rays of the sun. Getting all these factors together can be difficult, especially when you are working 54 hours a week.

The catboat can fit into my 2 car garage, just barely. It has to be placed angularly in order to close the door. When this is done, there is no room for even the smallest car. This leads to certain recriminations threatening domestic tranquility. I racked my already over-taxed brain for a solution.

It was my fortune to discover an ancient Popular Mechanics magazine which carried an article on inflated, temporary buildings. Simply, a plastic film is sealed to the ground and fastened to a door. An ordinary window fan supplies the air to keep it up. A plywood-flapper valve lets the extra air escape. Eureka! It was the answer. I could avoid the sun by draping a tarp over its top. The fine print, however, stated that a ditch must be dug all around the perimeter of the proposed building. The film would be placed in this and held in place by refilling the ditch with earth, effecting a seal. The idea of ditching my suburban yard was not appealing. Especially on an annual basis. It was at this point that a local fire company was disposing of old fire hose. A

THE DAY I BLEW UP THE CATBOAT BUILDING

solution occurred to me. I begged a few rolls and took them home. I installed a filler valve to one of the unions. By joining a number of lengths together, I formed a circle. When filled with water, I reasoned, this should supply sufficient weight to keep the inflated film down.

The 6 mil film came in a package, 80' by 100', more than enough. Friend Jack Keshler assisted me in unfolding the film and cutting off the amount I needed. At this point a vagrant puff of wind caught that piece and it floated, ghost-like, bouncing and flitting towards the busy street. Jack made a flying tackle, tangling himself in plastic, but avoiding a major traffic pile up.

The boat was stored on the North side of the house adjacent to my neighbor's drive. I decided to keep it there even though the space isn't very wide. It was handy to an outdoor electrical outlet and it is the shady side of the house. We set up the door frame and stapled the film to it. Slipping inside, we taped the film around the fire hose. The hose was filled with water and it appeared sufficiently heavy. I was satisfied. I eagerly switched on the fan.

At first there was no noticeable movement, but then, like Dr. Frankenstein, I watched my creation stir into life. A billow here, a swaying movement there and suddenly it was fully erect. We congratulated each other. Al-

most at once a breeze sprang up. The tape, which was supposed to keep the film attached to the hose, began to fail. I rushed inside refastening and adding even more tape. Jack assisted from outside. The wind increased in strength. It began to dawn on me that I hadn't planned this too well. The boat was too near the house. The width of the inflated building was far too narrow. The end view of the inflated house was not a hemisphere, as it should have been. This made for a tall, narrow building. The wind increased even more. Jack was standing between the inflated building and my house. We had an unexpected demonstration of Bernoulli's principal. As you may recall, when air is blown between two surfaces, they come together. Jack was suddenly plastered to the side of the house. Imprisoned by the film as it pressed against the house. I could see his mouth moving but could hear nothing. I had never learned to read lips for which I was grateful. I strongly suspected he saw no humor in his predicament.

It was apparent that this wasn't going to work out. I turned off the fan and the film collapsed. Jack suddenly remembered a previous appointment and left hurriedly, never to return. The next day I moved the boat to the back yard. I spread the hose so that the inflated building now assumed a hemispheric shape. It looked fine. It swayed slightly in the gentle breeze. It was a bright day. In fact it was unseasonably warm for that early in the year; 80°, a record. I entered the building. The heat struck me like a fist. I retreated and got a thermometer. It went off scale, shooting beyond the 120° maximum marking. Sweat oozed from every pore. I assured myself that when normal temperatures returned things would be fine.

It was time for some liquid refreshment in the shade. I sipped my beer and noticed that the wind had come up again. As it did yesterday, it got stronger. The inflated building began to lift with each puff. As it lifted, it drifted incrementally downwind. It was soon apparent it would soon be rubbing on the catboat. I ran inside, hammer and stakes in hand. Nothing would hold. I stood there perspiring like Niagara Falls, frustrated and shouting at the blasted building. Suddenly there was a soft "Puff". The whole end of the building blew out. I scooted outside and watched the building collapse upon itself. Yes, I blew up the catboat building, but it blew itself out. Another fine mess I had gotten myself into.

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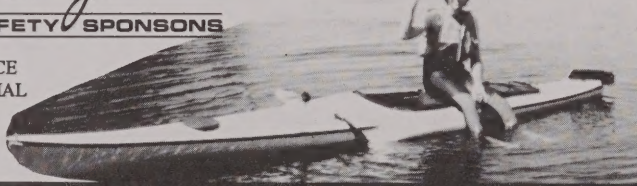
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It does include many, many ice cream cones! It also includes at least one meal ashore in the fanciest restaurant that'd accept a ragamuffin looking bunch of cruising sailors, none of whom sported a necktie.

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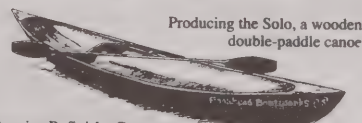
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A PROGRESS REPORT ON THE PENICHETTE PROTOTYPE

My lifelong fascination with ships and water has a special focus on inland waterways, where land and water inter-relate, with a specific reference to the French canals. With a ruling depth of less than two meters and a speed limit of six kilo-meters per hour the smaller canals there are ideally suited for low-power slow-speed cruising. Thus I am possessed of a fantasy that involves building a small pedal-powered, screw-propelled wooden boat, at some French canal-side location, for a subsequent summer of cruising in leisurely exploration and sketching in that fluevial environment.

I propose this special combination of quiet, aerobic human power with modest live-aboard facilities to purposely fill the gap between canoes or kayaks and motor-driven cabin cruisers. And personal visits to four French canals have confirmed the feasibility of this concept of a mini canal-barge, or "penichette". Fantasy has recently edged into partial reality with the design and construction in Seattle Of ESCARGOT, a prototype for this purpose.

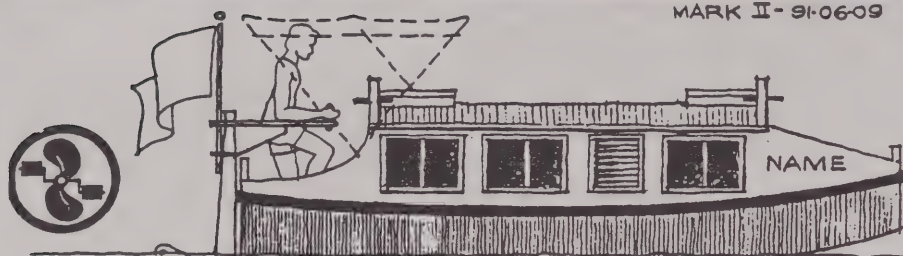
It has a simple, essentially flat-bottomed square-ended hull, with dimensions seventeen feet six inches by six feet wide, built of exterior-grade plywood and soft-wood framing. Accommodated under four-foot sitting head-room are two berths forward, with an access-hatch over; followed by toilet and hanging space and then a "salon" with table-seating and food preparation counter. Aft of this is an open cockpit sheltered with a folding Bimini top. An outboard swing-up rudder is controlled by tiller from either of the two side-by-side pedaling positions, and propulsion is provided by two swing-up Seacycle drive units in wells built into the hull and transom.

With construction completed, trials were in order. Based at Seattle's Center for Wooden Boats on Lake Union, this open expanse of water taught the first lesson; high freeboard plus shallow draft plus low power (1/5 hp per drive unit) equals poor control in any sort of breeze. Thus a bracket for a small outboard motor was added, and with a two-hp unit, maneuvering became more predictable.

Next came a test for livability. The Sammamish river, our local equivalent of a French canal, connects the north ends of Lake Sammamish and Lake Washington, and is accessible at Renmore on Lake Washington, about 13 statue miles by water from the Center for Wooden Boats.

This distance we ran in fair weather with a light wind, under power. With stops for refueling, lunch, and weed-checks, our net running time was 3.3 hours, at about four miles per hour. We moored overnight at the Harbor Village marina in Kenmore, and the next morning, after some trouble in locating the entrance to the Sammamish went upstream thereon to Blyth Community Park for a photo session with photographer Marty Loken. After that it was upwards and onwards to the junction with Bear Creek, where we found a sand bar had narrowed the channel to about eight feet of

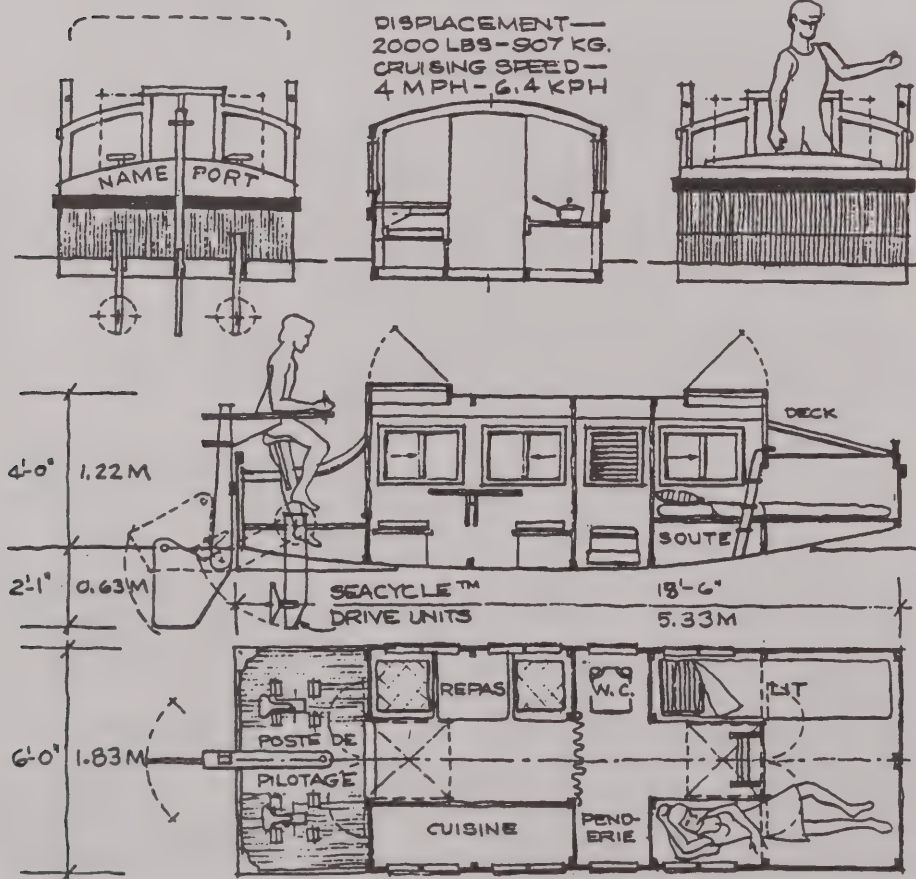
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swiftly-flowing water. Full power and some adroit poling brought us through, and we resumed leisurely travel for about another three miles until we encountered low water and high weeds, which made further travel pointless.

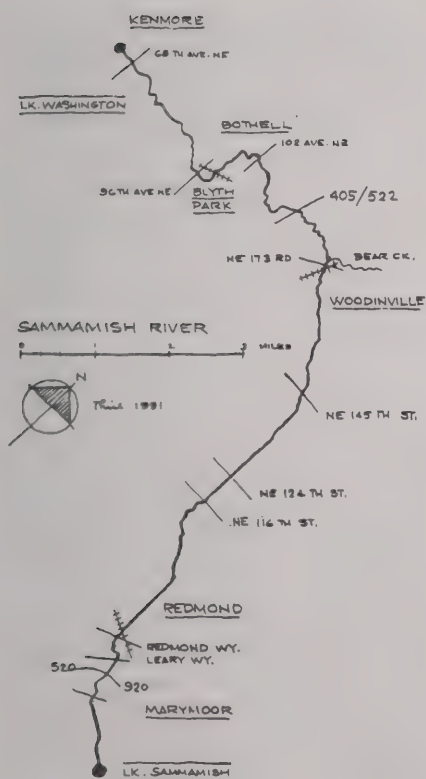
Turning about, we partially retraced our route, and spent a quiet evening alongside the bulkhead of a friendly riverside resident. The next morning we revisited some favorite stretches of the river, and then reluctantly returned to Kenmore for a checkout at the marina, and then proceeded back down Lake Washington to the Center for Wooden Boats.

From this experience we found that ESCARGOT was quite maneuverable in the assumed canal conditions of calm water, and that a two-hp outboard motor made the transit of open water possible. As for living arrangements it appeared that a one-foot increase in the length of the boat would allow for the accommodation of two additional persons by providing full-size berthing space in the salon. Storage for sleeping bags, clothing, food and cooking equipment seemed adequate; given prudence and good management. And a bicycle was conveniently carried in a rack over the bow. As for operations, with one or two persons pedaling, and one forward for bow lookout, the others could cook, sleep, watch, or dream; as they pleased by turn. Next?—Finding a French connection, and adequate funding!

Philip Thiel, naval architect, 4720 7th Avenue NE, Seattle Washington 98105 USA

At Right: Afloat on the Sammamish River, Seattle's local equivalent to a French canal.

Below: Chart of the cruise.

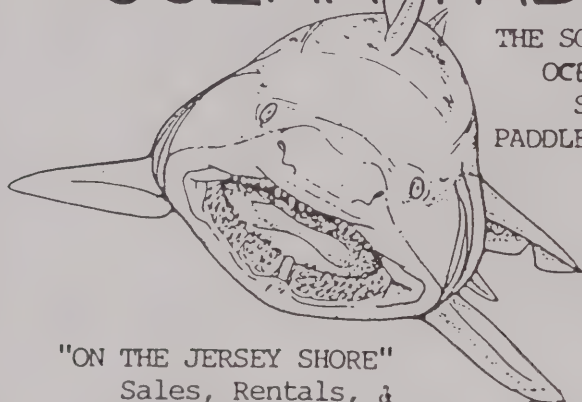




Above: Home afloat at dockside. Right Top: The twin "engines" of the pedal power plant. Right Bottom: A view of the dining area.



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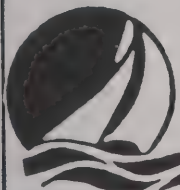
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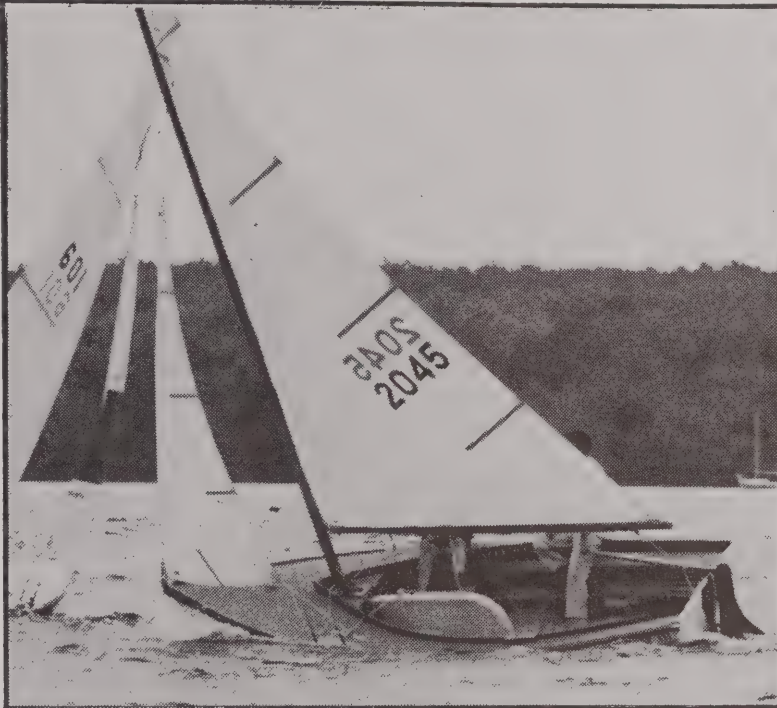


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Rowing on the River

It was cold and gray and had rained all day Saturday leading up to "Earth Day" on the Merrimack River waterfront in Newburyport, Massachusetts in late April, and on the Sunday it was still cold and gray and windy, although the rain had stopped. While the assembled multitude mostly gathered inside a large waterfront warehouse where the environmental awareness displays, organized and headed up by the Merrimack River Watershed Association, were set up, out on the windblown tidal river a small gathering of rowing fanatics undertook

to compete in a series of short 1/2 mile sprints and one longer 3-1/2 mile upriver and back "Masters" race, organized by Chris Faris of the Ring's Island Rowing Club.

It was a lonely performance with a scattered few loyal fans huddling on the promenade cheering on their favorites, but those rowing weren't at all chilly and had some good racing. All the boats entered were traditional wooden types, mostly of dory style. A few selected photos catch the ambiance of the action.

Report & Photos by Bob Hicks

Left from the top: Finish line action in the "Masters" race as the three-man 21' McGee Island dory crewed by Ben Fuller, Preston Wright and Alistair Doyn-Ditnas of the Rockport Apprenticeship fend off the solo effort of Dan O'Reilly in his Piscataqua River Wherry.

Below top: Start of one of the half-mile sprints held in two-man dories, with eventual winners Russ Smith and Dan O'Reilly in the middle getting the jump on the field.

Below bottom: Frank Durham and Mike Hinsley in Frank's homebuilt Chamberlain gunning dory battle to stay ahead of Mike Jenness' big Banks dory.

Right from the top: Some of the Ring's Island Rowing Club youths go at it in the sprint races in the club's Banks dories, with a little bit of post-race restup after. Yes, it was this cold for non-competitors as this woman volunteered to row one of the Mystic Seaport Banks dories back to the launching ramp, taking along her daughters for a ride.



Why build oars? Why row a boat?

Most boats which have serious provisions for rowing will row at 2 to 4 mph in good conditions. A little 7 foot dink will go 2-1/2 mph under oars as will a 24 footer that weighs half a ton. A good useful boat designed strictly for rowing will carry along at 4 mph. A more extreme design with sliding seat, little sea keeping abilities and no room to carry a friend along, will go 6 or 7 mph. So will traditional multi-oared gigs and such which can carry heavy loads and have exceptional sea abilities. But you need a gaggle of good men or women to make them fly.

For many people, a small rowboat could free them from being shore bound. Even a tiny rig like Moby Dink can take two men and their fishing gear up protected streams and inlets with safety and little effort. It will cover a mile in 20 to 25 minutes-about the same speed and effort as walking. Where I live, there is plenty of good fishing within a mile of the ramps. I wish I had a buck for every time I paddled past a powerboat fisherman who trailered in a heavy rig only to go 1/4 mile from the ramp and anchor for the day.

On the other hand, a rowing boat like Roar in the hands of a good oarsman can roam far and wide, and not strictly in protected water. He will cover a mile every 15 minutes with the same effort as the fishermen in the dink. He can keep that pace up for hours if he's got food and drink aboard. A trip of 15 or 20 miles is totally feasible. The weight of an extra passenger barely slows her down and if the passenger is also an oarsman willing to take a shift on the sticks, they can paddle on forever. The rig and gear is hardly heavier or more complex than that of the dink, although it can be harder and more complicated to build. No launching ramp is needed. Jean and I have carried Roar a quarter of a mile to launch in the good water.

Oars are also a cost effective way to move a becalmed sailboat. My first boat was a Hobie 16, a design I still admire very much. One hot summer day my partner and I were becalmed for six hours until towed in by a power boat. We had a little canoe paddle but we also had miles to go. Since then, every sailboat I've owned, including a 24 foot Birdwatcher, has been set up for good rowing. How fast will the row? Almost always 3 mph (which is as fast as they are normally sailing.)

Good cheap production rowboats aren't really available today, but there are lots of plans around for good cheap rowboats you can build yourself. Alas, good cheap oars are not around either, but it is possible to whittle your own. Certainly, anyone who can build a boat can build his own oars. There are several reasons to do so.

First, you'll save some money. Oars like the ones I'm going to describe cost at least \$100 a pair. There may be \$20 in materials in them. If you don't mind working for nothing, you're bound to save a bit.

Second, you can better match oars to your boat and your abilities if you can build your own. I think one reason most folks get discouraged with rowing is from using oars mismatched to the boat or the oarsman. I recall hearing a friend complain about rowing his factory rowing/sailing boat. The boat had an excellent reputation, but when I tried it myself, I found the oars and gear clunky, heavy, unbalanced and a pain to use. With well balanced oars and good locks it should be easy to row.

But he added a motor rather than change the rowing gear.

BUILDING OARS

WHY OARS?

I saw another case where a lapstrake boat, an absolute beauty complete with a pedigree, was given a set of 9 foot spoon bladed oars. Now, an 11 foot boat, even a very good one, can't go so fast as to benefit from 9 foot oars. They were very awkward to use and greatly detracted from the joy of using the boat. Seven footers with narrow light blades would have been my first choice.

Lastly, out here on the prairie, I can't buy oars. So I make 'em.

WHAT KIND OF OARS?

The oars I make are really derived from the patterns of the late Pete Culler. They are characterized by having heavy square looms inboard of the locks and long narrow blades in the water. An example of a 7 footer is shown in Figure 1. We're lucky Pete shared his knowledge with us.

The square looms are easy to build, help balance the oar, help locate the oar in the locks, and keep the oar from rolling around on the wales. They look good.

The long narrow blades go against modern thinking of spoons, but for long rowing long and narrow is the way to go. The average mortal can only pull so much of a load, in spite of what an Olympian might do. Especially over a long distance. The Culler blades can match the mortal's pull. They might slip a bit when starting a heavy boat from a standstill, but once up to speed, they have full grip on the water. They are easy to make and economical of material. They cause less trouble in rough water. They balance better. They are less fatiguing. They have less windage. By the way, the oars of traditional Irish currachs (as we call them, the Irish builder I met called them-canoes) have no blades on their oars. Neither do the paddles of some traditional kayaks.

WHAT YOU NEED?

Let's build a good cheap set of oars.

First let's talk materials. Oars are made from four materials - wood, glue, leathers and varnish or paint. You can get it all at the lumberyard.

For wood, I use 1x6 pine boards. The pattern shown in figure 1 will just barely make an oar from a 1x6. I try to buy a single board long enough to get out both oars. For example, for a pair of 7 foot oars, I buy a board 14 feet long if I can. That way the oars will be a close match on weight, stiffness, and color. I like to use soft wood like pine. It is easy to work and makes a light oar. It need not be clear although clear is easier to work. Small solid knots are fine and look good too, I think. I've never worried too much about grain because the sticks get laminated and tend to stay straight. But the straighter the grain, the better, I suppose.

For glue I use plastic resin "Weldwood" glue and doubt if there is anything better for making oars. Pour some in a cup and squirt in cold water until it has the consistency of normal woodworking glues like "Elmer's". I've found it to be quite true that this glue won't set properly until it is at degrees F. for twelve hours like it says on the can.

For leathers I don't use leather. I bind the a inches just below the square section of the loom with synthetic mason's twine, about 3/32" diameter. It lasts for years.

For varnish I use ordinary spar varnish.

Now let's talk tools. The tool I use the most in making oars is a bandsaw and I hate to say that because it's not a cheap or small thing that everyone will have. The problem is that you've got to saw a 2-1/4 inch thick blank eventually and a smaller tool like a sabersaw may not do the job. Handsaws will work and the effort should get you in shape for rowing. After all, oars were invented long before the bandsaw.

For roughing the blanks to shape, a good rasp and drawknife are the trick. For final finish I use a plane and a belt sander.

About 10 clamps would be nice.

HOW TO BUILD?

First cut the 1x6 boards to the proper length. Lay out the centerline with a straight edge. Then draw the pattern for the center piece, the one with the blade, around the centerline. Cut out the center lamination following the line closely with your saw, because the outer laminations of the blank are made from the off fall and there isn't much extra.

You can draw patterns of the outer pieces and cut them out. But it's easier to glue the pieces directly to the center piece and trim them after the glue cures. Trial fit the outer pieces. You may have to trim them for proper shape where they blend into the blade area of the center piece. When you are satisfied, butter them up well with glue, and clamp them in place. You may need to tap in a light temporary nail to keep the pieces from sliding around on each other because almost all glues are quite slippery until they start to set. Try to get glue squeezed out all around. And be sure the blank is resting straight while curing. Walk away from the blanks until the glue has cured hard.

After cure, trim the outer pieces to match the center piece. Use a plane and sander to work these pieces to their final lines, being careful that these faces remain square to the other two unworked faces.

Now cut the two unworked faces of the handle and loom of the oar to their final dimensions. Draw centerlines down the two worked faces and lay out the shape of the handle and loom. Cut to the lines and sand smooth. At this point the cross section of the oar from handle to blade is square.

The oar drawing shows how much of the loom is left square. The rest is to be rounded. You start by drawing lines on handle and loom that allow you to make the cross sections octagonal. You can draw them using mathematics, your eye, or use the gadget shown in Figure 2. Then cut down to the lines with a half round rasp where the lines blend to the square section of the loom. Then use a drawknife or plane to remove the rest of the material down to the lines along the shaft. Now she's eight sided. To round it you're supposed to sixteen side it and then round it out. To tell you the truth, I leave mine eight sided, including the handle and the area which fits in the rowlock.

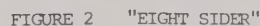
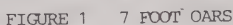
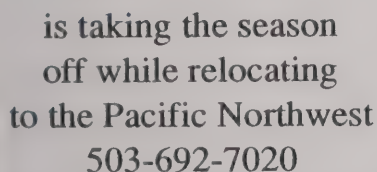
Lastly you need to trim mass out of the blade. I plane the blade down so its edges are 1/4" thick. Then I use the front roller of my belt sander to hollow the blade slightly on either side of the center, leaving a ridge in the center.

I think the only critical part of these oars strengthwise is the 1-1/4" section where the blade joins the loom.

Give the oars a good overall sanding, but leave the handles rough.

Another good way of securing the oar to a standard lock is shown in Figure 3. Here a 1/8" line is tied to the oar below the bound area such that it is loose enough to slide on the tapered loom, but too tight to slide up over the binding. The oarlock is positioned about 2" from the top of the bound area and secured there by passing the free end of the 1/8" line through the pin holes in the horns and secured with a stopper knot. With this set up, the locks stay with the oar. They can't get lost or go in the drink. You can still feather the oar. You can still ship the oar by sliding it in until the blade meets the lock. To get going again, you push the oar out until the loop of line fetches up on the binding. The oar is automatically properly positioned. This system works especially well for beginners. But it has advantages for everyone.

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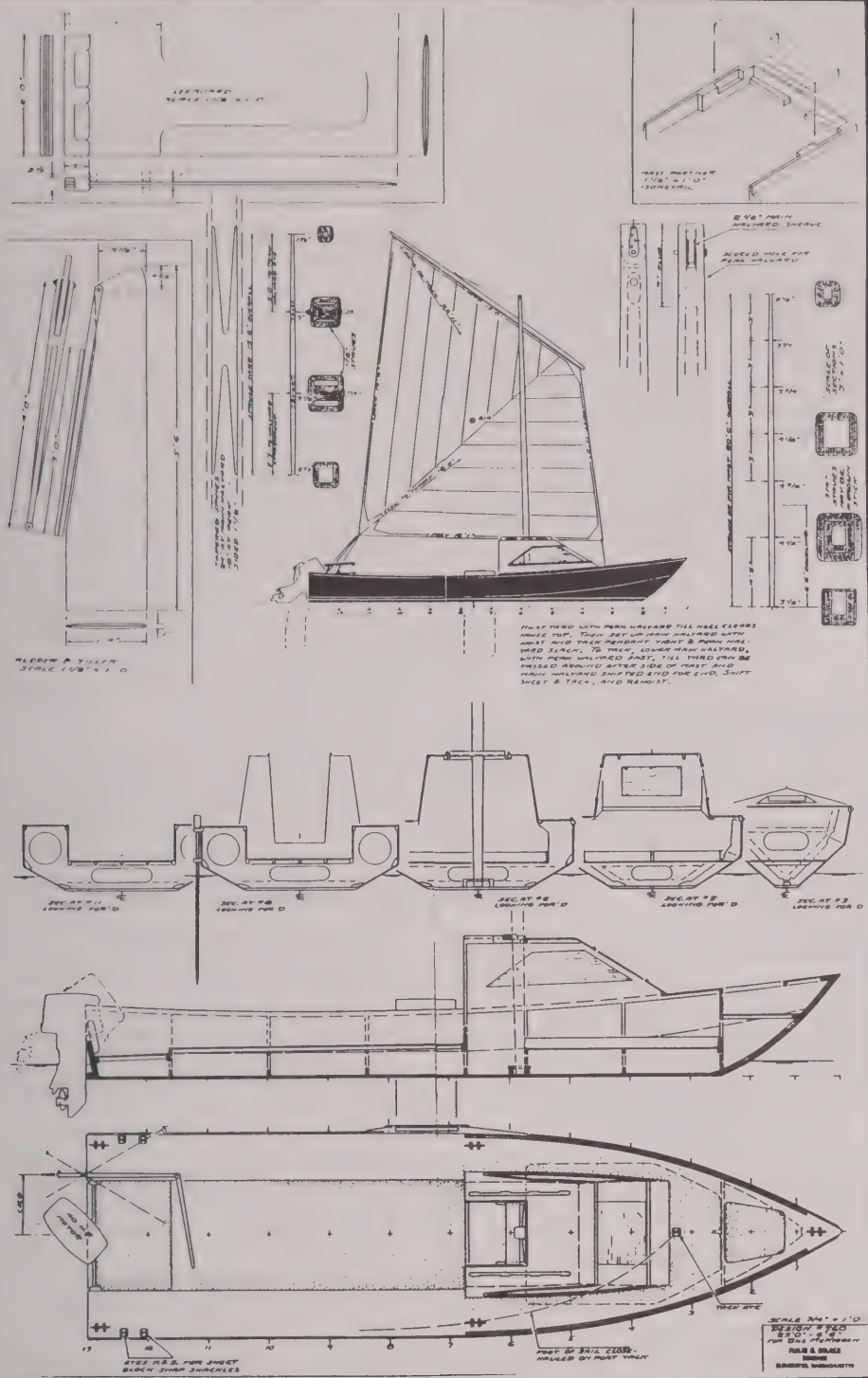


This is the latest of a fleet of experimental boats Bill McKibben of Victoria, British Columbia, has built to my plans. In working out a motorsailer that would be fast under power, we concluded that an uncompromised planing powerboat hull would work if we made it long for its weight and used a shape that would pick up buoyancy quickly as it heeled. The rudder and leeboard are both out of the water when she's under power.

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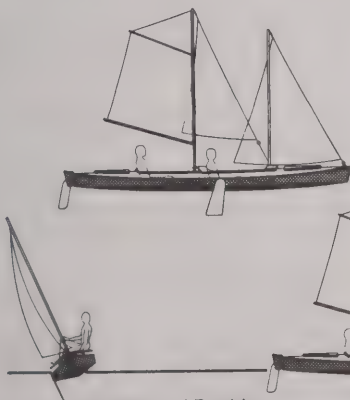
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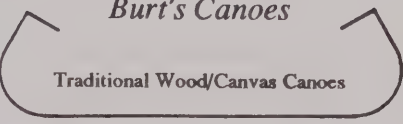
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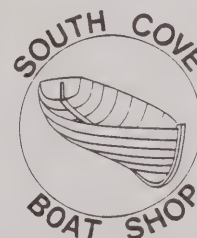
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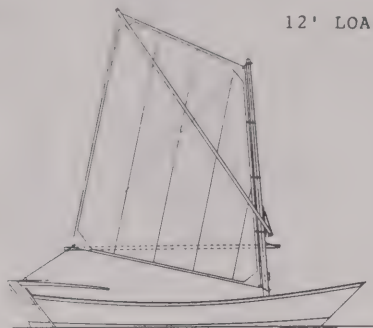
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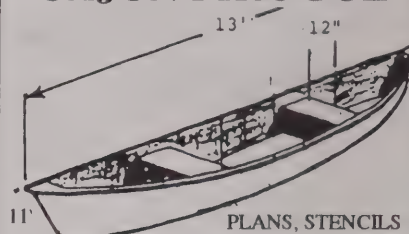
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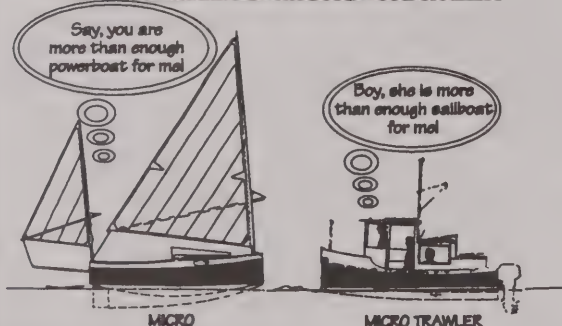
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PRESENTS

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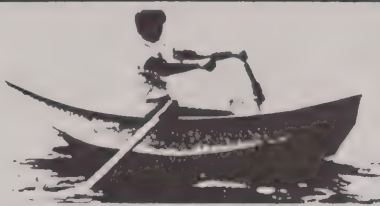
MICRO and MICRO TRAWLER plans are \$75.00 apiece. A catalog of 22 COMMON SENSE DESIGNS is \$5.00.

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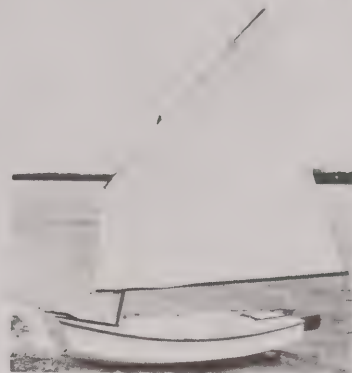
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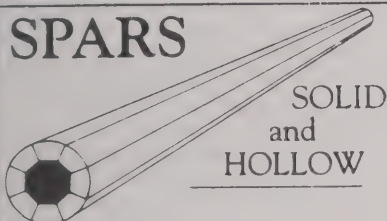
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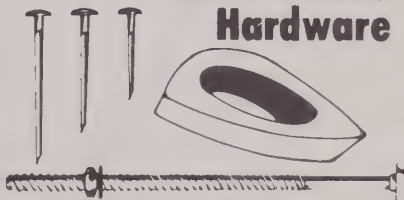
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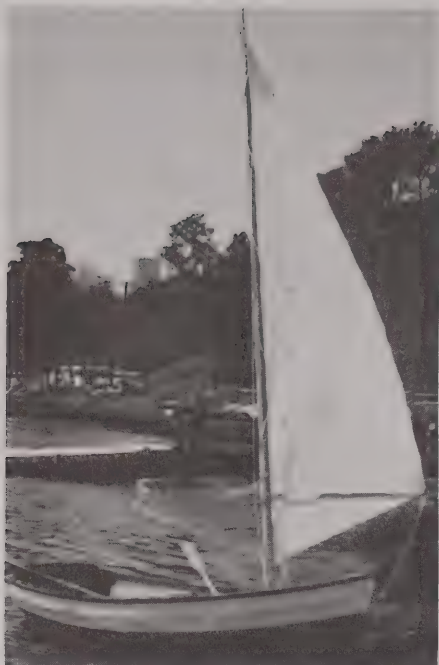
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What YOU Are Building



ARNO DAY SKIFF

Here's a photo of an Arno Day 11'6" sailing skiff we built to order at our Arey's Pond Boat Yard and launched on the 18th of March.

Tony Davis, Arey's Pond Boat Yard, Box 222, S. Orleans, MA 02662.



THE DAY THE BOAT WAS TURNED OVER

Last year I was considering building Bolger's Black Skimmer but decided it was too big. So after visiting Bernie Wolfard of Common Sense Designs in Portland, OR,

while on a business trip last fall, I began on this 19'6" Long Micro. The recent winter scene is when we turned the hull over. "Julia May" is to be launched this summer.

Dennis Bradley, 3411 Milton, Shoreview, MN 55126.

CHRIS CRAFT HOUSEBOAT TUG

Houseboats 30' long were built by Chris Craft Corp. during the 1930's. We need pictures and articles about them as we are researching information or a restoration we are doing on a 16' "Utility Runabout" built as a tender or tugboat for these houseboats.

Our Chris Craft, "The Puddleby", seemed unusual. We learned in "The Legend of Chris Craft" that it is more of a launch than a planing speedboat. It is a Model 65, Hull #41037, Gray Phantom engine #13011. It has no front seat and is fitted with a stern mounted tiller, never having had a forward wheel or instruments. The hull was restored in 1990 by Bob Vonnegut at Back Country Boat Works in Tavernier, Florida.

Mrs. J.W. Rasmussen, Amper-sand Co., 2738 East Shore Dr., Culver, IN 46511.

Excerpt from "The Legend of Chris Craft"

"Among the more interesting

innovations for 1936 was the introduction of a 30' Chris Craft Houseboat. As it was built without an engine, the purchaser was encouraged to buy a \$695 16' utility runabout to tow his new floating home and be used as an inexpensive tug for commuting, shopping, fishing, swimming from, and other sport pursuits.

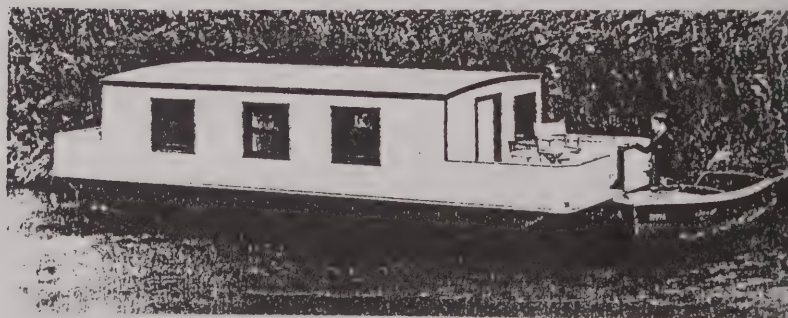
The houseboat was built of 2" yellow pine bottom and side planking, 2"x8" yellow pine keelsons and white oak chines of the same dimensions. Side frames were 2"x4" white oak and deck frames 2"x8" yellow pine, all covered over with canvas to form a roof. The very inexpensive construction explains the \$1,590 price tag and also why none of these houseboats are known to have survived.

The living room was 11'x13', forming a combination living and dining room and galley. Master and guest bedrooms rounded out the arrangement in which six adults could live comfortably all summer long."



The ACA Open Class Sail is a simple sleeve type lateen sailing rig suitable for cruising or racing. A one design sail available for \$175 POSTPAID from:

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NORWEGIAN TRADITIONAL DOUBLE ENDER, 19'6"x6'0"x1'0". This Olselver is pure "Viking" w/swept-up ends, carved garboards and bright finish. She is equipped with 4 authentic Norse oars, is rigged w/sprit mainsail & jib, & comes on a Holsclaw tilt trlr. She is light, a dream to row, moves well in light airs, and is exciting in a breeze. She has had TLC since the Apprenticeshop built her in 1977. \$4,500 firm.
SAM KING, Lincolnville, ME, (207) 763-3828. (2)



12' FAIREY FIREFLY racing dinghy made in England. Cold molded mahogany. A real beauty. With original Fairey launching trolley, two sets of sails in A-1 condition (one set never used). Very fast and seaworthy, can even be raced in twenty knot winds. All original papers and specifications. \$1,200 or best offer, or trade for Concordia Beetle Cat.
PAUL LUCHINI, Colbath Rd., Box 368, Poland Spring, ME 04274, (207) 998-2694.



24' CHARLES CROSBY CATBOAT, blt 1908 for codfishing out of Chatham. Reblt in 1938, 1971 & 1992. New sail, diesel engine. Asking \$13,900 or best offer.
CAL PERKINS, Box 97, Mattapoisett, MA 02739, (508) 758-4740. (TF)



36' DOWNEAST CRUISER, 1971 Rich, Chebeague Isl. 155hp Palmer diesel, cedar over oak, 6'5" hdrm, winter cover, dinghy. Exc cond, in Gloucester, MA. \$29,000.
BILL WOODHEAD, Cambridge, MA, (617) 242-4480 (days), (617) 547-9665 (eves). (3)



"TOM BOMBADIL", a miniature gaff-headed sloop, 12' on deck plus 3' bowsprit. Cuddy holds Swedish galley & all gear for camp cruising. Ground tackle, boom tent & trlr incl. All mahogany, epoxy, bronze. Blt larger boat. \$1,600.
DAVID HUME, 340 Darling Rd., Salem, CT 06420, (203) 859-1058. (3)

1988 SUNRUNNER cuddy cabin w/V-berths & seats. Cockpit seats 6, full canvas, Mercruiser V-8, Alpha outdrive, galv trlr, vy gd cond. Sell at \$4,500 below book value for \$7,950.
FRANK CLOUSE, Worcester, MA, (508) 791-4766 wkdays. (3)

COAST GUARD SURFBOAT, Race Point type. Small cabin, 25hp Johnson runs her easily, economically. Real character boat. \$2,500.
GEORGE PALFREY, 101 St. George St., Duxbury, MA 02332, (617) 934-5147. (3)

WANTED. Information on old U.S. Lifesaving Stations still standing. Locations, current use, lifesaving boat lines, stories, etc. Especially interested in Wood Island Station on Piscataqua River, Portsmouth (NH) harbor.
STANLEY LONGSTAFF, 63 Main St., Elliot, ME 03903. (3)

23' CLASSIC SCHOONER, 1982, FG, 4 gaff rigged tanbark sails, 6hp OB, cuddy cabin, one of a kind, fully equipped. Sail a beautiful small ship for \$11,000.
JAMES LESTER, Essex, MA, (508) 768-3278 (home), (508) 740-3549 (work). (3)

11' SCUBA DIVING KAYAK, 2 hatches, tank well, fully outfitted. Yellow polyethylene. \$380.
BOB ZELLEY, Yardley, PA, (215) 297-8579. (2)



ALBERG 22 SLOOP, similar to Cape Dory 22. Full keel, FG, teak trim, main, jib, genoa, 6hp Evinrude in lockable well. One owner, carefully maintained. A delightful sailer, provided much pleasure to owner/skipper. Priced at \$4,700 to settle estate. Located in water in Clearwater, FL.
KILBURN ADAMS, Affton, MD, (314) 638-4527. (3)

17' O'DAY DAYSAILER II, cuddy, FG, blue & white, trlr. \$1,700.
D. MURPHY, 64 Montello, Lewiston, ME 04240, (207) 783-8316. (3)

24' EASTWARD HO SLOOP, Eldredge McInnis, Inc. design, mahogany/oak hull. Incl main, jib, genoa, Atomic 4 aux (FW cooled), sink, stove, head, refrigerator, VHF, knotmeter. Trlr available. \$8,600.
CHARLES CHASSE, Amesbury, MA, (508) 388-3135. (3)

12' LAPSTRAKE PULLING BOAT, cedar on oak, double thwart w/benches aft. Originally intended as a schooner's boat so she is fitted w/lifting rings to sit in davits. Rudder w/yoke & 1 pr 8' spruce oars. 1890's design blt in 1991. Asking \$4,500.

GEORGE ZACHORNE, JR., Wickford, RI, (401) 294-4472. (3)

1991 AVON INFLATABLE, roll-up tender model 2.85. Exc cond.
TONY OPPERSDORF, Lincolnville, ME, (207) 763-3664. (3)

MOVING TO ALASKA, CAN'T TAKE IT WITH ME. San Francisco Pelican, exc cond, seaworthy & corky, bold dory hull. Trlr available. Quick sale at \$1,500.
JOHN FALVEY, Huntington Bay, NY, (516) 673-0015. (3)

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



OLD TOWN CANOES. Approx 1935, 17', 18' & 19' square stern. Repairable. \$225 ea. Also 16' ship's lifeboat.

JIM MITCHELL, Noank, CT, (203) 536-6213. (3)

THREE CANOES. 17' Sawyer Summersong solo, new '91 model, kevlar, \$1,200. 16' Sawyer square-stern, green, cane seats, \$500. 17' Sawyer Loon solo, 4-way seat, green, \$700.

BOB ZELLEY, Yardley, PA, (215) 297-8579. (2)

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

WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (3)

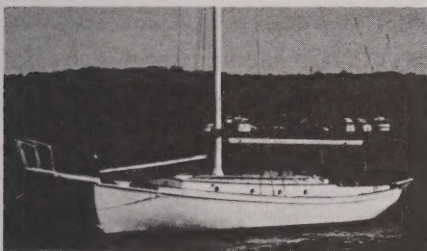
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SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TFP)

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

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

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

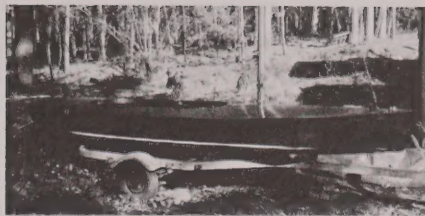


31' CASEY CUTTER, E. Hampton, NY, in gd cond, in water & ready to sail away. Vy nice interior. Engine nds some work. May be completed before or after sail. \$7,775 OBO.

RAY HARTJEN, Port Tobacco, MD, (301) 934-2998. (3)

SURF SKI by Hammerhead of California. 19'x19" sit-on-top self-rescue kayak, foot operated rudder. Exc cond, \$550. BOB PORTER, Ipswich, MA, (508) 356-7794. (3)

BLACK SKIMMER, leeboard sharpie cat yawl by Phil Bolger. Brunyzeel plywood/epoxy, recent sails, head, stove, 8hp Johnson OB, hwy trlr & assorted ancillaries. Exc cond, in water, \$7,500. BOB PORTER, Ipswich, MA, (508) 356-7794. (3)



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

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SAILING BARNEGAT BAY SNEAKBOX, solid plywood hull nds furnishing & fitting & CB. good spars. About 12' long. \$275 OBO.

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LOST MY 19' SAILBOAT to Hurricane Bob. All equipment salvaged for sale: Trlr, mast, boom, standing rig, sails, speedometer, radio, winches, etc.

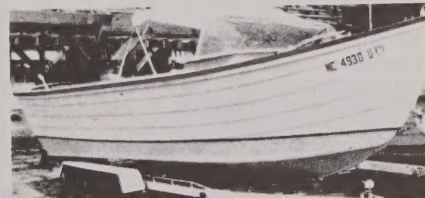
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ARLUK 1.8 SEA KAYAK, kevlar, exc cond. 18'x21", weight 40 lbs. Rudder, bulkheads, hatches fore & aft & deck rigging. Extremely fast, tracks exceptionally well. Vy much a hi-performance kayak. Spray skirt incl. \$1,800.

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

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

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

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



14'7" MAD RIVER CANOE, kevlar "Slipper" solo model. An elegant stable canoe that excels in difficult conditions. Shallow V-bottom, substantial flare, has contoured cane seat, accommodates both sitting and kneeling paddling positions. Replacement cost \$1,469, this almost new "Slipper" is only \$750.

DOUG MACLENNAN, York Beach, ME, (207) 363-6314. (3)

14' STURDEE CATBOAT, 1980, incl 1978 4.5hp Merc OB w/gearshift (FNR), galv Lady Bee tilt trlr w/winch & mast support. B.O. ED BURR, Amston, CT, (203) 228-9650. (3)

1965 SEASPRITE SLOOP (weekender model) Hull #138, FG, exc cond. New rigging, wiring, cushions & pine interior. 5 sails, winter cover w/frame, new 4hp Johnson Twin OB & Jamestown dinghy. Ready to sail. A much loved boat. Spec sheet available on request. \$4,900. PAT LANG & KEVIN CONNER, 12 Johnson St. #2, Warren, RI 02885, (401) 245-2432 or (401) 453-8566. (3)

WHY SPEND MORE? Thule 1050 Autorack w/58" bars; ideal for those kayak/small boat carrying cars w/rain gutters. Used only a short time. \$65 OBO. Can be picked up in Boston area or shipped. KEN FINK, Box 120, Walpole, ME 04573, (207) 644-8329. (3)

7-1/2' DYER JR. SAILING DINGHY, mahogany seats, all bronze fastened, new ash rails & rub rails installed. Compl restored, better than new, w/oars, mast & boom, good sails, rudder, tiller & dagger board. 2hp British Seagull incl runs great. Boat & motor \$2,000, w/o motor \$1,800.

CLARENCE WALL, Westport, CT, (203) 227-7175. (3)

MARINE BOOKS from private collection. Hardbacks, soft covers, paperbacks, catalogs, etc. Also a few aviation titles. SASE for list.

A. BENNETT WILSON, JR., Box 380, Topping, VA 23169. (3)



1983 HALMAN 20, w/'89 9.9 Johnson w/alt & elec start. Roller furling, 3 sails, vang/preventer, manual & elec bilge pumps, semi-private head, galley, cabin heater, anchor, VHF, depth, fenders, etc. Slps 4, launchable from trlr w/custom tongue extender. Well maintained micro-cruiser. \$10,000 or offer.
ROBERT CLARE, Glendale, WI, (414) 228-7802. (3)

TANBARK DACRON SAIL, new, blt 1991, used 1 season. 5 oz 18" tanbark dacron, 1 reef, 4 battens, hand-sewn bolt rope, webbed on slides, hand-sewn rings, leathered corners, leech line. Luff 22'9", foot 13'6", leech 24'2". \$300.
RICH HILSINGER, Brooklin, ME, (207) 359-4651. (3)

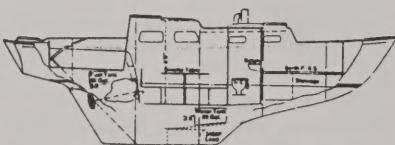
WANTED. 16' round bottom yacht tender, any cond. Good price paid.
JOHN STILGOE, Norwell, MA, (617) 659-2090. (3)

WANTED, Delaware Ducker in gd cond. Joey or Susan Schmidt, Durham, NC, (919) 932-3420. (3)

MFG SUPERSTAR, FG SAILBOAT, alum mast, SS stays & fittings, dacron sails. Hull nds work. Trlr available. \$750.
LAUREN DEARBORN, Andover, MA, (508) 475-0523. (3)

18' FENWICK WILLIAMS CATBOAT, 1989, cedar on oak, Kermath marine engine. Slps 2, Edson steering gear, cockpit & winter covers, sturdy cradle, dacron gaff rig sail, cushions, stove, porta-potti & extras, \$22,500. Hauling to you can be arranged.
WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (3)

33' HERRESHOFF MEADOWLARK, 1962. Cedar & yellow pine on oak, 15hp diesel (175 hrs). \$13,000. Will take in partial trade: Seasprite, Alberg 22, 23, Sailmaster 22, or similar.
BOB SILVIUS, Freeport, ME, (207) 865-3947. (3)



BRISTOL 29 SLOOP, 1971, MJG, storm jib, cruising spinnaker, VHF, autopilot, well maintained. Herreshoff design. \$15,500.
VICTOR MASLOV, N. Reading, MA, (508) 664-6648. (3)

15'6" CAT KETCH SHARPIE. Wizenig owner of a fine camp-cruiser/daysailer seeks a new young master for this pretty boat, \$975.
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RICHARD CATLETT, St. Petersburg, FL, (813) 823-8070. (3)

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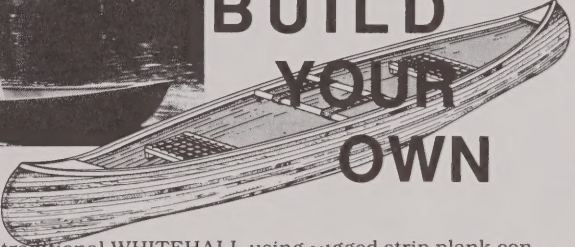
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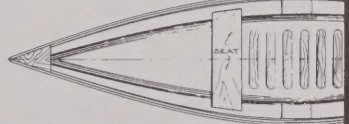


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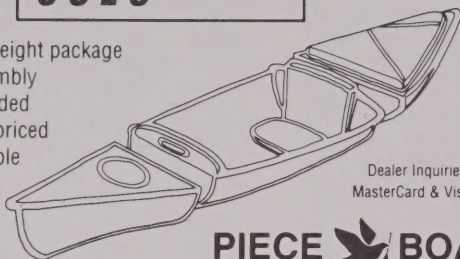
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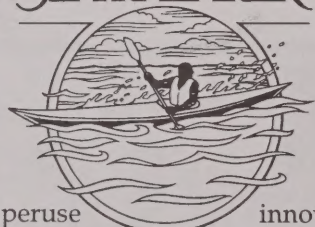
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