

Twice a Month!

messing about in BOATS

Volume 10 - Number 5

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COMMENTARY



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about in

BOATS

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Publisher & Editor, Bob Hicks

About this time at the beginning of the summer, the end of June as I write this, the schedule of weekend events gets real crowded, and this year has seen more than the usual number of conflicting events I would have liked to have attended. I even missed out on the annual Small Craft Weekend at Mystic Seaport early in June, the first time since 1978, because I had a high school reunion on that Saturday which, like an eclipse of the sun, doesn't happen that often and seldom has ever conflicted with my boating plans. Had the reunion not been scheduled, I still would have been looking at a conflict between Mystic and the very enjoyable L.L. Bean Canoe Symposium in Maine, which had been moved back a week from its usual time.

My decisions on which events to attend are partly determined by what I think will be of interest to readers, and partly by my own personal preferences in boating activities. When I have a conflict of equally significant events that deserve to subsequently appear on these pages I go for the one I am most likely to enjoy. If I cannot indulge myself as the proprietor, I figure, where's the full measure of freedom that ownership of this enterprise can provide?

I receive a number of invitations to events that sound interesting, and so have to constantly be making these choices all season long. I do like to go to something most weekends to savor new experiences in some cases, and the familiar good times in others, and a variety is my usual preference. It would be easy enough to do as most enthusiasts do, and take in only those events which are most directly involved with what I do in boats. This would narrow the focus of my contributions to the magazine substantially, something which I do not wish to have happen.

Another obstacle in taking in all that I would like to is the matter of distance. I cannot afford either the time nor expense to get very far afield outside of New England. Anywhere I can make a day or weekend trip in the van I can handle. When it gets to be several days by van or alternatively to fly to save time, it is usually not workable for me. When we are away nothing happens in this publishing empire, and the treasury of the same publishing empire does not support air travel. So I rely on those of you who are where the action is to bring us news of what happened.

I have already had to make several choices this season in addition

to that which I mentioned involving Mystic's Small Craft meet. The Wooden Boat Show came on the same weekend as the No Octane Regatta so the latter, a really enjoyable event last summer, was passed as the Wooden Boat Show offered far more potential for us as a business enterprise. The Tall Ships will be in Boston while we are at the L.L. Bean Sea Kayak Symposium in Castine, again the latter much more significant to us with the new sea kayaking magazine we've just launched. And I'd rather paddle kayaks than view large replicas of old sailing vessels. More such choices loom up as summer goes on.

The letters inviting us to undertake long trips to faraway places, like the Pacific northwest, are stimulating of contemplation of both the pleasures of such trips and of the impossibility of undertaking them at our present stage of operations here. I've already commented on how we could spend a month easily in the Pacific northwest taking in much of the activity and atmosphere of small boating there. Someday.

With the view that many gatherings of small boat people offer similar rewards regardless of their geographic locales, I do try to mix the sorts of activities we personally attend and report upon over a season, thus not only bringing you a diversity of messing about in boats to read of but also to bring us into personal contact with those of you out there organizing and participating in a broad range of events.

Given this crowded calendar of activities, there is obviously little time for a conventional "vacation" in which we go off somewhere away from our usual daily lives. This is okay, for I have long been unenchanted by aimless tourism and sightseeing, finding much more "vacation" in what we do as a living. This is a major reward for doing what we do, the lack of any desire to "get away" from it. And we do indulge in day to day activities not related to messing about in boats which do provide some change of scene, geographically and in personal involvement. So, it's no grind at all to go to events weekend after weekend from May through October. It's sort of an ongoing vacation in itself, albeit a working one which requires follow up reporting. But that's what provides much of the impetus to the ongoing enthusiasm I have for what we do, getting out there to meet as many of you as we can. Only the choices that have to be made can at times be hard.

Our Next Issue...

Will be almost entirely taken up with our report on the boats and builders who made the Wooden Boat Show at Newport in late June a resounding success. What a feast for lovers of craftsmanship.

On the Cover...

Traditional small craft gathered again at Mystic Seaport in early June, an annual rite that continues to inspire affection and enthusiasm for these delightful small boats.

ATLANTIC COASTAL KAYAKER

VOL 1 NO 2

PRICE \$2

JUNE 1992



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: **TAMVIN 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.

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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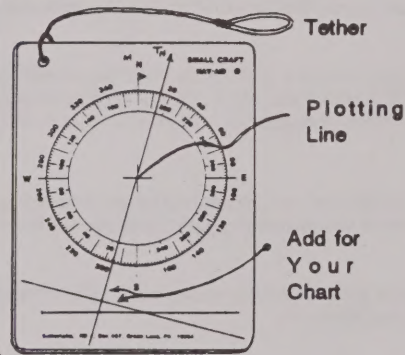
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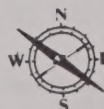


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Your Commentary

LIGHT SCHOONER ACTIVITIES

Attention all Bolger Light Schooner owners: I am interested in exploring the possibility of holding a Light Schooner Regatta/Messabout somewhere in northeastern Ohio or the eastern Great Lakes area, or maybe on the Chesapeake around Annapolis or on the Eastern Shore of Maryland. I think there are enough of us to put something like this together if we want to.

I am also, in the meantime, seeking friendly non-smoking crew members for last-minute daysails on my Light Schooner in the northeastern Ohio area. We'll sail anywhere the weather will allow. No experience is necessary, just a lot of enthusiasm.

Charles Andrews, P.O. Box 3135, Kent, OH 44240, (216) 678-3010.

TALKING TO THE SEALS

I live at the southern end of Big Sur on the Pacific coast, halfway between Los Angeles and San Francisco. We're on one of the last preserved tidal estuaries on this coast. My present "messaging about" time is spent in a Lyle Hess sailing dinghy out on the bay talking to the seals. Many thanks for hours of reading pleasure and fuel for lots of dreams.

Jack Moore, Los Osos, CA.

IT'S AMAZING WHAT YOU CAN DO

Had a fine conversation with a fellow in a boatyard a while ago, complimented him on the very fine work on his small cutter. He produced photos of the work underway. He had essentially built a new boat using a few soft and broken frames and planks for a guide, then replaced these frames and planks. With true innocence, he summarised his efforts by saying, "It's really amazing what you can do with ten years and \$25,000!"

Frank Cameron, Seattle, WA.

HARD TO FIND

I really enjoy "Messing About in Boats", probably in part because it took me so long to track down rumors of its existence and find an address to which I could send for a subscription. You've got a formula that seems to work and watching "Messing About in Boats" evolve along the lines you've set out for it will, of itself, be interesting.

Bob Silvius, Freeport, ME.

BREATH OF FRESH AIR

Receiving "Messing About in Boats" twice a month is akin to taking a breath of mountain fresh spring air amidst an ever increasing haze of hydrocarbons and CO2. I was suffering frustrations over what had happened to "SEJ" when the sample copy of "Messing About in Boats" appeared in my mailbox. I realized then I was not the only one so affected and that I'd better get busy on my projects. Keep up the twice a month schedule please, and keep out the "Hot New Stern-drives" and "Gear up for Skiing" stuff and I'll keep on renewing.

"My Saudi Souvenir" was a great article, thanks Roger!

Tony McGarry, Seattle, WA.

MOONDANCE GATHERING

As a teacher I'm obviously not rolling in money, but with thirteen seaworthy boats, all but one of wood and under 100 pounds, half home-built, and all within 20 feet of the water, I consider myself embarrassingly rich in boats. There are six little sailboats, and when my daughter and a bunch of her friends came up to our place on the lake recently, we had a regatta. Great fun.

It might have been the 1st Annual "Moondance" Gathering. "Moondance" is a minimal cruiser I designed, and sell plans for, and over the years I've talked to several builders who were interested in some sort of annual gathering. Now might be the time.

If any of you "Moondance" sailors are interested, give me a call, or a letter. I'll get back to you with details when I find out if there are enough people interested. Let's shoot for the weekend of Sept. 12th (or 19th?) at our place on Skaneateles Lake (one of the Finger Lakes south of Syracuse, NY). We have room for 8 to 10 boats and 15 or so people.

John Thomson, 405 Hazel Dr., Vestal, NY 13850, (607) 754-6305.

MISPLACED PRIORITIES

Yikes! I temporarily misplaced my priorities. I've missed "Messing About in Boats" terribly, so please rush me back onto your subscriber list. I read "Wooden Boat" for the candy store photos but "Messing About in Boats" feeds my soul.

Dean Matthews, Jamison, PA.

BOAT SEARCH PART II

I thought you might like to know I had some responses to my inquiry that you recently published about the "We-Sort" sailing skiff. I received a very interesting 1987 article from the Chesapeake Bay Maritime Museum about a fleet they were building at that time. Perhaps other readers would like to know about them, they are great junior sail training boats and are easy to build.

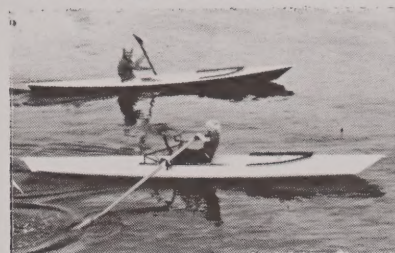
I now have another boat search. The enclosed photo is of a

fiberglass rowing boat I picked up this past winter. It has nice lines, is 12' long with a 45" beam. The previous owner thought it had been built on the west coast as a copy of a ship's boat. It is designed to be sailed and has only one rowing station. It also has very nice teak trim. If any readers recognize this boat, perhaps they could help me out on what the sail rig should be like, including the rudder and centerboard.

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



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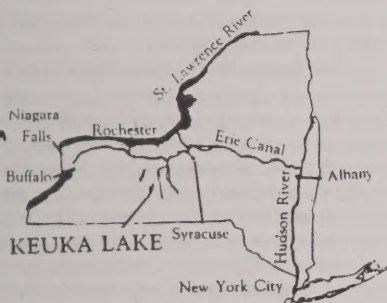


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From thruway: Exit 42, to Rt.14s, south of Geneva take Rt.54w to Penn Yan. Left at flashing light; Right at next light on to Rt.54A. **From South:** Rt.17 to Bath, north on 54 to Penn Yan; Left at 1st light; go two lights; Left on 54A. **Once on Rt.54A** go 4 miles west; go left at Keuka College signs. Show is on lake.



Builders & Enthusiasts: contact Wood Be Boating: PO Box 479, Branchport, NY 14418 (315)536-2258

Historic Cutters Launched

Text and Photograph by Sharon Brown



Students of Pacific Christian School and Greg Foster row the 20 foot cutters, Zachary Mudge and Peter Puget on launch day.

Two more Wake Of The Explorer's ships' boats were completed this month in British Columbia. The 20 foot lapstrake cutters built by students at Pacific Christian School were launched April 13th at Cattle Point on Victoria's waterfront.

A cheering crowd lined the shore and the podium of guest speakers included the designer Greg Foster. Foster owns Whaler Bay Boatyard on Galiano Island and it was his vision five years ago to celebrate the two hundredth anniversary of the joint Spanish and English maritime expeditions to the Pacific Northwest, and the cooperative interaction between these men and the Native peoples they encountered. He proposed the construction of a small fleet of reproduction open boats, and the subsequent retracing of various legs of the 10,000 mile exploration from Oregon to Alaska. The purpose of this reenactment is to teach the basics of boatbuilding, seamanship, navigation, charting, and history, and thereby reward the participants with a sense of self-sufficiency which comes with accomplishment and hands on learning. It has required the individual drive and fortitude of many people to see this project to the point of celebration which is to begin in Puget Sound in May, British Columbia in June, and the Columbia River in September. The fleet of 18th Century ships' boats has grown to 20: 3 from Oregon, 6 from Washington, and 11 from British Columbia. Each vessel launched is cause for celebration.

Pacific Christian School's Ukelele band and choir offered nautical selections between remarks by the guest speakers who paid homage to the courage and achievements of the men in small boats under Captain George

Vancouver's command in 1791-92. The student boatbuilders were honored, and Gary and Adele Wickett awarded honorary captain status in recognition of the many volunteer hours they contributed. Presentations were made in salute of the school's project from delegates of other construction programs. Bob Dunbar represented Edward Milne Community School's 27 foot reproduction Spanish longboats, Dona Rosa and T'So-uke, and Gloria Bruce represented the Seniors Group, Cowichan Bay Wooden Boat Society, who recently launched their 22 foot cutter, Elder Spirit. Foster presented the builders with red ensigns. He noted that the rigorous charting of the denticulate coastline could not have been accomplished without the use of such open boats, the ships' launches, yawls, cutters, jolly boats, and longboats that were "the first and still the best way to explore the coast." These were the workhorses of the expeditions and their men, under oar and sail, interacted directly with Native peoples paddling their cedar dugout canoes. Foster emphasized the collaborative nature of these cultural interactions which have been without recognition. Bobby Walton of Pacific Christian School won the naming contest and the honor of placing the launching wreaths on the bows of both vessels. He named the boats after the First and Second Lieutenants of Vancouver's ship HMS Discovery, Zachary Mudge and Peter Puget. Backed into the water on trailers, the keels of the cutters splashed the waters to cannon fire and an eruption of cheers. Students took to the oars immediately and the boats presented a striking picture of history to the shoreside celebrants, a reflection of Foster's vision to see men and

women rowing and sailing in the wake of the explorers of 200 years ago.

The boats, built by students over a 2-1/2 year period under the direction of boatbuilder Sean Luttmmer and volunteer adult support are planked in western red cedar on yellow cedar sawn frames. Frame laps are copper riveted. Keel, stem, floorboards and thwarts are Douglas fir, and bulwarks are oak. The leathered twelve foot oars are laminated Douglas fir and red cedar. The boats will each have two dipping lugsail rigs. They weigh about 900 lbs. bone dry, and will be transported by trailer to events planned this summer. Their white topsides and thwarts are accented by red sheer strakes, and the bulwarks and insides are finished in a combination of pine tar and boiled linseed oil. The builders rightfully take pride in these smart looking sturdy boats which school officials anticipate will see many young hands pulling the oars over years of service.

Provincial government support funding has come through and plans for B.C. summer events are well underway. Persons wishing to sign on for one of the reenactment voyages or one-day trips should contact Wake Of The Explorers, Galiano Island, B.C. V0N 1P0. Costs for camping trips are \$50/person/day and day trips are \$30/person.

The International King's Cup competition will be held August 1-2 in Sooke. Boat crews compete for the trophy presented by the King of Spain in 1990 during Sooke's Bicentennial, to commemorate the first Spanish vessel to enter the harbour in 1790. For information about the week long Festival of History, contact Sooke Region Museum, Box 774, Sooke B.C. V0B 1N0.

BOOK REVIEW

BEACHCRUISING

By Douglas Alvord

International Marine/TAB Books,
Blue Ridge Summit, PA 17294.

146 Pages, Softcover,
7-1/2"x9-1/4", \$15.95.

Here's a book that should appeal to a large segment of the "Messing About in Boats" readership, for most of us must have at least considered the attraction of shipping out aboard a sail, oar, paddle or even motor powered craft to briefly leave the late twentieth century behind in exchange for the rejuvenating timelessness of water-side nature for a day, a week, or longer.

This book has an ancestry going back at least a century to include such works as the "Voyage of the Paper Canoe" serialized in this magazine; the 1876 "Four Months in a Sneakbox" also by Nathaniel Bishop; the tongue-in-cheek "Three Men in a Boat" by Jerome K. Jerome, based on my own early stamping grounds, England's river Thames; the 1930's "Swallows and Amazons" series by Arthur Ransome; and even Joshua Slocum's 1899 epic, "Sailing Alone Around the World", beachcruising on a global scale.

A commodity rare nowadays that runs through these earlier narratives is the availability of large chunks of free time. Lacking this today, we can at least pick a few choice fruits from a century of accelerating technical innovation to make our briefer journeys afloat less ponderous and hopefully safer and more comfortable.

Alvord presents a general overview of suitable beachcruising craft with a personal preference for sailboats, but also commenting on kayaks, canoes and modestly powered motor skiffs. The sailboat section discusses the merits of various craft from small open daysailers to bigger cuddy cabin craft, pocket cruisers and small multihulls. His emphasis is that "less is more", and "small is beautiful", with some eloquent and logical appeals to frustrated big boat owners to downsize and simplify their cruising.

With the premise that even the smallest craft can carry more than the largest hiker, he stresses the use of that sport's lightweight equipment, using waterborne carrying capacity to augment the basics of hiking logistics by adding small items of a luxury nature to give an edge in creature comforts and gourmet dining. Alvord freely admits that a major pleasure on his aquatic forays is the ingestion of goodly amounts of high grade foodstuffs, an attitude I wholeheartedly share.

So, along with well-written

chapters on gear and equipment, safety, navigation, weather, and respect for the marine environment, he includes one chapter on "Cruising Cuisine, the Good Life Afloat".

In addition to discussing what foodstuffs to bring along on a cruise, he also points out how foraging along the way for wild edibles enables not only fewer traveling supplies and less garbage to dispose of, but also provides an experiential revelation of being more directly linked to the natural world around us.

Alvord's numerous, sparsely drawn illustrations effectively evoke the charms of such simple style cruising (he is an artist as well as writer), and help the book to be an

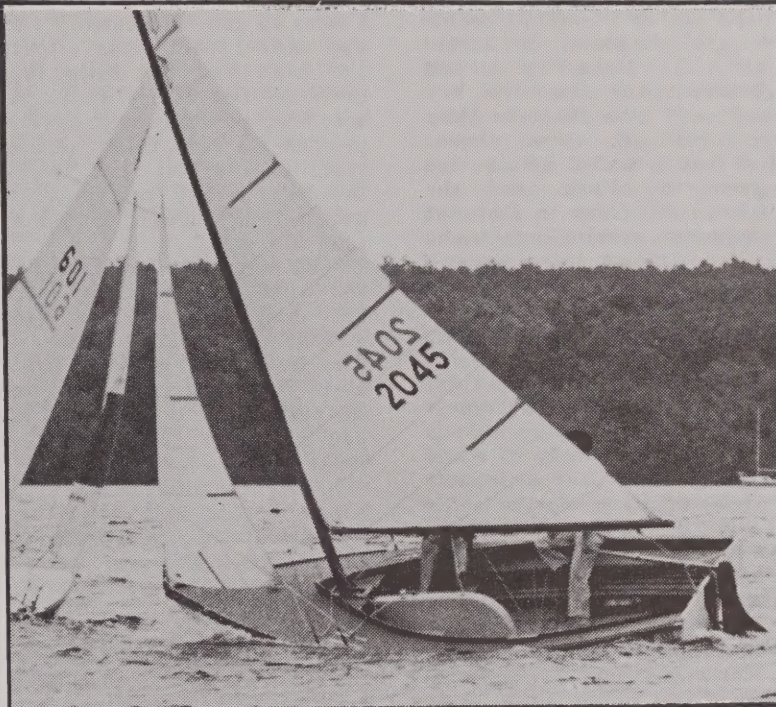
inspiration towards trying to escape the mundane at least long enough to subsequently return with a broadened perspective on one's life.

Martin Stevens, Black Mountain, NC.

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I am one of those people who let the daily activities of life pile up, and sooner or later there comes a morning when I look out the window of my island home in Maine at the splendid view down the harbor out the Eastern Way, and there is no response. I find myself in some dreary place where everything rubs me like sandpaper. If I am lucky, I have the will and the wits to tear loose from the sticky tentacles of shore life and go off on a single-hand cruise.

On one such time I resolutely collected some food, clothes and ice, mumbling to my wife I was off on a cruise, would she like to come along? She wisely said no, have a good time, how long, and where are you going? I answered with confused irritation that I didn't know, maybe Sorrento, for three or four days, I didn't know.

In the harbor I couldn't decide where to go...Sorrento, or Hurricane Island. I tacked back and forth between the Eastern Way (Sorrento) and the Western Way (Hurricane Island) three times. Each time that I headed for one the other grew in allure, and the choice I had made faded in charm. I even considered mooring again and taking a nap, or just going home.

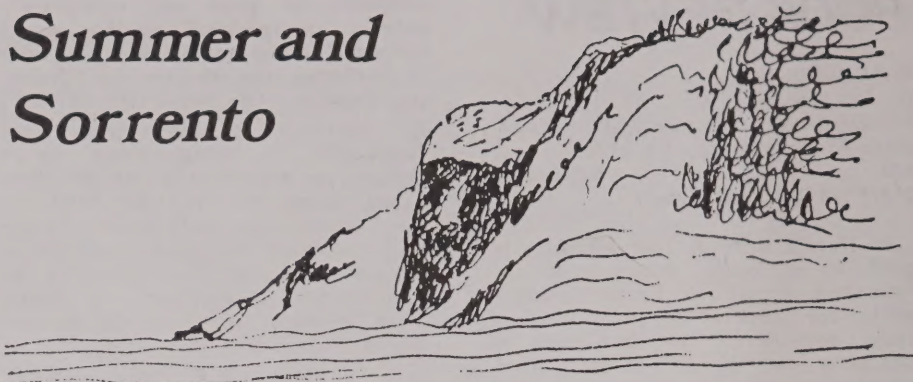
On the fourth tack I remembered that I'd told Sally I might go to Sorrento, so that must have been my first choice, and I might as well go there. I went out the Eastern Way, a little archipelago of spruce covered rocky islands that leads to a large body of water open to the Atlantic. I would sail on this body of water north-northeast into Frenchman Bay, which ran on up the eastern side of Mount Desert Island an beyond to Sorrento, about thirty-five miles away.

It was one of those places I had spotted on my charts and planned to visit some day. Five or six years ago I sailed to Blue Hill, west of Mount Desert. Going to Sorrento would mean I had sailed up both sides of the great mountainous island that holds Acadia National Park.

On this cruise I would not be hurried, no matter what. Last time I had to come back from Belfast in one day, forty miles. Used up almost two cans of gas. Not much sailing except at the very end in Jericho Bay. This time I wouldn't do it in one exhausting gulp. Instead I'd take two days to get there and two days to return.

I found there was not much wind once I got out, a bit from the southwest, about five knots, downwind from me. Not my boat's best point of sail, or suitable to my mood. I needed a gale to whack me out of my droop. I just couldn't get in the groove. The jib flapped in the most appalling lubberly way and we wallowed along at a crawl. After grumpily telling myself it

Summer and Sorrento



was the cut of the sail, I realized the sheet block was too far back and the trailing edge of the jib wasn't taut enough.

After adjusting that I sailed wing and wing with some success, bringing the jib in a bit more than I usually do, and letting the main way out. I paid close attention at the helm and the sails began to draw me out of my funk. A more spiritual person would have accomplished the same thing with meditation, I suppose, but then there wouldn't be any boatyards. I even got mellow enough to think, "To each his own."

Near Great Gott Island we got the wind shift that my spirit and the boat desired, a gradually strengthening northwester off the port bow, but not too fine. Just right. The sloop came to attention, we heeled and I felt I had just taken a sip of the clearest coolest water, and we took off.

Mount Cadillac and her sisters began to take on detail, there were a few whitecaps, and other sail became more numerous, heading for the Western Way channel into Southwest Harbor. As usual, we were one of the smaller boats, but I noticed we hung in there, for a while matching the pace of a Concordia yawl. She was finished bright, a glorious sight, crewed by the most elegant family I'd seen in some time, a perfect match for the boat. We sailed close alongside one another for a bit, they silent, a bit nervous, I thought. I was perking up and gave them a wave and asked what their hull speed indicator was doing. Father, at the helm, answered eight, but that it was probably not accurate. He was right, mine was reading five point six and I was pulling away from him ever so slightly. Some going for my twenty-eight footer against a boat almost forty feet long.

Pride goes before a fall. The Concordia soon overtook us and began to really move away. My boat seemed a bit sluggish at the helm. She seemed to be losing her spring. The current? As the Concordia grew smaller ahead of us we seemed to slow down. Something was wrong...I looked around and saw a lobster buoy hooked onto the

outboard. It's line wasn't twisted around the propellor or the shaft. The buoy was simply jammed between the motor and the hull. The forward motion of the boat kept it firmly wedged there. I turned on the motor and put it into reverse, watching the buoy closely. Away she floated!

Once in the Western Way we tacked several times in company with other boats weaving back and forth, furiously heeling from side to side. I noticed the sun was out and it was a glorious day. The boat felt like a great flying arrow and I felt honed to a sharp keen point of awareness.

We rushed past Great Cranberry Island heading for the safer anchorage of Little Cranberry, which I hadn't been in for eight years. I'd read that their yacht club had a few free moorings available. A spry older lady expertly handling a Bullseye pointed one out to me. My sails now down, I chugged onto the buoy and neatly caught it the first time.

I rowed into the town dock and walked past a restaurant I remembered from my last trip here. A jolly place, filling up with the happy hour crowd, very different from my solitary mood. There was a pay phone at the end of the dock. I called Sally. We had a long talk which reassured us about my safety, our marriage and our mental states.

There is a place on a neighboring island called the Pool. It is a good sized bay with a bar that has only two feet of water over it at low tide. It was still light, calm. One of my few ways of exercising is rowing. I decided to row over and see the Pool. Going over, I realized that the emerging moon was almost full. The Pool was a great bowl of silver. The last seagulls were silently flying home for the night. The only sounds were the piping of children ending a day by the shore. I felt young and strong again and forgot my sixty years. A few strokes would send my dinghy silently coasting across the water, giving me a feeling of power and ease. Enchanting.

I had a hard row back across the bar against the tide. About a

mile away was the anchorage, my boat invisible in the crowd. Lights were coming on and the great solemn shapes of the mountains loomed above the shining roadstead. I fantasized I was rowing in some exotic foreign port after a thousand mile voyage.

Back on the boat I enjoyed a delicious dinner of meatballs in an oriental soup mix. Preparing it featured my great skill at boiling water. Pleasantly tired, with muscles faintly aching, I went to bed in the forepeak, read a bit, and drifted off to sleep, pleased to have the boat all to myself.

I awoke to a sunny morning at about 8:30, late for me. I had tea in the cockpit, and saw a young bare-chested man rowing by with a long vigorous stroke, as I had done last night. I began to compose a poem about youth, and sex, men and women, power, love and hate, creation and destruction.

A leisurely breakfast got me ready to cast off about ten, into a sparkling breeze from the north. I had a brisk beat over to the opposite shore, then a reach eastward to re-enter Frenchman Bay. There I found the wind was from the south, and we leisurely ran before it, sails set wing and wing. To our left were the mountains, the sun creating sensuous forms out of the slopes, reminding me of the way I might have seen my mother when I was a small child. The landscape of maternity. And sex.

Thanks to Acadia Park these steep hills look untouched from the water. Sailing closer to the shore I saw that it was crowded with vacationers, little black dots moving back and forth. The only bit of road visible had an unending line of cars and vans slowly lumbering along it, closely spaced, looking like one long train wreathed in exhaust smoke, hot.

Gradually Bald Porcupine Island defined itself as the southern guardian of Bar Harbor. The other bold islands that form the anchorage emerged as distinct forms. A small three-masted schooner reached across their face, flags streaming bravely. She was an excursion boat, providing beauty and pleasure to tourist and viewer for a few hours.

Past Bar Harbor Frenchman Bay opens up one last time before the mainland. Only one other yacht was visible. Together we shared about twenty square miles of water, most of it at least one-hundred feet deep. I took down the mainsail, set the autohelm, made lunch and enjoyed the view as I sailed towards Sorrento using my reaching jib.

My goal was developed in the nineteenth century as a summer colony, when it was given its name, Sorrento. It was one of those places affluent Harvard professors spent leisurely seasons at, and to

this day has a vaguely intellectual reputation. Situated on the end of a peninsula, its harbor is created by two islands and a bar, and has a view of Mount Desert south of it.

As I approached the shore I looked for a green bell that marks the entrance to the harbor. I saw what looked like the gap between the islands that is the entrance, but no bell. Checking my chart frequently, I nervously came closer. Finally the bell detached itself from the foliage of the shore. Not a sound from it. I hauled down the sail and motored into Sorrento. Some people on a local boat pointed out some guest moorings, located with a breath-taking view of Acadia's mountains.

After tying up, I went ashore to find a phone, which was in a little rustic pergola near the town wharf. I called Sally and described my voyage in glowing terms and we had a cozy chat. I discovered a small grocery in the town and bought some ice cream.

I decided to go on another long row before dinner, out the side of the harbor and north along the peninsula, to an anchorage described in a cruising guide as being a good alternative to Sorrento, less crowded. Along the shore I saw some young people hauling up a folding kayak. It brought back fond memories of my youth when I owned one of them, my first boat. I talked to the young woman who was the owner, up on vacation from New York, where the kayak spends most of the year languishing in a closet. She had bought it from the same store I had bought mine thirty years ago.

I rowed north and so looked back at the mountains, now seeming like great elephants with huge

foreheads serenely facing me. I saw the anchorage, which didn't seem as good as the place I was moored. Rowing back to my boat in the gathering darkness I passed old but well maintained summer houses perched on the rocks along the shore. Their porch lights glowed and groups of well-dressed people moved about, looking to me as if they had the same social life the town had enjoyed for the past one-hundred years.

My gourmet meal for this evening consisted of beef jerky in oriental soup mix, once again in masterfully boiled water. Delicious.

After dinner I went up on deck for a last look at the mountains. I sat with my back against the mast and faced south directly over the bow. The moon was to the east in deep blue sky with a few stars. The sun in the west cast a brilliant orange-red glow. The two skies met over the mountains which to my right were red and to my left black. Atop several peaks were small moving lights and along the shore were dots of light from a small town. A tall island was backlit by Bar Harbor. It seemed like some mysterious altar, enormous, behind which a rite of the ultimate significance was being performed.

I can't remember a time when I felt so awed by beauty. I felt as if I had come to some place of special significance and that my life would be changed thereafter by having seen this. I felt a great surge of gratitude that I had experienced it. I rested there for a long time after the sun had set, feeling complete, whole, good. And I thought of another poem.

Iver Lofving, Swans Island, ME.



A Very Special Poster

Designing the poster for the Antique Raceboat Regatta taking place this summer on August 20-23 at the Antique Boat Museum in Clayton, New York, sounded like fun. I've always enjoyed the reckless early machine age posters from France and the Bosch ads from old magazines. My thought for this 1992 regatta was to evoke the atmosphere of a silk screen or lithograph print from the early part of the century, when the obsession with speed was really taking hold.

At home I leafed through old boating magazines looking for the right pictures of early racing. The best I saw was a shot of a young outboard driver, a rakish curl on his forehead, a determined look in his eye, and a firm grip on his motor, an old square tanked Johnson. He turned out to be William Crawford and was pictured at the first APBA sanctioned Eastern Collegiate Outboard Regatta held on Skaneateles Lake May 16-17, 1930.

The June, 1930, issue of "Motorboating" described the scene: "The little town of Skaneateles took on a distinctive college appearance resembling that of many of the college towns during one of the big football games in the fall. College banners, balloons, sports roadsters, hatless undergraduates and all the college atmosphere seemed to be moved from the seats of learning to this regatta town for two or three days. Brown, Colgate, Cornell, St. John's, Syracuse, Dartmouth, St. Lawrence, Rennselaer, NYU, Hobart, Toledo, Princeton and several other colleges and universities all sent one or more drivers." A prestigious group! And where are all those racers and their boats today? The race was sponsored by the Colgate Outing Club, and won by William Crawford and his Johnson powered Penn Yan. (A museum trustee, John LeFevre, has, in fact, had a little trouble finding much trace of Crawford's academic record at Colgate).

In discussing the poster with the staff at the Antique Boat Museum, it was decided that we could get away with just four boat types on the poster: Displacement, stepped bottom, three-point hydroplane, and outboard. In addition, the boats should be participating in the 1992 regatta and have significant racing records. And it would be nice to include a Canadian boat.

I found a fine image of an early displacement boat called "Peter Pan II" at speed, driver leaning forward, foam rolling off its topsides, brass shining. Perfect. Then, of course, I found more and more good photographs... "Delphine VI", "Ankle Deep", "Such Crust", "Miss America II", and more, all running in profile across the pages. But I wanted a boat to speed out off the poster to-



ward the viewer. January is not a great time to try to recreate such a scene here on the St. Lawrence. In fact, trucks were driving around just out from the Museum docks at that time, hauling away a collapsing boathouse along the shore. So I took photos inside, at appropriate angles, of "Dixie II", "Miss Canada III" and "Scairt Cat", trusting that the artist could bring a race scene alive a la the "Peter Pan II" shot.

At about this time I met Rick Austin, a successful artist who lives a pastoral existence, home-schooling with his family in Amish country near Clayton in Rennselaer Falls. He liked the project and shortly we had a rough

color sketch to work with: Crawford's reckless air, "Dixie II" springing out from the page, "Scairt Cat" running away, and "So Long" stretched across the bottom, complete with a Thousand Islands background of spectator yachts and commercial ship traffic.

Back at the Museum concerns were expressed about the outboard racer dominating the poster. And what about the gentleman's Gold Cup era... "El Lagarto", "Rascal", "Miss Columbia"? A call to John Clark indicated we had it all wrong. In characteristically taciturn good humor, John suggested we "forget" "Dixie" and "Miss Canada" 'cause we've seen 'em too much, and eliminate the outboard

altogether 'cause they're used to it...they've always been shoved aside by the inboard guys. And include "Scotty Too" 'cause it's a neat boat and maybe Ted Larter will come. And "Juno" 'cause I've been telling George Kreissle his boat would be on the poster!"

In the spirit of diplomacy, we arranged for an article on "Juno" in "Rusty Rudder" and eliminated "Scart Cat". But we stuck with the outboard because it's such a great image of the racing driver. We included "Dixie II" because she's a famous winner of both the Gold Cup and the Harmsworth in 1909 and 1910, a beautiful example of displacement hull form (she still holds the displacement record), and because she is OURS!

"Miss Canada III" we chose as a famous and very unusual looking Canadian boat. She sports a sophisticated "knuckle" step bottom designed by Douglas Van Patten, and was built by Gravette in 1938. She was the first Canadian boat to win the American President's Cup (1939) and went on to set a straightaway record of 119 mph in 1948, powered by a Rolls Royce Merlin V-12. A reproduction built by Ed Skinner of Duke Boats, using the WEST system and powered with a Chrysler Hemi 426 will be entered in the Regatta by Murray Walker.

The second best photograph I found was of a three point hydroplane called "So Long" held aloft by a crane, a group of men carefully shepherding her to shore. The shot captured an active group effort with various characters in typical poses. Unfortunately, no one knows where "So Long" is, and she is probably not coming to the Regatta, but "Chrysler Queen" is. So Austin metamorphosed the drawing of "So Long" into "Chrysler Queen", adding a fin and changing the engine and cowl profile.

This boat held the world record for the flying mile in the seven liter class, set in 1958 at 151.271 mph, for 18 years. She was found languishing at the back of a used car lot in Indiana by a couple of boys, now in their 40's, who used to watch Buddy Byers win races in her in the late 1950's. They wanted to see "Chrysler Queen" running again. As members of the Buckeye Chapter of the ACBS, they invited Buddy to give a presentation on his racing career. Buddy closed his talk by asking them when they were going to start on "Chrysler Queen".

This was all they were waiting for. Within a few days the "Queen" was in Bob MacLeod's garage for the beginning of a two-year restoration. Bud DeArmon, a master carpenter, led the team effort to rebuild the Sitka spruce framework and replace one sponson that was completely gone. As Buddy Byers told me, "Those boys really

deserve some credit 'cause that boat was pure junk when they started."

Matt Zimmerman led the skin replacement, screw fastening new mahogany ply bedded in 3M 5200. Henri Lauterbach, the boat's designer and builder, was contacted for advice, and provided some steering and seating replacements. Tom Yost, Dick Brundage, Don Coning, John Coleman and Bob Tipple met Saturdays and some weeknights to fasten, sand and varnish their way through the process.

When ready for an informal showing, they invited Buddy and his mechanic, Bob Cunningham, to take a look. Apparently Cunningham got there first, couldn't believe it, and in short order had appropriated Buddy's office for a marathon telephone effort to locate engine parts from old sources and other racers. "Hell," he says, "I had to start with nothing! Looking for a 1958 Chrysler 392 V-8 Hemi with a GMC 67 supercharger!"

Buddy says that when he asked the "boys" what their next move was, they told HIM, "You're going to put an engine in her." In any case, in a Hertz garage in Columbus they began to put the "Queen" all together. Bob Cunningham stated earlier in the spring that the boat should hit the water in May for a trial run. The entire crew plans to attend the Antique Race Boat Regatta in Clayton in August. And there's talk that they may leave the boat at the Antique Boat Museum there and make annual pilgrimages to run her in future race boat gatherings.

So that's how the poster came to be: A college outboard driver, "Dixie II", "Miss Canada III", and "Chrysler Queen". Sounds simple, but we hope each image reflects a

part of the dynamic record of raceboats of the 20th century, and that the whole captures the thrill of these totems of power and speed.

F. Everett Smith, Watercraft Curator, The Antique Boat Museum, Clayton, NY.

ANTIQUE RACEBOAT REGATTA

Clayton, New York

August 20th -- August 23rd, 1992

THURSDAY, AUGUST 20th

REGISTRATION • RACEBOAT TEST RUNS
EXHIBITOR COCKTAIL PARTY
WATERFRONT CONCERT -- FRANK PARK

FRIDAY, AUGUST 21st

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RACEBOAT FLYBYS & PRACTICE RUNS
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BALLOON FESTIVAL • EXHIBITOR BREAKFAST
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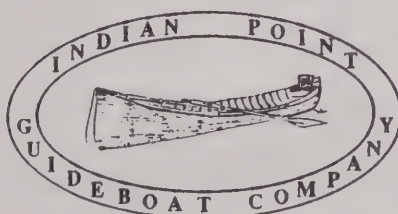
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On a warm afternoon last April my brother and I slowly walked back along the beach on the east end of Atsena Otie Key to our boat. We had spent the day rowing through the middle of the island watching for herons and osprey before wading the shallows of the shoreline.

On our second week of vacation from the frozen shores of Cleveland's Lake Erie, we had become adjusted to the notions of tides and islands and the treasures that await the mildly adventurous. Alerted by descriptions in "Messing About in Boats" that Cedar Key and environs were best explored by water, I had car-topped my canoe-like rowboat/sailboat "Paddle to the Sea" 1100 miles down. I was glad I had. The warm shallow waters and beautiful islands were magnificent, our experience marred only by the discovery that Atsena Otie was under development pressure.

Our eyes had been mostly focussed on the water, the better to spot hermit crabs, minnows and other monsters of the deep, when I looked up and saw a small motor boat a few feet offshore that seemed to be in some difficulty. Two elderly couples were with the boat, one of the men alongside the outboard engine, which had its cowl- ing off, apparently attempting to start it with no success.

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The Rescue

As we were about to head back to Cedar Key, I thought it prudent to inquire whether they could use some assistance. I wasn't quite sure what I had to offer, never having used an engine I was an unlikely mechanic for their's. As we approached them my mind flitted through the possibilities. I doubted my strength to tow them but figured I could offer a ride back for one of them, or pass a message along at Cedar Key to someone who could provide assistance. But I got within hailing distance before sorting out these thoughts and blurted out, "Want a tow?"

The two couples seemed unusually jovial considering their predicament. Absent ourselves, it seemed they faced the prospect of an unanticipated night on the Key. They pondered my offer and then, much to my dismay, the man working on the engine replied, "Sure." What was I going to do now? "Paddle to the Sea" weighs 85 pounds. Together with their boat, its engine, and themselves, the two couples must have weighed ten times that. Too late for me to back out.

Towing "Paddle to the Sea" over to the motorboat, I tried to work out the logistics. We faced a mile of travel, roughly northwest. I would man the 8' oars, my brother the canoe paddle. The man working on the engine had waved a beaten up wooden paddle as well. So much for the manpower. We also had the sail, 60 square feet of sprit rigged canvas. The wind was blowing from the southwest giving us a good beam reach. The tide was ebbing to the west, taking us right back to Cedar Key. The only doubtful equipment was my arms.

After tying a line to their bow, we got into our boat. I settled myself on the thwart, spit on both hands, braced my feet and

gave a mighty pull on the oars. "Paddle to the Sea" smoothly accelerated forward. About ten feet. That was the length of the tow rope. The rope pulling up taut snapped back in recoil and we were nearly yanked off the thwarts. Total distance gained, zero. Grabbing the oars again, I gave another great heave, only to lurch forward a few feet and then spring back. "My God," I thought, "I can't even budge them!" Their spokesman thought otherwise. As he climbed out of their boat I saw it began to float again. They had been aground.

In slightly deeper water we all began to move. Slowly, but we moved. Under oar, sail, and two paddles, we began to make progress, at perhaps one knot, towards Cedar Key. What seemed at first to be an impossible ordeal, was suddenly becoming fun. Over the years, in various unpowered little sailboats, I had been given a rescue tow at one time or another by motorboats on Lake Erie. Here was my chance to reciprocate. I had a big fish and was heading back to harbor with him.

My brother kept up a running banter ranging over towing fees, salvage claims, and desert island cannibals, to the delightful prospect of towing them right past the crowded fishing pier in Cedar Key for maximum embarrassment. They in turn offered us liquid refreshments when we got back in harbor, to which my brother replied with a request for a five-course meal at the Brown Pelican Restaurant.

It must have been a peculiar sight; a canoe-sized craft under sail, oar and paddle, towing a motorboat filled with people. A little too peculiar. As we passed the halfway point I spotted a distant motorboat becoming less distant by the minute. They were headed for the rescue.

As this boat approached, I began to feel apprehensive. Were they going to steal our tow? Slowly they circled us. Like sharks. "Looks like you could use some help. Toss us a line, we'll take her in." And before we could protest, they did.

I was insulted. We had arranged this rescue. That was "our" tow. We had done the hard work of getting them this far and we were having no trouble at all. Here were these interlopers trying to steal our fish. I thought of Hemingway's story "The Old Man and the Sea". How the old man had caught a fish larger than his boat and had struggled to bring it back, only to have it taken from him by sharks. I understood how he felt. Rocking slightly in the wake of the departing boats, I pulled on the main-sheet and we slowly sailed "Paddle to the Sea" back to Cedar Key.

Marty Cooperman, Cleveland, OH.

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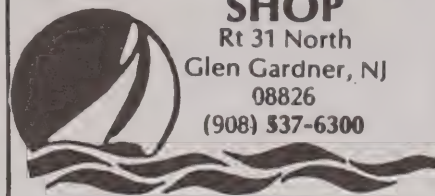
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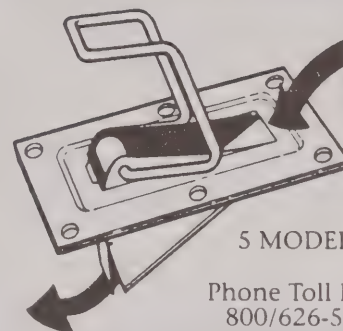
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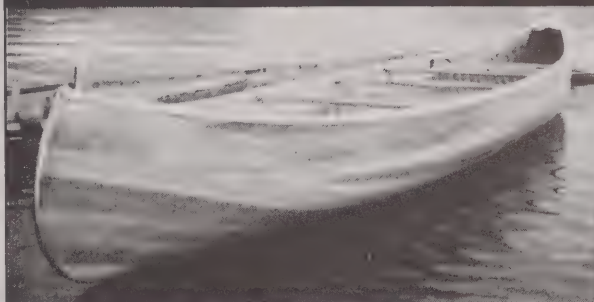


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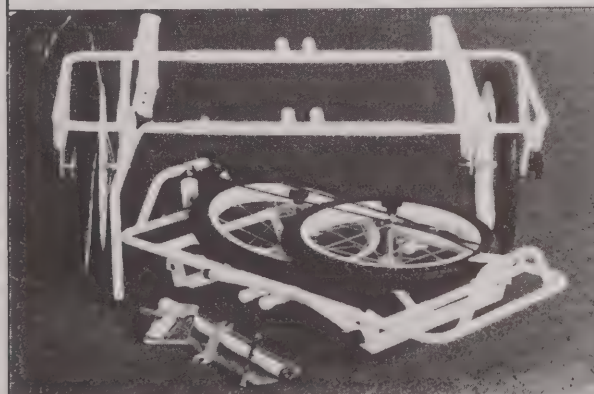
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SMALL CRAFT WORKSHOP

For the first time since 1978, when I first was becoming involved in small boating, I did not attend the annual Small Craft Workshop at Mystic Seaport in early June. Other personal commitments (45th High School Reunion) came first. So, no commentary this year on the event and all the wonderful small boats that regularly turn up there.

For a glimpse of the gathering we thank Stephanie Krasnoff of the Seaport for this selection of staff photos. Heavy rains over much of New England that Saturday missed Mystic, it was a gray day but not a wet one. The accompanying list of scheduled activities gives you some idea of the scope of the 1992 program. But it's still the chance to try out all those traditional small boats that pulls us back year after year more than anything else.

Claire White-Peterson
Photos

SATURDAY, JUNE 6TH

MORNING WORKSHOPS

Launching At Shipyard
Welcoming Remarks And Announcement
Lunch
Dick Butz, Great Lakes Center For Boat Design
Lance Lee, Atlantic Challenge Foundation

Tent
Tent
Tent
Tent

AFTERNOON WORKSHOPS

Spar Making w/ Ken Steinmetz
Saw Mill w/ Jeff Pearson
Resolute Tender Restoration w/ Kevin Dwyer
Children's Session w/ Sharon Brown & Bill Sauerbrey
Museum Small Craft Maintenance w/ Quentin Snediker & Crew
Traditional Rope and Wire Splicing w/ Gary Adair And Crew
Adze And Broadaxe Work On The Dugout Canoe w/ Roger Hambidge
Cookout (extra charge)
Evening Program: Peter Vermilya On The History Of The Sharpie Type
Robert Jones On Building And Sailing *Grimalkin*, Egret Sharpie

White Boat Shop
Shipyard Saw Mill
Shipyard Main Shop
TBA
Shipyard Paintshop
Shipyard Rigging Loft
Shipyard Mainshop
Tent
Aloha Meeting House

SUNDAY, JUNE 7TH

Excursion Down The Mystic River
TSCA Annual Meeting
Watercraft Storage Tour

Youth Training Building Docks
Light House Point Tent
Rossie Mill





OUR camping place was within the borders of Concord. Walden Pond was accessible, and not far distant; but we did not care to undertake a tramp there in the wet. We got under way again on the river about the middle of the afternoon. A few strokes carried us to



Fair Haven Bay, where hills rise on every side, shutting in the prospect with walls of living green. The river is here, indeed, wild and picturesque, and was a favorite resort of Thoreau. After a long, hard pull against a strong head wind, we came to the old South Bridge at Concord. The river, here and below, was sluggish, and as we continued on we caught a glimpse, in the quiet evening, of that tranquillity for which the town itself is noted, which it undoubtedly derives from the river. The water was like glass; the freighted clouds hung in solemn masses in the west, and the sunlight poured in golden floods over earth and sky. Pulling under the stone bridge, we came to the Grand Canal of Concord, and met several rowboats flying along the watery way, and among others a dark-blue yawl with a crew of two young ladies, who pulled a gentlemanly coxswain with a graceful yet effective stroke, that was, I suspect, the product of much patient coaching.

The village is situated on the east side of the river. The shore at the rear of the gardens of the houses on the bank was lined with every kind of rowing craft. The river is indeed the greatest part of Concord. Just below the bridge of the Lowell Railroad, the Assabet joins the Sudbury, the two streams forming the Concord River. At the junction is a little promontory, called Egg Rock, where we landed, as the shadows of evening began to gather. We pitched the tent near the top of the elevation, and after a hastily improvised supper stretched ourselves out upon the hard ground for slumber. A multitude of frogs in the Assabet, however, made night hoarse with their croaking; and we were aroused soon after dawn by the clamorous cawing of a flock of crows, and began the day at an early hour, little refreshed.

Egg Rock is covered with turf and mould, except here and there where the rock protrudes, or a ledge crops out, and an open growth of trees. It is a favorite resort for

BOATING TRIPS ON NEW ENGLAND RIVERS

BY
HENRY PARKER FELLOWS
ILLUSTRATED BY WILLIS H. BEALS

BOSTON
CUPPLES, UPHAM, AND COMPANY
Old Corner Bookstore
1884

picnics, and hardly a day goes by in summer without one or more parties making it a scene of bright festivity. We were, however, entirely undisturbed during our stay, except by the report of a gun and the rattle of a scattering charge of shot among the trees somewhat near our heads, a circumstance that was immediately followed by a brief, but somewhat animated, conversation between us and the sportsman; and, upon another occasion, when, on our return from the village, we found a very pretty little girl in the hammock, which, however, was not very much of a disturbance; at least, to us. Frequently, however, during the day we heard the sound of dipping oars, and caught sight of a boat gliding up the Assabet or returning to the village.

Egg Rock is indeed an idyllic spot. The view is a charming pastoral. The Concord, formed by the union of the Sudbury and Assabet, flows away from the end of the rock with rippling current until it shortly disappears beneath a bridge in a causeway. Here and there is a house, and, among others, the Barrett Mansion, which occupies the site of the house the ancestors of the present family lived in at the time of the Concord Fight. The Minute-man and monument are a little distance farther down, and beyond is fold upon fold of green hills and woods. Upon one side, beyond the embankment of the Lowell Railroad, is a blended mass of foliage and houses, which comprise a portion of the village, and on the other the wild and lovely Assabet.

Hawthorne says: "A more lovely stream than the Assabet for a mile above its junction with the Concord has never flowed on earth—nowhere, indeed, except to have the interior regions of a poet's imagination. . . . It comes flowing softly through the midmost privacy and deepest heart of a wood which whispers it to be quiet; while the stream whispers back again from its sedgy borders, as if river and wood were hushing one another to sleep. Yes; the river sleeps along its course and dreams of the sky and the clustering foliage."

On Wednesday afternoon we rowed up the Assabet. We saw innumerable frogs and a congregation of seven

turtles on a board, the very same party, I have no doubt, that Mrs. Goddard, in a sketch of Concord, says she saw while rowing up the Assabet. With heads craned high and motionless in air, like so many pious Moslems, they awaited our approach, and when we were quite near they tumbled into the water one after another, and rapidly kicking hind-legs could be seen vigorously propelling each clumsy creature to the depths below.

On the evening of every Fourth of July a carnival of boats is held on the rivers. One wing of the fleet forms beneath the leafy arches of the Assabet, where the great hemlocks reach over to see their reflections in the black water, and the other on the open Sudbury, and at a given signal the procession, gay with illuminations, moves down the Concord amid a glare of fireworks under the old North Bridge brilliantly adorned with lanterns.

After wandering away from the haunts of men on



lonely rivers in the midst of nature, where all is apparently plain and simple, we determined to visit the School of Philosophy and listen to the perplexing problems man proposes and discusses. The cosy little building in which the school holds its sessions is new, with interior unfinished and rough, and of itself would surely not awaken any suspicion of distraction, nor, indeed, did the entertaining lecture we heard Mrs. Cheney deliver about early American art. It is, somehow, the fashion to deride the School of Philosophy. Is not learning, however, rather to be congratulated upon the establishment of a school, disjointed it may be, and somewhat fragmentary, where the mystical problems of the mind can be discussed? The problems exist, and though of no immediate practical importance, and perhaps forever insoluble, yet they cannot be dismissed out of sight. The question of pre-existence and the primal principles of philosophy and what-not else can surely find no more fitting place for

consideration than the Hillside Chapel; where, in an atmosphere of drowsy nature, amiable culture, mature in experience, calmly discusses with frank courtesy the Unthinkable and the Unknown, — the self-same problems that Macaulay declares were discussed and left unsolved by Ionian philosophers three thousand years ago. May the Concord School have better luck!

The conversation that follows each lecture is, however, the real charm of the school, and has given the philosophic enterprise its chief reputation.

The view from Lee's Hill, an inconsiderable elevation that rises behind Egg Rock, is quite extensive, varied, and beautiful. Toward the northwest appears the magnificent extent of the State Prison, like a huge palace — a palace of misery. The town is below on the right, hemmed by the shining river, which can be seen for some miles sweeping toward the northeast through rich green hills.



There are many points of interest in and about Concord. The tavern wherein Major Piteaurn stirred his famous glass of toddy with a bloody finger, exclaiming, "I will stir the Yankee blood in the same way before night," is still standing, in nearly the same condition as when the Major uttered his bloody threat; and along the road to Lexington, and in and around the village, are many houses which were standing at the time of the British "occupation." Then, in addition to the Old Manse, there is the Wayside, where Hawthorne resided at the time of his death, the residence of the Hon. E. R. Hoar, and the homes of Emerson, Alcott, and Sanborn. For a more particular description of these, however, and the library, which is quite large and valuable, and the cemeteries and other places and matters of interest, I would refer any one desirous of further information to Bartlett's Concord Guide-book, which is a very interesting, as well as useful, contribution to the literature of the town. The view of

the Old Manse given herein is from the rear, or river, side.

CHAPTER III.

CONCORD. — NEWBURYPORT.

WE broke camp on Egg Rock Thursday morning, and about ten o'clock renewed our voyage. After passing the stone bridge which spans the Concord just below the junction of the rivers, we were caught in a shower that had been impending, and on account of which we had delayed our departure. A brief pull, however, brought us to the old North Bridge, where we made fast, and for several hours found shelter upon the historic structure. The bridge itself is so old-fashioned, yet artistic, and the approach on the Concord side through the avenue of hemlocks so beautiful, that the spot would be attractive, even apart from the monuments and historical associations that cluster about it. The Minute-man on the left bank, the monument on the right, and the quaint bridge, contrast strangely with the rural scenes around; while the Old Manse near by, on one side, and elegant houses on the other, complete the bewilderment, I might almost say enchantment, of the place. There is, too, a touch of pathos in the inscription, "Graves of British Soldiers," on a granite ledge set in the stone wall between the hemlocks near the bridge. Two rude stones, peering just above the ground within a scant enclosure, which mark their resting-place, tell a dumb story of pain and woe long past. How easy to call up the scene of conflict! On the south bank the company of red-coated soldiers idling on guard; upon the other the Provincials coming down the road, and then both sides forming for what might be a collision, the British stolid and disposed to sneer at their foemen, the Americans anxious, and

passed under the third and last stone bridge at Concord, and soon lost sight of the Minute-man, and in a brief while were again on an aboriginal river. Either the old truism about the inappreciable descent of the Concord River is untrue, or the rains had unduly swollen the volume of water; for the current was, for the most part, quite rapid, and with the help of the oars we swiftly passed along close to one bank or the other, around many a pretty winding turn. I am inclined to think, however, that the current story about a bridge that was blown from its abutments and floated up river, in reality belongs to the Sudbury, which is, in truth, the slowest and laziest river under the sun, and near Concord is often called the Concord.

After a row of nearly three hours, which included a long halt under some trees to escape a shower, as we were pulling along a wide marsh around a sharp bend just within the border-line of the town of Bedford, we espied, at the head of a long reach on the left bank, at the edge of a piece of woods at the foot of a hill, a deserted shanty. The rain — Jupiter Pluvius appeared to be in ascendancy all the week — was pouring down quite hard, so we made fast by the shanty, and sought shelter in it. After a while, the rain ceased, and we rowed up river half a mile or more, and after much difficulty in effecting a landing on the marshy shore, renewed our supply of provisions at a farm-house, and returned, besides, with a boat-load of dry hay, which contained a great deal of sweet-fern, and made an aromatic couch, full of slumber. Bow here proved an accomplished cook by making an excellent custard, in a very few minutes. He gave solemn assurance that the result was not an accident. We found the name Bull cut in one of the boards of the shanty, and we afterwards ascertained that a man named Bull, from Concord, had lived in the shanty an entire winter, after the manner of Thoreau at Walden Pond. Whatever the comfort of a structure entirely of boards, about ten by eight, and just high enough to stand in, with one small window, and a door, and a hole for a stovepipe, and a sand floor, in winter, we found it very comfortable during our stay, save when a sudden shower in the morning let in an unneeded quantity of water through the leaky roof. Whether Mr. Bull succeeded in reducing his expenses to eight dollars and seventy-six cents for a year, a feat achieved by Thoreau at Walden Pond, I know not; but our thanks, at least, are certainly due him for the use of his building.

We pulled down river Friday afternoon. The reach below the shanty is one of the longest, if not the longest, on the river. Rough woods lined the shore on the left side beyond marshy meadows, while at intervals farm-houses and cultivated fields appeared on the right. After a while the houses and spires of Billerica loomed up on the right bank. Rowing by the abutments of a lost bridge, we made fast just above the middle bridge, the road from



Old North Bridge

eager, and nervous, it may be, still bravely approaching the crisis. Then came a stray bullet from the Britons, followed by a volley that killed Davis and Hosmer, and then the fire of the Americans, after which an indiscriminate loading and firing until the British retired to the town, leaving the two dead, who were buried where they fell.

It was one o'clock when we ventured to embark again, between the stray drops of rain. In a few minutes we

which leads direct to the village. Billerica is a very handsome specimen of the more modern New-England village. The view down the valley toward Lowell from the head of the street that leads to the river is exceedingly fine.

After rambling through the village, we returned to the river and pitched our tent under a huge oak at the edge of a grove just above the bridge, hurrying the work to escape a shower impending from the north. The stars were shining brightly all over the sky, except where a castled cloud projected itself slowly upward, shot through with constant, vivid flashes of lightning and accompanied by a loud rumbling of thunder. For an hour or more the shadow of the cloud hung above us, and then edged away to the north, a rainless portent.

The next morning we were early on our way. On the left and lower side of a bridge we pulled under, in the course of the morning row,—I think it was here, although it may have been below the Carlisle-Bedford bridge,—is an old weather-stained house, with barn and outbuildings to match, which rivals in quaint, antique grace the Old Manse at Concord.

Above and below the bridge were innumerable lilies, which bloomed almost continually along the river, only in some places in almost tropical profusion. As we were pulling along at the edge of the lily-pads, Stroke plucked a handsome bud, which in a moment broke into full bloom in his hand. The current below the bridge runs quite swiftly at times over several slight descents. By and by we passed a number of rocks strewn about the channel, and entered the pond above the dam at North Billerica.



The oarsman off duty while trolling across the pond succeeded in catching a rock that weighed several tons, and two small pickerel. The dam of the Talbot Mills is easily passed by keeping in the sluice-way on the right to

the road. Then, after a short carry across the road into the mill-yard, you can let your boat over a stone embankment into the river.

We hauled to shore on a perfect sand beach on the right, about two miles below North Billerica, and in the woods beyond found a lively brook of remarkably cold water. At three we started for Lowell and at the edge of the city, after passing under three or four bridges, found our way obstructed by a dam. The river-bed below the dam was completely dry. A canal leads off to the left. Following the canal at first and then turning to the end of the dam, we made a portage over the embankment and put the boat into the canal below the gate. We then had good sailing for about a third of a mile, although we were occasionally obliged to lie down in the boat to escape hitting some of the bridges which crossed the canal. We took the boat out at the end of the canal and made a portage of about three hundred feet through the yard of a mill on the right, and, launching the boat down a steep bank, we were soon pulling across another pond, and quickly came to another dam. The second dam can quite easily be passed to the right, though we found no difficulty, on account of the low water, in getting over the middle of it, and we were soon pulling over another pond, to our great discouragement. We were now in the city and houses lined the hills on both sides of the pond. At the end of the pond on the left was a huge brick mill, and over a high dam we could see the water curling and hear it plunging below. A carry is feasible around a low building to the right of the dam. We approached the dam itself, however, at a corner of the building, and found just space enough, where the water was only trickling over the flash-boards, to pull the boat up and slide her over the dam, and amid the thundering roar of the water, which loudly resounds when one is near below it, we launched her below the fall. Then, after a few strokes, we entered a sort of canal, and shooting across a deep revolving whirlpool, formed by the intrushing waste water from the Merrimac canal, we were borne on the surging current under Merrimac-street bridge into the Merrimac.

We had been two hours in getting by the three dams. No good landing-place appeared near, however, so Stroke turned the boat about and put her, stern foremost, through Hunt's Falls, on the Lowell side. The waves leaped menacingly above the stern, and the spray flew around in little showers for a moment or two; but the swift motion was a very agreeable sensation after the slow work over dams and ponds. The row of brick mills which extends along the south shore of the Merrimac until the view is intercepted by a bend, presents a massive and imposing frontage on the river. We drew to shore at the foot of the rapid, and spent the night in the City of Spindles.

(To Be Continued)

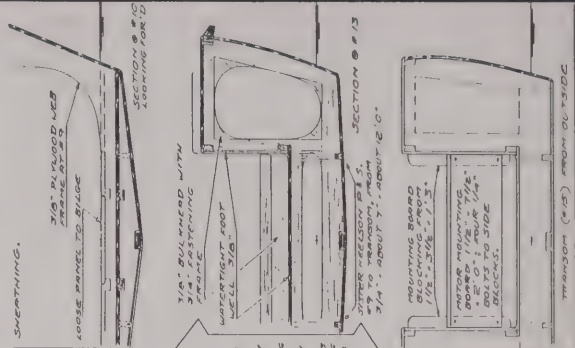
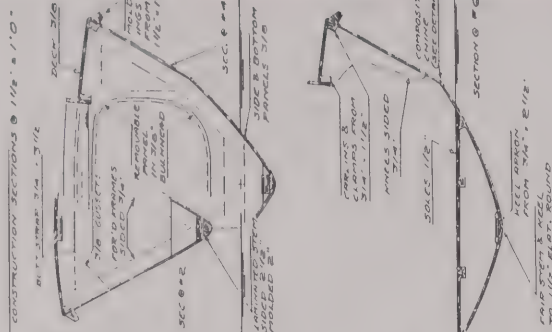
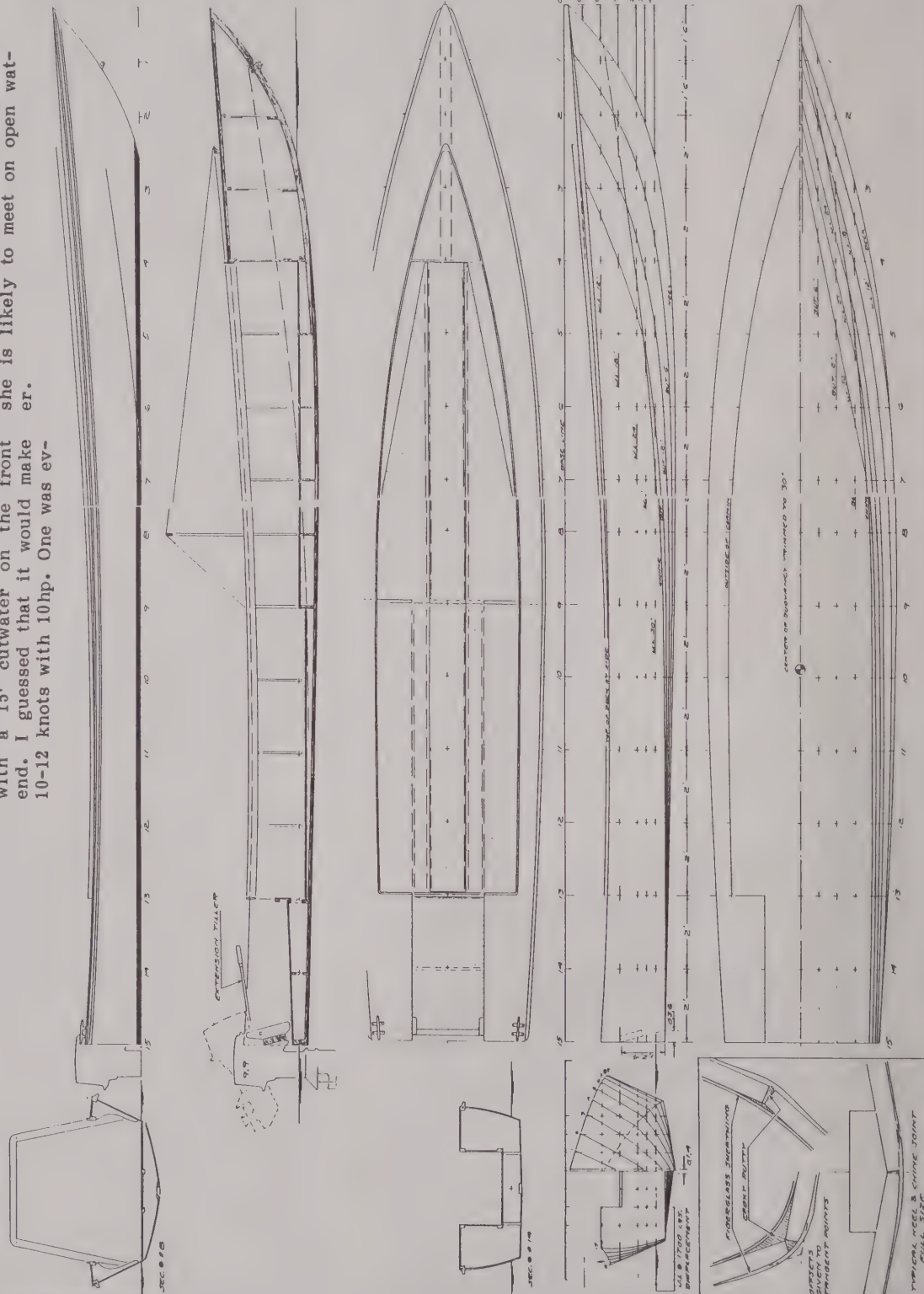
Bolger on Design

Speed Launch

DESIGN #492 29'0" x 5'2"

This design started with an essay in "Small Boat Journal" about an outboard utility based on the "speed launch" of the early nineteen hundreds that could be driven fast with the low powered engines of that time, and slice through choppy water without being stopped. I suggested that readers think of this as an ordinary 14' john-boat with a 15' cutwater on the front end. I guessed that it would make 10-12 knots with 10hp. One was ev-

entually built by Stewart McDougall, the industrial designer. He uses her around Nantucket and is enthusiastic about the performance. He has a 15hp four-stroke motor and estimates her top speed to be 18 knots. Absent a real mile trial I wouldn't bet on that, but I don't doubt that she can run by anything with the same power that she is likely to meet on open water.



SCALE 3/4\"/>

"Moby Dink"

& "Roar"

This past year I have designed and tested a couple of boats for the home builder that have given me a lot of satisfaction in use. I've called them "Moby Dink" and "Roar".

"Moby Dink" is 7-1/2' long and 3-1/2' wide and weighs 63 lbs. I suppose a dinghy like this can be a very cheap introduction to boat building. It can also open an inexpensive door to sailing and be a very useful dink for a larger boat or for boating on small waters.

"Moby" is built from two sheets of 1/4" plywood and that includes the material for the rudder and leeboard. She is nailed and glued together in the old fashioned way and anyone who can build a birdhouse can build "Moby". All her parts are dimensioned so that no lofting is required. She is assembled in the manner of a flat iron skiff so no building jig is required.

"Moby's" sail rig is a true gaff set way up on the forward transom. There are a lot of lines to hook up, but they provide lots of sail control. Once at sea, of course, you need only handle the sheet. Lateral plane is provided by a pivoting leeboard which also doubles as a rowing bench. She balances well and feels very lively and is great fun to sail because she seems to chug along at breakneck speed. But I suppose she never went over three knots. If you've got a pond or a small lake to sail on, this sort of boat is great. I've had "Moby" on bigger waters but I watch out for those whitecaps!

For impulse boating "Moby" is also excellent, because she is so light. My wife and I have a favorite beach a short 1/4 mile from a launch ramp (and about a two mile hike for everyone else). All things considered, "Moby" is the most hassle-free way of getting to this beach that I've found. It's an easy lift to the car top and yet carries us both with our picnic lunch. As a serious dinghy, "Moby" will float two men and rows easily with the 6-1/2' oars shown on my plans.

"Roar" is a more serious boat. I was trying to design an optimum cartop rowing boat. She needed a weight and shape ideal for easy cartopping and a capability which would encourage me to take her about anywhere. She has become the most used boat in my fleet, which numbered six the last time I dared count. She's been rowed in a little flooded strip mine and in the big Gulf of Mexico.



"Roar" is 13-1/2' long and has a 4' beam and weighs 72 lbs. A long, light boat is a joy to load on a car top provided that it is not a double ender. Those guys just refuse to stay inverted for loading. "Roar" has a squared-off transom which ensures she will not right herself when you've lifted her bow halfway to the roof.

"Roar's" construction is taped seam plywood. Again, no lofting or building jig is required. There are no twisted planks, hard bends, or tricky pieces to fit. There are only 21 pieces of wood in the hull. She has a multi-chined cross section which provides a smooth, safe ride in rough water. At the same time she has enough stability that you can stand up in her. "Roar's" maximum beam is well aft, she's more bow than stern. That improves the ride but sometimes I think this may slow her a tad in smooth water.

With the 7' oars detailed in my plans, "Roar" seems to start pulling a wave behind her at 4-1/2 mph. If you slow to 4 mph you can keep up the pace for hours in good conditions. She will easily float two big men and their gear and the extra weight hardly slows her.

"Roar" has a big skeg to keep her bow from blowing around in a breeze. I avoided a full-length keel because of the extra draft ("Roar" draws 5" at 500 lbs displacement), but also because the keel forms a hard spot which would not allow

her to sit flat when beached and might cause her bottom to crack. As is, she beaches perfectly. You can camp in her because her bottom is wide enough to lie on and has no frames or stringers to dig into you.

My plans for "Moby Dink" are \$15 and for "Roar" are \$10. They include detailed instructions, although anyone familiar with Harold Payson's teachings already knows how to build them.

Jim Michalak, 118 E, Randle St., Lebanon, IL 62254.



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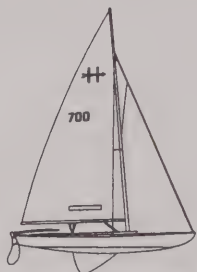


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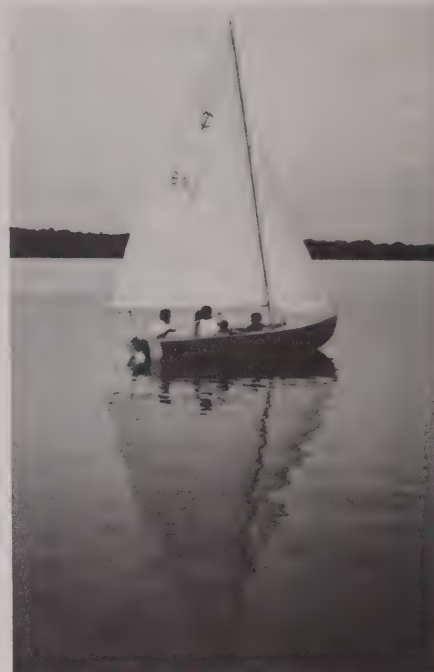
What YOU Are Building

NORAH'S TOWNIE RELAUNCHED

We relaunched Norah's Townie (bought from Norah Mitchell through the Pert Lowell Co. of Newbury, MA) almost a year ago now, and in retrospect it seems to have been after an awful lot of work. She's all refinished except forward of the first sawn frame under the foredeck. I didn't think that working up in that small forepeak with a heat gun was likely to result in a long and happy life. A Sandvik carbide scraper worked very well and never needed sharpening, but sanding was the cause of much language of the sort I'd rather not use around kids. The only good way to sand the inside of a lapstrake hull is to do so before the pieces are assembled!

I painted her green outside, tan inside, with off-white decks, and probably didn't put enough coats of varnish on the mahogany parts. She now has a carbon fiber reinforced mast as there were some suspicious looking cross-grain cracks at the spreaders, and there is a lot of very sticky "wonders of chemistry" in the seams. She still leaked some around the centerboard case, although I may have that fixed this year. I replaced the galvanized steel centerboard, after 30 years in salt water maybe two-thirds of the original were still there. I saved a few of the barnacles for souvenirs as we don't have them around here.

Tom says his Townie talks to him, but mine hadn't until I mixed a little of the dark green topcoat with the white primer to make it easier to cover, and ended up with a hideous swimming-pool-bottom turquoise colored primer. The boat began to complain bitterly. It is, after all, a conservative New England boat and didn't at all appreciate being painted in a color more



appropriate for boats sailed by Rastafarians on waters bordered by palm trees. It calmed down when the dark green topcoats went on.

I've been having great fun with the Townie. She has proved to be a marvelous boat, comfortable, easy to sail, able to handle a crowd with ease, and absolutely unperturbed by the worst sort of chop that we get on our lakes. I've been particularly impressed with the way she keeps moving in the lightest of breezes. As the most common sort of sailboat around here are various classes of racing scows, the Townie's speed is not very impressive in comparison. But if I had wanted to go fast, why would I have a sailboat at all?

Keith Wilson, 2004 Laurel Ave., St. Paul, MN 55104.

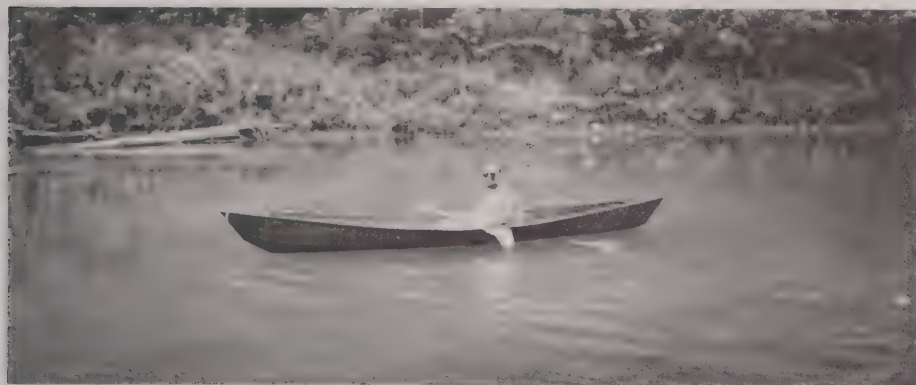


"QD II" IDEAL

Here's a photo of our "QD II", my first boat. It came out under 16' and 45 lbs, ideal for "we of the bad backs". Please include more

beginner plans in future issues to better serve us "little guys".

Jim Adams, 226 Diecke Rd., Crescent, MO 63025.



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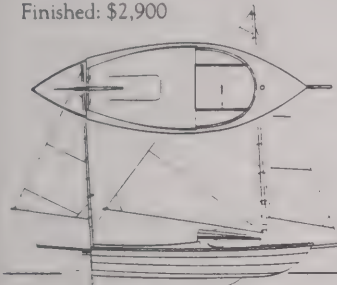
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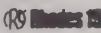
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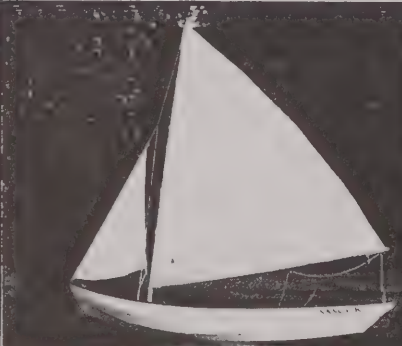
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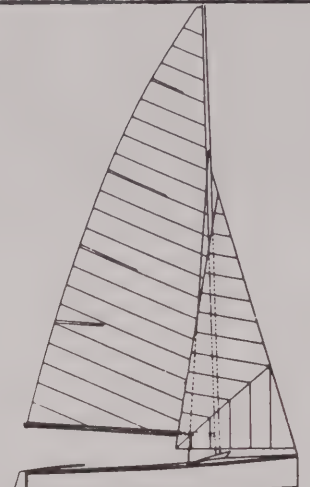
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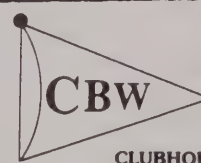
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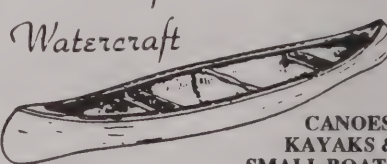
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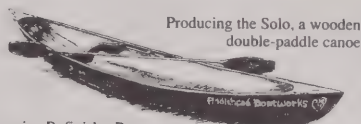
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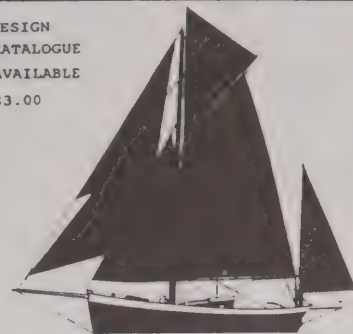
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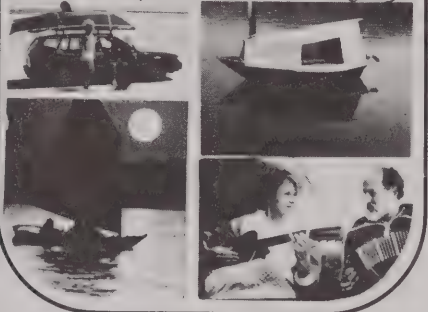
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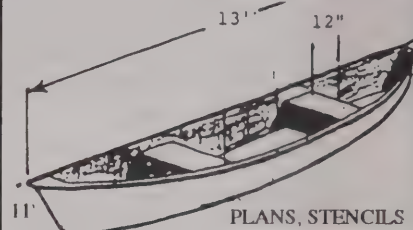
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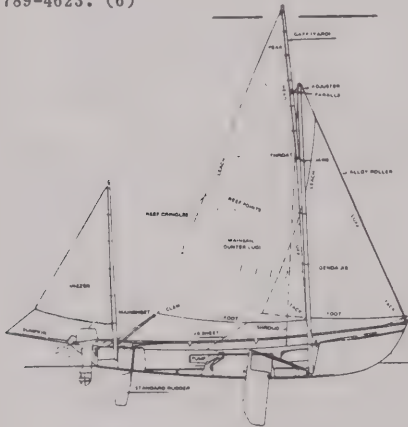


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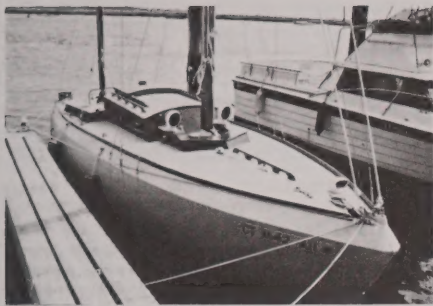
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JOHN MAHONEY, Neptune, NJ, (908) 988-3211. (5)

DORIES. Hankins NJ lifeguard boat, cedar on oak lapstrake, 17', 300 lbs, redone. \$850. Naus lifeguard boat, lapstrake 17', 300 lbs, nds some wk. \$580.

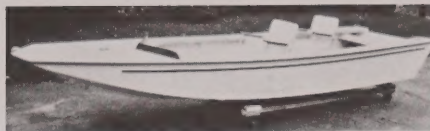
JOHN MAHONEY, Neptune, NJ, (908) 988-3211. (5)

RHODES 19 SLOOP, cb, custom tilt trlr, 2 sets sails, roller furling genoa, spinnaker, running lights, Johnson 4hp ob, boom tent. All in gd cond, ready to sail. \$2,200/bo.

ANDY SISTRAND, Seymour, CT, (203) 888-2074. (5)

UNIQUE BOATS. 16' Redmond Whisp, \$1,000. Sailing rig for Whisp, \$500. 23' Bolger Light Schooner, \$4,000 w/trlr. 15' Wittholtz catboat "Corvus", \$5,000 w/trlr. All near new cond, would like to sell 2 of them, I've just got too many.

B.R. DE KEYSER, 13314 Villa Park Dr., Austin, TX 78729, (512) 258-9798. (5)



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

BOB WHITTIER, Box T, Duxbury, MA 02331. (6)



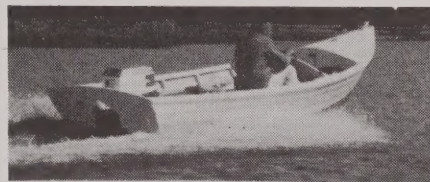
CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.

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

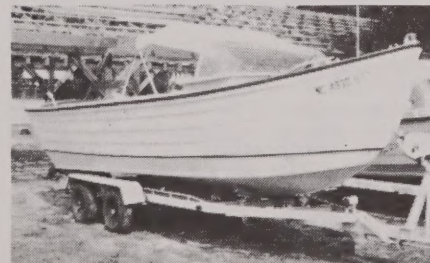
CHRIS CRAFT BUFFS. Did you know that there is an organization for you? For more information, contact:

CHRIS CRAFT ANTIQUE BOAT CLUB, 217 S. Adams St., Tallahassee, FL 32301-1708, (904) 224-5169, FAX (904) 224-1033. (TF)

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Classics of the North Carolina coast. Outstandingly seaworthy, fast with low power, light, simple plywood lapstrake construction. Detailed plans and directions; no lofting. SEA SKIFF 18 (photo above) featured SBJ #51. 17'1" by 5'7" by 5" draft; 20-40 HP. Plans \$30.



SEA-SKIFF 20: (photo above) the big offshore fisherman. 19'4" by 7'6" by 10"; 50-70 HP. Plans \$45. Information on both, \$1. CAPE FEAR MUSEUM ASSOCIATES, 814 Market St., Wilmington NC 28401, 919-341-4350.

17' THISTLE, hull #36. Blt 1945 of hot molded mahogany. Beautifully restored. 2 sets sails, spinnaker, cover, trlr. \$2,500.

JOHN PAGE, 151 S. Champlain St., Burlington, VT 05401, (802) 862-7427 or 860-6474. (5)

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ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available. KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

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16' RANGELEY LAKE BOAT w/small transom. Older make w/pins for oars. Nds refinishing & some rib & plank work. \$350.

KEVIN MARTIN, Epping, NH, (603) 679-5153. (6)

PENN YAN CARTOPPER, fair cond. \$700. KEVIN MARTIN, Epping, NH, (603) 679-5153. (6)

PISCATAQUA RIVER WHERRY, new, nds some paint. \$1,200.

KEVIN MARTIN, Epping, NH, (603) 679-5153. (6)

WANTED, Westerly 23' Padgeant w/trlr. Must be affordable price.

KEN PAGANS, Corpus Christi, TX, (512) 949-8534. (7)

16' THAYER WHITEHALL pulling boat, never used. \$1,500.

KEN PAGANS, Roanoke, VA, (703) 343-2700. (7)

WEST WIGHT POTTER, gd cond w/galv trlr, bow pulpit, side rails, main, jib, genoa, bunk cushions, anchor & line, tiller tamer, whisker pole, extra rudder. Asking \$2,700.

RON LACASSE, Fairhaven, MA, (508) 996-0303 aft 5. (5)

CRUISING GEAR. Alcohol stove, 2 burners, exc cond. \$35. Old Port starboard light for catboat. \$50.

C.L. CLARK, Box 133, Cumberland, RI 02864. (5)

SAILS WANTED. Need serviceable sails for a Cape Cod Knockabout, please call and let me know what you have.

KEN MEYER, Whitefield, ME, (207) 549-5741. (5)

SHEARWATER MK IV CATAMARAN, gd FG hulls, poor wood, gd spars & stdng rigging, poor sails, gd trlr. \$550. Can deliver in New England.

KEN MEYER, Whitefield, ME, (207) 549-5741. (5)

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1920 ELCO CRUISER, 33', 6cyl Chevy marine gas engine. Slps 4, head, galley, depth finder, radio, antique compass. Restored 6 yrs ago. Nds some work. \$8,000. RAYMOND LIBERTY, S. China, ME, (207) 873-4131 or (207) 968-2818. (6P)

GEAR SALE. Allcraft 20gal monel water tank, \$50. New 26 gal Tempo Model CG275 fuel tank, \$60. 3-blade, 22"OD, 22PT, 1-1/2" shaft, 3/8" keyway, RH Mich prop, \$60. 3-blade, 21"OD, 20PT, 1-1/2" shaft, 5/16" keyway, Hyde prop, \$40. 15 bronze turnbuckles, 3/4" diam screws & stay wire & chainplate fittings, \$35 ea. Chrome plated bronze steering wheel, 15"OD, 1" bore, 1/4" keyway, \$40. 1-3/4" bronze shaft brg, flange 4"x8", overall length 9-1/2", new insert, \$60. Raritan Crown head, Model DD, 12 volt, like new, \$75. Paragon hydraulic transmission, Model 6B955, 2.91:1, 3-15/16" offset on output shaft, \$300. 1-1/2"x7/3" SS shaft, no taper, new, \$130. RICHARD WALDRON, Revere, MA, (617) 846-6576. (6)

DELAWARE DUCKER, just completed from Thayer (FG) hull. Airex, FG, epoxy deck, foam flotation, 59 sq ft leg-o-mutton rig, Shaw & Tenney oars. Selling for cost of building, \$1,300, you get my labor for free. DON HURD, Annapolis, MD, (410) 263-5101. (6)

1984 DOVEKIE, trlr, new canvas Bimini & porch, new motor mount, marine battery & electric motor, salon deck grate, porta-potti, ground tackle & safety equipment. \$5,500. JIM CARTWRIGHT, OH, (216) 792-4270. (8P)

14' SWAMPSCOTT DORY, c. 1910, restored to workboat finish, pulls well, sail rig, trlr. \$600 or BO. KARL BERARDI, Bedford, NH, (603) 668-4445. (6)

24.5' SLOOP, 1976 American. This is a large rugged cruising boat w/standing hdrm & 30" draft. Sails well & is vy forgiving. Tandem trlr. \$6,000. KARL BERARDI, Bedford, NH, (603) 668-4445. (6)

14' STARCRAFT ALUMINUM BOAT, 20" transom, oldie but goodie. Located in Falmouth. \$499 firm. Sears-Granada 3hp OB. \$150. FRANK CLOUSE, Worcester, MA, (508) 791-4766. (6)

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30



33' L.F. HERRESHOFF "MEADOWLARK" shallow draft leeboard sharpie coastal cruising ketch, blt 1962 under L.F.'s supervision. Cedar & yellow pine on white oak, authentic L.F.H. hardware, 5hp Yanmar diesel (250 hrs), VHF, propane stove, porta-potti, etc. Cabin slps 4 in comfort, 6 in a pinch. Exc cond. Further reduced to \$12,000. BOB SILVIUS, 20 Wolf's Neck Rd., Freeport, ME 04032, (207) 865-3947. (6)

15' WEST WIGHT POTTER SLOOP, 2hp Seagull OB, trlr w/spare tire. Rigged & ready to go, w/anchor, cushions, etc. \$1,695.

RICHARD KNIGHT, 2600 Chapel Dr. E., Saginaw, MI 48603, (517) 792-5245. (6)

33' CLASSIC ALDEN MALABAR SLOOP (57), mahogany on oak, Atomic 4 engine (500 hrs), \$16,900 firm. Jack Sample, Beverly, MA, (508) 927-2082. (5P)

1957 MERCURY OB, 28hp Super Hurricane Mk 28A. Stored for many yrs, \$350. CHARLES CHASSE, Amesbury, MA, (508) 388-3135. (6)

CUSTOM HERRESHOFF SLOOP, 1960. LOA 23'6", beam 7', draft 2'2", K/CB, main, jib, exc shape, genny, spinnaker. Recent expert rebuild; new frames, refastened, new deck, cockpit and cabin. Spars refinished. Mahogany planking. A vy gd sailer. Dinghy & mooring equipment incl. A vy pretty able craft. \$5,000. ELISABETH CLARK, Osterville, MA, (508) 428-4792. (6)

1949 OLD TOWN HW 17' wood/canvas canoe w/sponsons. Grt canoe for big water, STABLE. Exc orig cond. Green w/gold stripe. Floorboards, fan backrest, paddles. \$900. SUE AUDETTE, Manchester Ctr, CT, (203) 456-0558. (6)

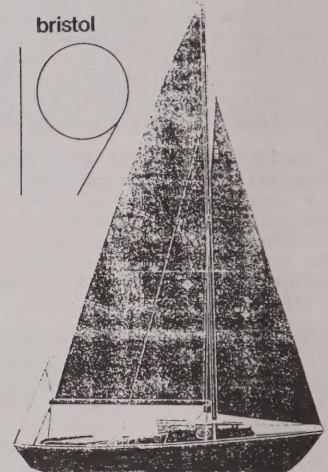
K-2 WOODEN DOUBLE KAYAK, Max (Anderson?) model, older boat, mahogany hull, canvas decks, probably '60's, has outside rudder (nds cable work), high coaming around cockpits. Formerly met Olympic specifications but much more stable than what we now paddle. Wood in gd cond. \$400. SUE AUDETTE, Manchester Ctr, CT, (203) 456-0558. (6)

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. (6)



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TRIPPER 16 CANOE by Country Ways. Mahogany ply, stitch & glue w/West Syst epoxy. Lightweight & strong, bright finish. A beauty to paddle, portage & view. \$495.

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16' PLYWOOD CRUISER similar to Bolger Micro. Roller-reefed lugsail & sculling oar. Previous owner blt & sailed it to FL from CT & back. Ballasted for stability. \$550.

RON KOWALSKY, Haddam, CT, (203) 873-8867. (6)

15' CHRYSLER MUTINEER FG daysailer, cuddy cabin, furling jib, main, trlr. Fast & stable, stored inside, in exc cond. \$1,500 or BO.

RICHARD BRIDGE, Westmont, NJ, (609) 854-4913. (6)

CUSTOM BOAT TRLR, 25'x8', dual axle, electric brakes, \$1,500. EVERETT, NH, (603) 895-0467 days, (603) 595-1306 eves. (6)

ODDS & ENDS. Sears Granada 2hp short shaft motor, \$150. Porta-bote sail rig, \$99. Older Eagle depth sounder, \$99. FRANK CLOUSE, Worcester, MA, (508) 791-4766. (6)

COZY CABIN overlooking beautiful Hudson River in Orange County, NY. Grt vacation getaway, lots of boating & hiking, etc. \$13,000. Land rent & taxes \$2,000/yr. Would consider trade for a boat of character.

JIM MURRAY, Ft. Montgomery, NY, (914) 446-5560 eves. (6)

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BULLSEYE WANTED, recent model. RICHARD FOSTER, Portsmouth, RI. (508) 679-2166 days, (401) 683-6844 eves. (6)

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20' POWER DORY, copy of a turn-of-the-century power boat at MMM. Blt 1987, pine on oak, varnished coaming & hatch cover. \$7,000 w/o engine, \$7,800 w/4hp make & break. ROB STEVENS, Small Point, ME, (207) 389-1794. (5)

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21' SUNRUNNER CUDDY, 1988, 350 Mercruiser Alpha 1, galv trlr, 55mph+, vy gd cond, 1/2 of book at \$5995. Located in Falmouth, MA. FRANK CLOUSE, Worcester, MA, (508) 791-4766. (6)

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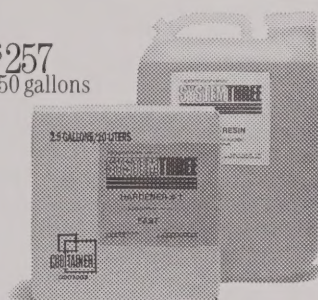
half so much worth doing



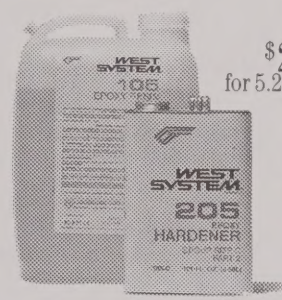
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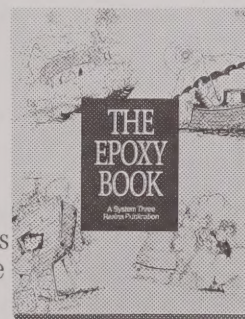
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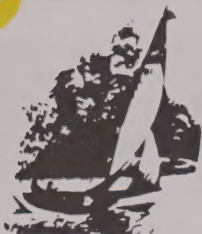
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