

Twice a Month!



messing about in BOATS

Volume 10 - Number 7

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COMMENTARY



messing
about in

BOATS

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Publisher & Editor, Bob Hicks

Our Next Issue...

Will continue to feature summer events, with Joe Raymaker's report on the Seattle Wooden Boat Show, and my look at the Strawberry Banke Small Boatbuilders' Day. A report on another event, the Blackburn Challenge Race, is also a sort of adventure story as Paul Murray vividly tells us how it was for a new guy to go rowing in a 20 mile ocean race. Two other adventures we might find room for are Andre Venables' tale of three days on the Hudson in his Sea Pearl and Carl Erickson's report on visiting the Tall Ships by kayak. The major adventure story, however, will be Dan Leonard's, "Camp-Cruising on Moosehead Lake". A couple of designs we'll look at are Karl Stambaugh's "Shoestring" multi-use outboard cruising boat offered by Gerry Clements of GFC Boats, and Hogtown Bayou's Cruising Wherry for sliding seat rowers. We'll have a review of Thomas Firth Jones' new book, "Low Resistance Boats" and a few more of your "What YOU are Building" project reports.

On the Cover...

We haven't had a launching photo on the cover for awhile, but a last minute call from the Burnhams of Essex, Massachusetts on the 4th of July got us over to the launching of Harold Burnham's Muscongus Bay sloop, and the resulting photos I took included the one gracing this issue's cover.

We sailed into Mattapoiset harbor on a Wednesday evening in late July on Richard Zapf's "Red Zinger", his home-built Bolger-designed 28' cat yawl. "There's nobody here," Richard exclaimed as we surveyed a harbor which did indeed display many empty moorings. As we sailed through the mooring area with plenty of room to spare, he went on, "I couldn't do this here last year, it was so crowded."

I had joined Richard on this second week of his vacation cruising in Cape Cod waters for a three-day stint as crew after his family had departed for home at the end of the first week, their usual arrangement. The original crew for this second week had been unable to obtain the necessary vacation time at the last moment and I was one person Richard knew who was not locked into employment work weeks. But I had much to do and had offered him three days. We were to meet the next replacement, another self-employed small boater, in Mattapoisett this evening.

A passing sailor heading for his Quickstep in his dinghy stopped to advise us, as we were anchoring, that we could use most any mooring around us that was vacant, "nobody's been on them all season", he explained. The moorings were set out to hold the spots, even if the boats were not getting launched this summer.

"Lot of damage from last Fall's hurricane?" I ventured to speculate.

"No, not much, I think it's just the economy," was his reply.

Well, Mattapoisett was the most extreme example we encountered during what became my four-day stint; Waquoit Bay, Quisset harbor and Plymouth harbor all were more crowded, but not lacking at all in available empty moorings handy to wherever we chose to spend the night. A lunch stop in Marion revealed a more crowded harbor, a yachting town, its club fleets and member boats reflected a stronger commitment to sailing on despite the uncertainty of business and jobs. None of them sailing though.

When the Wednesday crew also was unable to make it due to an unanticipated business emergency, I abandoned earlier ideas about getting back to work and stayed on with Richard for another day, so he could get on through the Cape Cod Canal to Plymouth, from where he could single hand on to Scituate and then be joined for the weekend on the last run home to Ipswich by a fellow Ipswich Bay Yacht Club member. I didn't mind, I was enjoying my first "extended" coastal

cruising. "Red Zinger" sailed nicely in the good breezes we had, and her accommodations were comfortable. Even our cooking was adequate, plenty to eat at least.

This weekday cruising was so nice, there was just about nobody out there, boat traffic was thin indeed. We passed through Woods Hole late on Tuesday afternoon in a brisk southwesterly on the top of the tide, supplementing the sails with the Yamaha outboard "just in case" when passing through the tight zig-zag in the channel. With virtually no other boats in sight, it was a minor misfortune that two which were in view, a powerboat and a small Coast Guard 40 footer, both rounded the buoys by the pile of rocks at the tightest spot when we did, going the other way, and their big wakes gave even "Red Zinger" a bucking bronco ride for a bit.

But, that was it for meeting other boats. From Green Harbor in East Falmouth, where fog had kept us holed up until early afternoon, to Quisset, with long tacks into the southwester out into Vineyard Sound and back, and rounding into Quisset, after passing through Woods Hole, as thunderheads loomed further up in Buzzards Bay, we saw hardly anyone else afloat.

Thursday we had a nice sail up to the Canal virtually alone on the water, and traffic through the Canal was also minimal, a couple of other sailboats and one or two small powerboats. The standing waves from the current were huge in places, we had hit the tide at maximum eastward flood, a fast trip through the 8 miles under power. Emerging into Cape Cod Bay, we saw a tug and barge approaching and a couple of Coast Guard boats hanging about a ways off the Canal entrance like local cops looking for something to do.

We reached off northward to Plymouth on a nearly empty bay, and for several hours cruised past the cliffs at Manomet. As we entered Plymouth we were joined by two other sailboats that had been following us at some distance. As one of them, a 40 footer, powered by us, the skipper, who had gone way up to the outer channel marker off the tip of Duxbury Beach while we sailed in over the shallows shortcutting to an inner channel marker, hailed us, "How much draft?" When Richard held up his hands 18" apart, the skipper nodded, "I thought so, I was tempted to follow you in, but then..." Smart man. He wasn't in a Bolger boat.

The channel into Plymouth makes a big horseshoe loop along the

back of Plymouth Beach before arriving at the waterfront. The rain had begun and was getting serious as we approached the "Mayflower II" and Plymouth Rock. Where to tie up? Well, right there scarcely a hundred yards from the "Mayflower" were several vacant moorings. The first one we picked up had that now familiar beard on its pickup pennant. So, my cruise ended a hundred yards off Plymouth Rock, an easy short row to the dinghy dock in "Red Zinger's" tender, a Bolger "CARTOPPER" Richard had also built.

Having nothing to do for many hours at a stretch over four days was an unusual experience for me, the sailing was pleasant but undemanding much of the time. I dunno how much of this inactivity I could stand though, there's so much to do here that I haven't been able to get to, things I WANT to do, as well as those I OUGHT to do. But, it was a pleasant interlude, even if it is in part a reason why this issue is getting to you kinda late.

HAPPENINGS

Mighty Merrimack Rowing Race, August 30, Rings Island Rowing Club, Salisbury, MA, (603) 465-7920 (change from August 1st listing).

Lowell's Boatshop History Lecture, September 10, Lowell's Boat Shop, Amesbury, MA, (508) 388-0162.

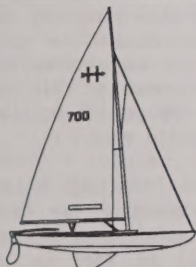
Constitution Cup Regatta & Small Craft Meet, September 12, Philadelphia Maritime Museum, Philadelphia, PA, (215) 925-5439.

43rd Annual Massapoag Regatta, September 12-13, Massapoag Yacht Club, Sharon, MA, (617) 784-6257.

Basic Dory Building Course, beginning September 15, Lowell's Boatshop, Amesbury, MA, (508) 388-0162.

Second Annual Duckers' Day, September 26, Piscataqua Gundalow Project, Durham, NH. (207) 439-0886.

Simmons Sea Skiff Day, October 3, Cape Fear Museum, Wilmington, NC, (919) 341-4350.



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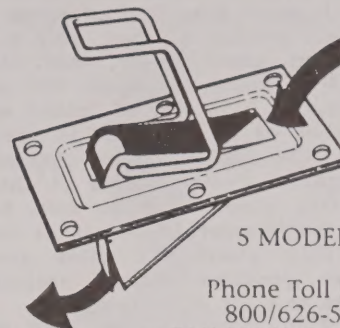
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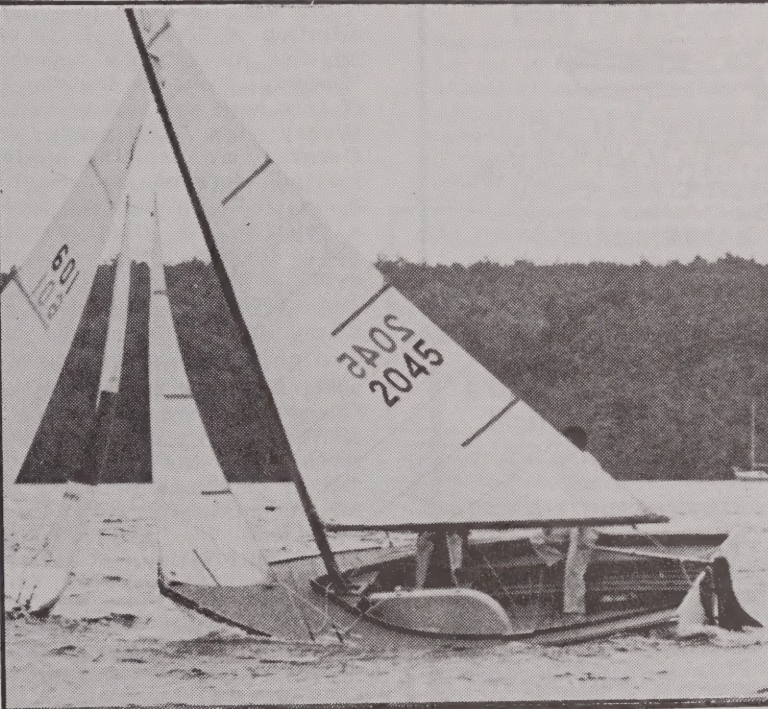
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R.L. Baird, 619 N. "A" St., Wellington, KS 67152.

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DELIGHTED WITH "BOATING TRIPS..."

I am pleased to find the serialization of "Boating Trips on New England Rivers" now appearing in "Messing About in Boats". A copy of this book was part of our family library when I was young, and influenced my cruising style. I'm looking forward to reading it again. H.P. Fellows was said to be a relative, my great grandfather, A.J. Fellows, was the original owner of our copy.

Derek Van Loan, Mill Valley, CA.

ED. NOTE: Derek is the designer of the 8' cruising sailboat "Sleeper" featured in bygone issues of "Messing About in Boats", most recently in the June 15th issue, "March on Richardson Bay". Plans for his minimal cruiser are available from him at 186 Altamonte Blvd., Mill Valley, CA 94941, (415) 388-0743.

A DELIGHTFUL EXPERIENCE

Last November we had a delightful experience while in London, one that I recommend to readers. For the second year a musical version of "Wind in the Willows" was being presented at the National Theatre. It had been sold out by the time we got there but by queuing up at the box office 1-1/2 hours early for "returns" we got two excellent seats for this entertaining musical mounted on a revolving stage that created all the wonderful scenes; Ratty's house, boating on the river, Toad's motor-car escapade, etc.

David Carnell, Wilmington, NC.

ABOUT THE TIDES

The author of the article on rowing to Nova Scotia in the May 15th issue asked for an explanation of the tides. Willard Bascom's "Waves and Beaches" does this, and much more, in a clear and enjoyable way and I'm sure that he and others would enjoy reading it.

Bruce Winterbon, Deep River, ON.

A QUAHOAG CALLER

That fellow up on the Cape who has been using the pretty sailing skiff shown on the June 15th cover for setting out quahoag decoys (according to the caption) could have saved himself the trouble.

Years ago, another misguided Cape Codder, Newcomb Eldredge of Brewster, made several efforts to design a quahoag caller. Then Newk found, to his embarrassment, that because they lack the extensible foot possessed by their cousin the soft shelled clam, quahoags won't come when you call them anyway.

Neil Wilson, Annapolis, MD.

NO PLANS FOR HIS BATEAU

David Carnell is mistaken in thinking that plans for my bateau are available from Mike Alford at the North Carolina Maritime Museum ("Your Commentary", May 1st). Mike's plans are for a shorter (13-1/2' vs. 16-1/2') model, consequently a slower boat. There are no plans drawn for my bateau, only a chine plank pattern and a mid-ship mold.

David Mitchell, 5204 Old Myrtle Grove Rd., Wilmington, NC 28409.

LOOKING FOR "TAXI" PLANS

I'm looking for plans for "Taxi", a 7'6" plywood tender designed by Ken Latham of Boston. The design was a runner-up in a contest held by "Cruising World" and is described in their October 1981 issue. The address they forwarded to me for Ken Latham is no longer valid. Should anyone know where I might obtain a copy of these plans I'd appreciate hearing from them.

Al Swanson, HC 57, Box 71A, Sugar Island, Sault Ste. Marie, MI 49783.

HOW ABOUT A MAC KENZIE DRIFT BOAT?

How about publishing some plans and construction details for a MacKenzie Drift Boat?

Richard Nehring, Pentwater, MI.

ED. NOTE: Plans and construction details for most designs are the property of the designers and cannot be printed in a magazine for anyone to build from. If anyone knows of this boat design requested we could publish informational details about it.

TO BUILD A "VIKING SHIP"

I am looking for designs and ideas for building a small "Viking Ship" about 16 feet in length. It must be relatively cheap to build and maintain. I wonder if any readers might have some suggestions?

Tom Page, 5 Scotland Bridge Rd., York, ME 03909.

ABOUT THAT "SELF-STYLED EXPERT"

In "Commentary" of July 1st, the last three paragraphs concern one of those "self-styled experts" at a canoe demonstration who took out one of those "flying diamond shaped flat water canoes." THAT WAS ME!

Unless there were a number of other people who turned over that boat, I was the "self-styled expert" who turned over in it. Not once, but twice. I took it for two good half-mile runs, but both times when I was about 30 feet from the shore landing, and trying to make a gentle turn towards the shore, it rolled. When asked by a nearby boater if I needed a hand, I said, "Thanks, but I can touch bottom already." I didn't realize, of course, that the canoe rep had said in front of the editor of this magazine, "Let him swim, he deserves it". Not that I would have thought that the editor of "Messing About in Boats" would have thought this was a reasonable statement.

Concerning making editorial comments from one side, perhaps you should know that I subscribe to "Messing About in Boats", thereby qualifying myself as a great boater by that fact alone. But even more, I have canoed for twenty-five years, have been to the Arctic Ocean twice by canoe, canoed almost all the rivers of Maine, and many of the rest of the rivers of New England, raced the Esopus and Hudson Rivers (Derby and Upper Blue Gorge section), have a Class III AMC canoe rating, and kayaked and canoed and camped from Stonington, ME (circumnavigating Mt. Desert Island) to Stonington, CT. I row in rowing shells, some of which are about 19' wide and 24' long, with the Mystic Rowing Club, and fish for bluefish and small tuna from my 17' Old Town Penobscot offshore on Fisher's Island Sound and offshore at Martha's Vineyard. I am a hike leader for the Appalachian Mountain Club and often give canoeing instruction at one of their camps.

Perhaps the reason the rep was so "satisfied" when a prospect rolled this canoe was that before taking out the "Darth Varder Racing Canoe" which we are talking about, I had said to him that "this canoe looks somewhat unstable."

He said, "It can be if you don't know how to paddle a canoe properly."

To which I replied, "I would like to try it out as I had never been in such an unusually-shaped solo canoe." Did I listen to him? Yes!

He said, "Well, take it out if you want."

Nothing else. Nothing about keeping the boat absolutely flat or NOT leaning into a turn. Mind you, this canoe was fast and would

not turn easily, if at all, and I did not expect such a long thin canoe to turn easily, but when deciding to head for shore, I found a slight turn was necessary and I did lean toward the turn and went right over, twice.

If the rep found this a "moment of quiet satisfaction" and that I "deserved it," I think he (and you, if you agree) are poor sportsmen, not just poor boaters. I didn't complain, I didn't make a fuss, just put the boat back on the grass by the rep and said, "it sure is unstable when making a turn." Then I left to see a demonstration of rolling white water canoes, as I had recently bought a Dagger Caper from Baer's River Workshop, and Bob Foote, one of the best, was demonstrating this technique.

After that I went home to my old Mad River TW Special, my Old Town Penobscot 17, my Mad River Courier, my Dagger Caper, my 1950 Grumman 17, my hand-built 14' Pack Canoe, my Alden Ocean Shell, my Small Craft Ocean Racer, and last, but not least, my 15' West Wight Potter.

I did not know until reading your "Commentary" what it takes to give some trade reps (and perhaps some editors) a "moment of quiet satisfaction". I think you have it all wrong and perhaps the rep was the smug self-satisfied south end of a northbound horse, if that is how he felt about someone "rolling" that pricy little diving machine.

It would seem some editorial comment might be made about a boat (I will not call it a canoe for the moment) designed only to "beat the rules"; boats which are not "boats to mess about with"; the need for every editor to always keep in mind that there are often two sides to a story; that people swimming near a boat almost always points to some problem, and it may not be the boaters; that a boater who is swimming should not be a "measure of quiet satisfaction" no matter how expert or smug the rep, even if there is no danger in the situation.

Albert Haberle, DVM, Noank, CT.



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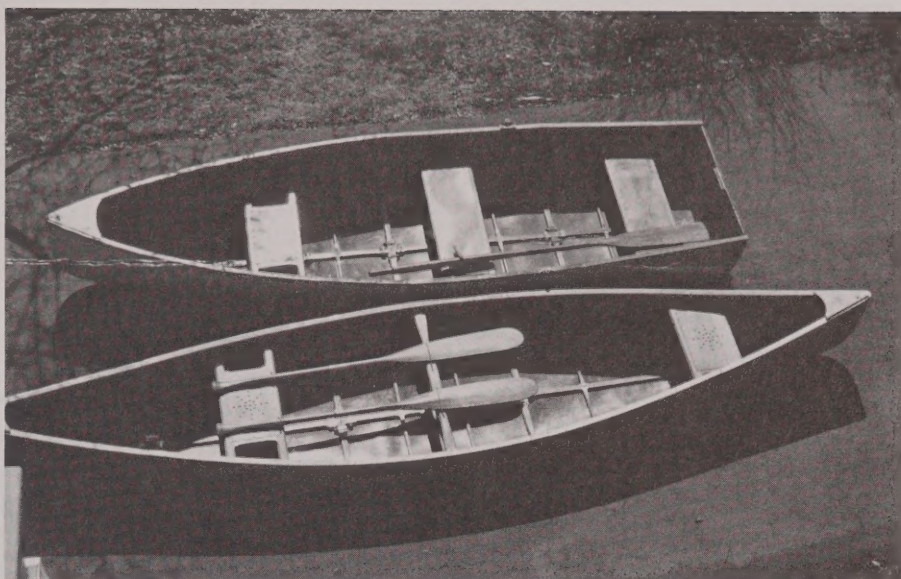
The No-Octane Regatta at Blue Mountain Lake in the Adirondacks in late June came on the same weekend as the Wooden Boat Show at Newport and the conflict cut into the boat builder representation at the event, but support from owners of classic small sail and human powered boats was good, with over 50 boats taking part in the Grand Parade, with many owners dressed in period costumes. A full two days of activities were scheduled, Saturday involving the participants and their boats on the Lake, and Sunday devoted to Adirondack Museum exhibits and local historic tours. Walter Fullam's photographs catch some of the ambiance of the occasion for us.

At left a Long Lake Guideboat built by Warren Cole in 1900, owned by Russell Barrowman of Blue Mountain Lake. At right a 1989 Adirondack Guideboat built by Bill Michelfelder of Keene, NY.

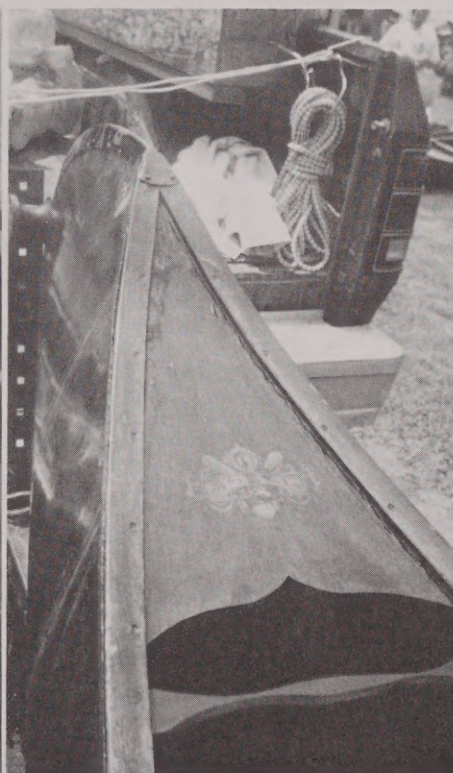
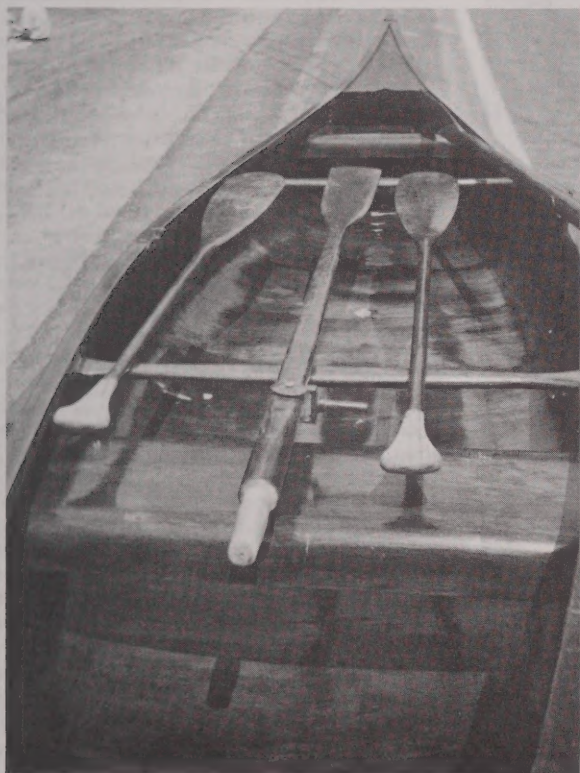
A pair of reproductions of paddle-wheel boats powered by arm power, from the Adirondack Museum collection.



Mark Supley and family of Scotia, NY, own this 1946 canoe.



Two examples of Link collapsible boats from the late '30's, a rowboat and a canoe. Each is composed of molded bakelite sections which latch together into a hull which is then fitted into a tailored water-proof canvas skin.



This unique canoe was built of birchbark veneers in the 1920's by the Haskell Boat Co. of Ludington, Michigan. John Hosley of Long Lake is the present owner, and he has it on display at his store in that town. He says that 30 of these were built and only 8 are known to survive today. The 16'9" canoe was fitted out for rowing as well as paddling. Birchbark was used throughout, with 1/8" veneers forming the hull and laminated over molds to form the seats.



Shetucket River Cruise

by Jim Lacey

The 18th annual Shetucket River Fest took place the weekend of June 20, with a leisurely cruise down river from Lauter Park in Willimantic to Babe Blanchette Field in Baltic on Saturday, followed by a race over the same 14-mile run on Sunday. These events were jointly sponsored by the Connecticut Canoe Racing Association, the Columbia Canoe Club, and the Willimantic Recreation Department. The turn-out for both events was modest, some 60 paddle craft having registered for the cruise and about half that number for the race. Despite the summer solstice which occurred on Saturday, the weather was cool, damp, and cloudy, with showers and thunderstorms predicted for both days, which may have been responsible, along with the coincidence of Father's Day, for the lackluster turn-out.

With Barbara as coxswain seated in the center, our daughter Beth paddling in the bow, and me in the stern, together with picnic baskets, flotation gear, and other paraphernalia, our 14' Allagash was loaded to capacity. After launching the canoe backwards, plowing through the overhanging branches of a tree in the swift current, and taking a turn or two sideways, we settled down and cut out the slapstick. The Park Department releases water from Mansfield Hollow Dam for this event every year, and the current, particularly along the Natchaug, seemed swifter than usual. I noticed considerably larger boats than ours shipping water in the rapids. It occurred to me that if lightning began to crash and rain to pour down steadily, we would be in for a long day. The gusty wind and ominous sky were worrisome enough.

Scenic view to our rear.

Picnickers at the Scotland Dam.

Preparing to launch for the second leg



At first we amused ourselves keeping track of our location, identifying the various bridges we passed under, noting the confluence of the Natchaug with the Willimantic River and other identifiable topographical features, but soon we parted company with Route 32 and found ourselves in what could have been an Alaskan wilderness. As the river widened, so did the sky and the horizon, and the bluff banks, thick with dark cedars and elegant pines and graced with mountain laurel in bloom, suggested some remote, more celestial corner of the world. At one point, Barbara called attention to the scene behind us, the spreading river with banks suggesting vanishing-point perspective leading the eye to a high hill in the distance, with a few cheerful canoes in the offing adding flecks of color to this study in green and gray. As I look at the print now, I see that the hill has been flattened to a shadow and the sky washed out entirely. But then memory may be another sort of lens, which perhaps makes more of a scene than any zoom or filter is able to do.

For long stretches we had the river to ourselves, in-

creasing our sense of remoteness. Occasionally we came upon fishermen: khaki-clad fly fishers with their elegant rods, waders, creels slung over their shoulders, who seemed to be river creatures themselves, and motley crews aboard canoes who were struggling with the current and catching mostly branches of overhanging trees. Beth pointed out that most fishermen when they are afloat favored fishing the pools as close to shore as possible, while those on the shore preferred the water as far out as they could cast, a circumstance that maybe tells more about the way fishers think than about the habits of their prey. After some two hours of leisurely paddling interspersed with a few brushes with rocks, rapids, and renegade currents, we found ourselves at the portage around Scotland Dam, where the flotilla stopped for a picnic lunch. Because of the damp weather, most chose to picnic on the bare rocks and sparse grass overlooking the ugly dam rather than in the nearby woods.

The current, if anything, was a bit swifter from the dam to our take-out in Baltic. With the Captain seated in the

center, and Barbara paddling in the bow and Beth in the stern, we seemed to be doing as well and perhaps better than we had on the first leg, possibly because of the Captain's running commentary on hydrodynamics of canoe design and theories of paddling. Even the sky brightened, and a bird or two began to chatter. We soon enough came upon the derelict factory by a swift turn in the river that heralded our arrival in Baltic, completing the second leg of the run in about an hour and a half. We had left Willimantic at ten in the morning, and it was now three thirty.

The following day, after a bumpy solo sail in my Nimble 20 on Fishers Island Sound in a brisk breeze and chop, on the way home I turned off Route 32 for Baltic to see if I could catch the tail end of the Shetucket River Race. When I got there, the remnants of the occasion were just leaving, and Sue Audette of the Columbia Canoe Club told me that the best over-all time was recorded by Nick Lyesiuik and Kip Robideau of Athol, MA. They did the run in 1:34, which suggests a less than leisurely picnic at the Scotland Dam portage!



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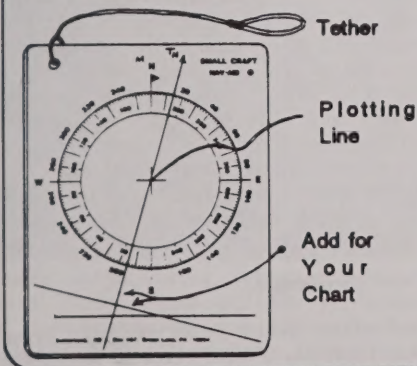
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The Launching of "Kim"



On the Fourth of July, Harold Burnham launched his Muscongus Bay Sloop "Kim" (named after his wife) into the Essex River from Burnham's Landing in Essex, Massachusetts. In a fine drizzle, an assembled multitude of family, friends and neighbors had gathered to celebrate the occasion. The Burnham family goes back several generations in the old Essex shipbuilding trade right at the very spot, and today Harold carries on with wooden boatbuilding when he gets away from his merchant marine work. Harold has for some years as a youth been locally known as the guy who saved old Beetle Cats from the stove, restoring them and selling them to finance further boatbuilding ventures.

Burnham launchings have an aura of uncertainty about them for Harold's dad, Charlie, has little truck with overengineered facilities. The launching a few years ago of their restored old Marbleheader powerboat "The Chief" ("Boats", June 15, 1988) was a thriller with the big boat almost, but not quite, tipping over on its side just as it hit the water from the skewed launching rails. These rails are skewed because they reach the water at an angle so that one side is shorter than the other and the folks on one side holding the boat upright have to bail out before the boat gets afloat.

Since "Kim" was not on cradle but simply sitting on her keel on rollers, the support of many troops on both sides was required as she negotiated the shop door onto the rails, was momentarily held up while a hastily skived pine pole carrying the flag was dropped into the partners from the shop second story, and then had to be urged down the rails, the drag of her keel on one rail and blocks supporting the off-side bilge on the other not quite eased by the grease applied to the wet wood beforehand. But all went well, as the photos show, and Harold plans a summer sailing on adjacent Essex Bay, when not at sea on the big stuff he works on for a living.

Report & Photos by Bob Hicks

Here she comes!

And after quite a lot of help from her friends, "Kim" floats serenely on the Essex River.



Charlie Burnham applies some grease to the launching rails.

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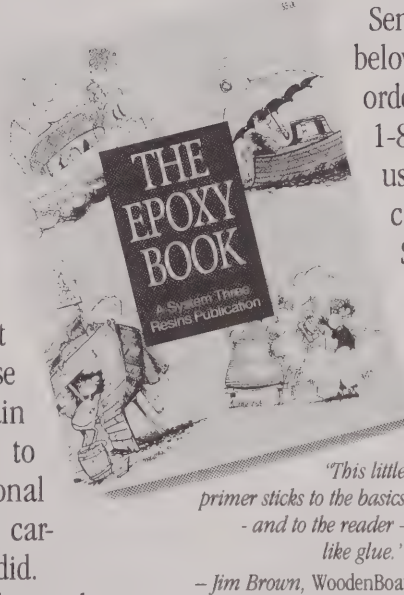
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The flagpole/mast is raised into place prior to "Kim" emerging from the shop.



Essex shipbuilding historian/author Dana Story joins builder Burnham in contemplation of the accomplished fact. How many launchings Dana must have witnessed here!

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"Picnics at Sea," the name suggested for our paddling group, well describes my usual rowing/paddling style: Choose a nice day, bring some good company and munchies, head for some friendly water, and with brain set two clicks above veggie (enough to keep the usual safety watch), relish all of the above while relaxing into a nice easy rhythm with oar or paddle.

But then I went Oarienteering.

And quickly found out that, all of the above being equal, a brain set two clicks above veggie won't do. For indeed, as Chuck Mainville has all-along maintained, this is an intellectual pursuit.

My original intention had been to participate in the mentored (navigation-class-at-sea) group, in deference to my vestigial navigation skills and aversion to doing math in public.

Joan Mainville had also been leaning toward the mentored group, but when her usual rowing partners all wound up with other commitments and I said yes to doing the event with her in Chuck's new Pilot 21, we both somehow found ourselves enrolled in the Facing-Aft Competitive Class...

It's thankful I am that Joan is far better than I at doing math and reading charts as we, perched on some granite with an aged asymmetrical piece of plywood as a table, trading pencils, pens, and

BUT THEN I WENT OARIENTEERING

Nancy Lubas

plotting tools, finally get our assigned course plotted and projected completion time calculated. (It doesn't help, of course, that I've forgotten my glasses.) As we head for beach and boat, I stifle a question on the timing of lunch and try to recover from dealing with all those unaccustomed numbers.

Threading our way through the boats moored in lovely Lane's Cove, we're out through the tumbled granite breakwater and on the course at last. Joan is rowing stroke and in possession of the paperwork and compass. I'm in charge of timing (I'll have a choice of visual focusing distances as my wrist-mounted digital comes towards me on each stroke). We settle into an easy pace. This is more like it.

And then Joan says, "Where's that green can C-1?" beginning the conversation and activity that accompanies the rest of the voyage...

"...OK let's adjust our course a little, what's our elapsed time so we can gauge our speed off this first leg, OK set a new course for the race buoy we're supposed to find, what do those instructions say

again, are we on course, a little harder on the right oar, oops sorry about that crab, egad watch that wake, OK there's a race buoy, how's our time, how I hate chop, look there's another race buoy over there do you think we've got the right one, OK what's the next course, we should adjust our time for drift, let's get the compass bearings on these landmarks, oh good homeward leg, where should we stop to chart the water-tower, time looks good, no we lost several minutes taking bearings, let's pull for home, wind and tide are with us it's a sleighride..."

And then we're back through the breakwater at Lane's Cove, and we ease the Pilot 21 up on the sand and get our arrival time recorded. Having had enough of granite perches and tilted plywood tables, we choose conventional chairs, and Joan commandeers Chuck's briefcase for a laptop desk as we complete our course log and charting results...

We were out for 1 hour, 15 minutes; time had flown by. And I know more than I did before. And it was fun! And Behold! When scores are tabulated, Joan and I merit a prize.

I'm sure my time on the water will never be the same. I detect the beginning of the end of "two clicks above veggie." And would you believe, I very nearly forgot about lunch!



Innovation is Chuck Mainville's strong suit, not content with his decade of design and development of his "Pilot" rowing wherries as a hobby, and the more recent four-oar-with-cox "Occam's Razor" race winning multi-oared gig, Chuck has gone on to develop unique on-the-water events. Last year he introduced "Oarienteering" to the Cape Ann Rowing Club, a water-borne version of the "Oarienteering" cross country hiking/running/navigating sport. Chuck feels most small boat people simply do not pay enough attention to navigation, to keeping track of where they are and where they are heading while out on the water.

Innovative Event

"Oarienteering" is a sort of field test of one of those winter indoor courses you can take on small boat navigation. A course is set up and participants not only must plot their own particular course, but also estimate times and speeds, all with an eye to developing dead reckoning skills and more acute observation and understanding of shoreside landmarks and how they can be used to locate oneself

out on the water. With its overtones of intellectual challenge, the event held again this year in July at Lane's Cove on the western shore of Cape Ann, Massachusetts, attracted a smallish contingent of a dozen or so participants. It was a just-right day for it, sunny, clear and with a moderate breeze.

A triangular course of four miles led from Lane's Cove southwesterly to a buoy just off Coffin's Beach, thence easterly to the mouth of the Annisquam River (with its weekend plethora of powerboat wakes) and then northeasterly back to Lane's Cove. Nancy Lubas took part and provides us with a first-person account.

L.L.Bean

ATLANTIC COAST
SEA KAYAK
 SYMPOSIUM

JULY 10-12, 1992

at Maine Maritime Academy, Castine, Maine



L.L. Bean's annual Atlantic Coast Sea Kayak Symposium at Castine, Maine, enjoyed a great weekend of delightful weather this year for the 11th running, with 375 kayak enthusiasts gathered to partake of a very full schedule of workshops, lectures, on-the-water training exercises, and new boat tryouts. The number of people new to kayaking seemed to be on the increase and attendance at the

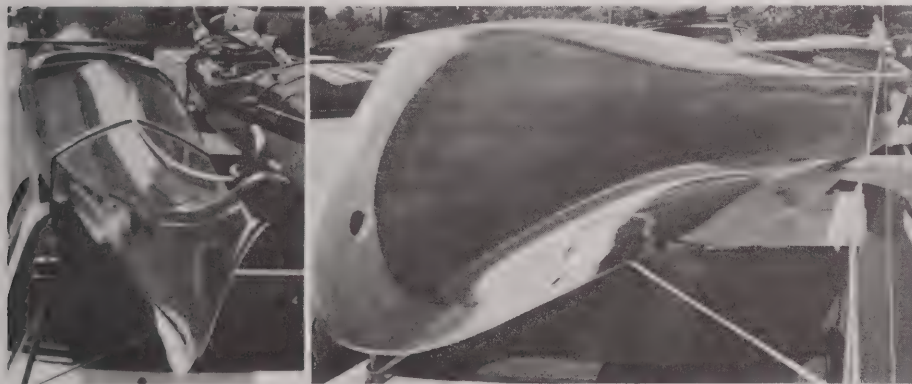
workshops and lectures seemed to be the predominant choice, with the tryouts on the beach and the trade show in the field house more sparsely populated than in the past. In sum, it seems the interest was first in finding out what this is all about and second then looking over and trying out the available boats.

Most of my photos ended up in the major coverage we gave this

event in our new "Atlantic Coastal Kayaker". If you'd like to see a copy of that issue (if you are not a subscriber yet), drop me a note and I'll send you one in the August mailing of that journal. I did save out these three photos I took of a very unique wood strip design, the work of John McDowell of Port Elgin, Ontario.

John is an experienced paddler who decided to design and build his own conception of what a sea kayak should be. The resulting 16'6"x21-1/2" beauty is a work of art, with flowing voluptuous curves, a unique reverse stern, and a shallow vee bottom shape. Ken Fink took it out for a test paddle and pronounced it quite a boat. So did Andy Zimmerman of Wilderness Systems, the North Carolina based manufacturer of fiberglass kayaks. Andy was so impressed that a deal was made with McDowell for Wilderness Systems to use his boat as a plug for producing fiberglass reproductions for mass marketing.

Report & Photos by Bob Hicks



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BUILDING "TOAD HALL"

by David N. Goodchild

Part 1

CHOOSING A DESIGN

I thought about the requirements for the design for about two years before I chose to build a copy of *Deuce*. My requirements were quite specific. First I needed a small boat; second, the boat should be capable of offshore voyaging; and third; she should be capable of offshore voyaging in both cold and warm climates.

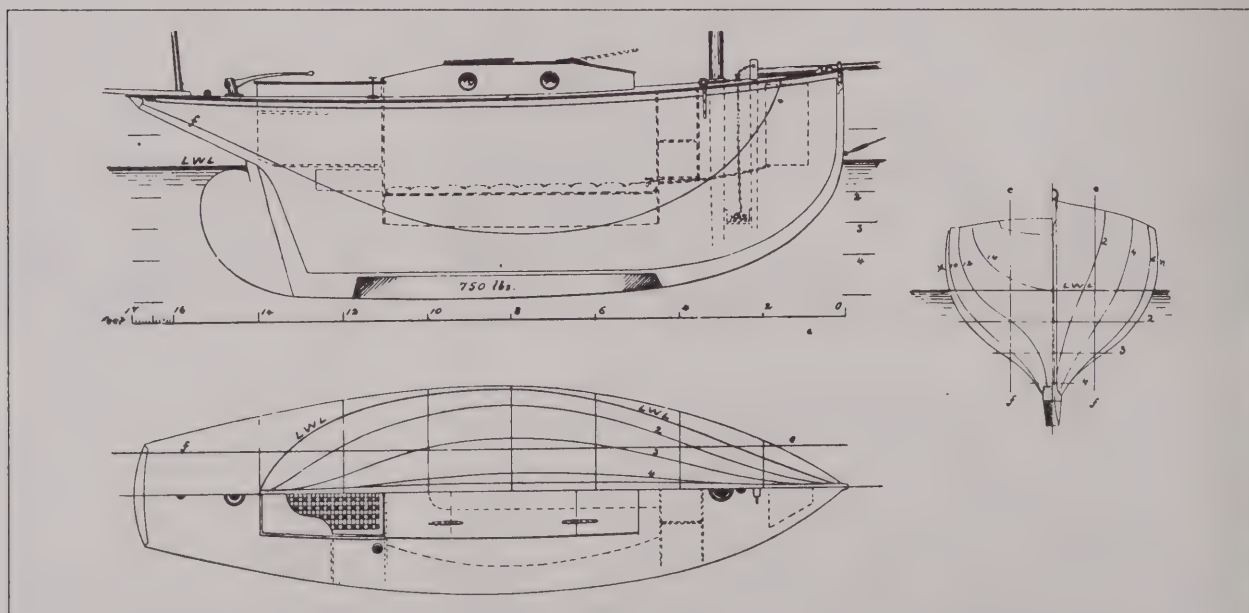
I needed a small boat for four reasons. One; I just flat like pocket cruisers, two; my garage building space would accomodate no more than a maximum of 20 feet of overall length without counting such things as bowsprits and boomkins, three; my funds available were as small as the garage, and four; I plan to make the voyage singlehanded. The design that I finally chose, was done by the 29 year-old W.P. Stevens in 1883.

The requirement for offshore voyaging in such a small vessel, speaks to me as a deep draught, narrow beam, heavy displacement hull, very strong for its size and capable of carrying a significant amount of stores. As we will see as this series progresses, I realized early on that the design of *Deuce*, combined with a unique building method and style which I have developed, combined to provide the best of all possible small boat singlehanded worlds. At least for my requirements!

The only place that I have ever seen this boat was as reproduced in C.P. Kunhardt's *Small Yachts, Their Design and Construction*, as edited and reprinted by WoodenBoat. The article contained the lines of the boat, the sail plan, three interior views, and a table of specifications. The drawings are shown below, and some of the most important specifications are also given below.

Length over all	 17 ft.
Length on waterline	. . . 14 ft.
Beam on waterline	. . . 4 ft. 10 in.
Greatest draft	 3 ft. 3 in.
Displacement	 1.6 tons
Ballast on keel	 750 lbs.
Ballast inside	 1000 lbs.
Mast over all	 24 ft. 6 in.
Bowsprit outboard	. . . 7 ft.
Area mainsail	 150 sq. ft.
Area jib	 58 sq. ft.
Area mizzen	 48 sq. ft.
Area topsail	 40 sq. ft.

The final "marina" measurement (counting bowsprit and boomkin) will come out to about 28 ft. overall. In addition, due to changes brought about by the method of construction, the length on deck will be between 17.5 and 18 feet, and the beam at the waterline will come out to be about 5 feet 6 inches. I expect displacement to be a little lighter, but the 1.8 tons figure is operative. All rig dimensions will stay the same, but instead of a spinnaker which was included in the original design, *Toad Hall* will carry a square and possibly a raffee.

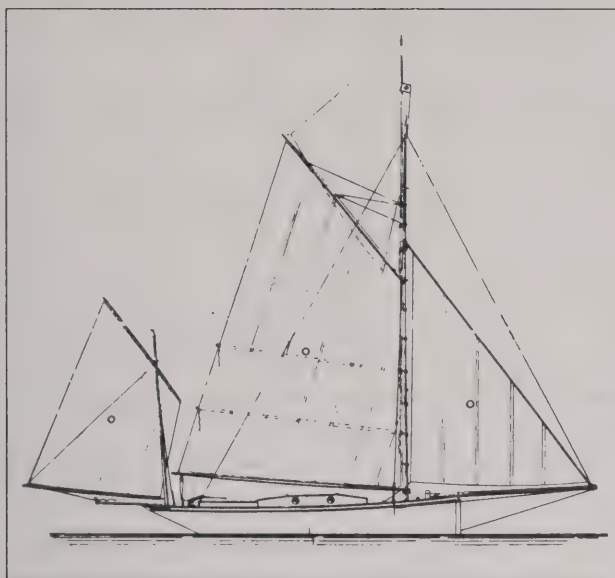


THE SINGLEHAND YAWL DEUCE

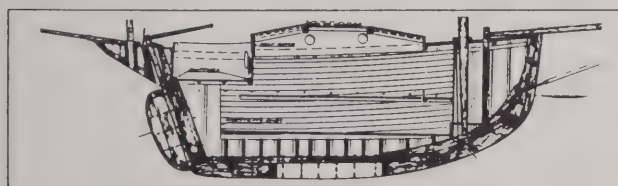
David Goodchild of Philadelphia has made us an offer we couldn't refuse of his ongoing

chronicle of building a 100 year old design "plank-on-edge" cutter, "Toad Hall". Once a month David's

story will unfold on our pages through an anticipated launching in the Spring of 1993.



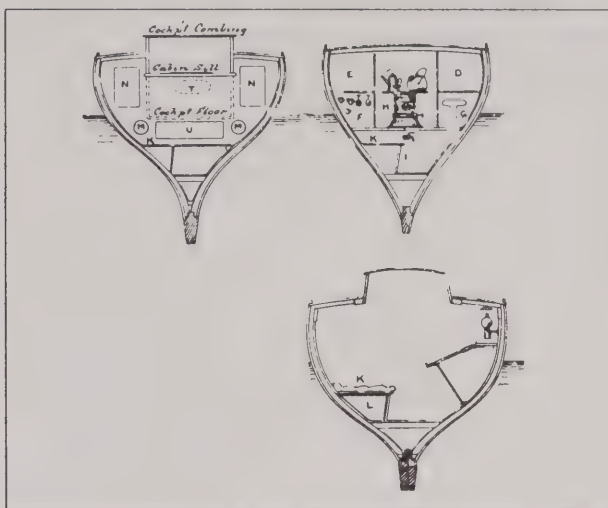
I briefly toyed with the idea of changing the design of the cabin trunk, since I found the original design to be somewhat awkward. The more I thought about it however, the more the original design, even with its two hatch lids, seemed appropriate. One important consideration was the need to go forward to work the rig while offshore. The boat is small, the gangways on deck are narrow, and the potential for acute discomfort (such as going overboard) quite high. With the cabin trunk as designed, several advantages appear. I can work comfortably at the mast base from the forward part of the cabin, with only my upper torso exposed. The forward hatch also becomes an excellent wind scoop while at anchor in hot climates. Since I can easily reach the tiller while sitting in the companionway, the rear hatch, with the addition of side panels, also forms an excellent dodger *with* windshield for difficult sailing in cold climates, and finally, the flat space between the two hatches offers a useful location for mounting photo-electric cells.



After I had begun construction, and while reviewing old issues of *WoodenBoat* for relevant articles on products and materials, I came upon a version of *Deuce* which was done by Phil Bolger. He made several changes, one of which was to eliminate the cabin trunk entirely, however the owner of this version plans no extensive cruising. Bolger's design is shown above, but with the original cabin trunk.

Toad Hull will carry about 15 gallons of oil, plus about 60 gallons of water, none of which intrudes into the cabin in the manner of its storage.

Some other creature comforts of this 17.5 foot boat, include a full chart table, hot and cold pressure water



(without electricity), cabin heating, complete insulation, concealed head, and a functional galley. Other items of interest include full positive flotation and multiple sources of electrical power for instruments and other electronic gear. I believe also that I have developed a unique source of power for the ancillary systems on this boat such as the pressure water system and also (possibly) the self-steering mechanism. (I haven't invented the latter yet, but I think it's possible, and I hope that I will be able to report upon it in future issues).

Various stages of the unique construction method will be covered in future months in this newsletter, together with methods of making wood-shell blocks for just .21 cents apiece. These blocks have already been prototyped and are ready for production. In addition, I will cover what I believe to be a whole new method of making very strong and light spars at very low cost (less than \$25.00 for the 24 foot mast for this boat). There are lots of special features to this boat, and thus far they all seem to be working out. I hope to be able to report on each of them in detail in the future. In the meantime, I would like to submit a puzzle. It is this.

A CONUNDRUM

On a boat, we have the opportunity to tap into an almost unlimited source of power. It is present 99% percent of the time, it is free and it is easily collected and stored. As I mentioned above, I plan to use it for several functions. Can you identify this power source?

On the morrow we found that the channel over which we had swiftly floated the night before was completely dry. The river had, indeed, on account of the shutting off of the water, almost entirely disappeared. We passed through a very narrow channel at first, and then keeping to the left of an island just below, dropped down the river a few miles, and in the evening encamped on the left bank, about a mile above Lawrence.

Lawrence is nine miles below Lowell, and the river the entire distance is wide, and the banks woody and picturesque. A large island lies nearer the left shore, about half way between the two places, and immediately below, on the left, are some handsome stretches of open country, marked here and there by farm-houses and, farther down, finely wooded hills. The river, quite deep, with little current, is a favorite cruising ground for many small yachts, which add life to the water. The Merrimac is indeed a famous river for boating. As we sat under our tent, in the moonlit evening, we saw many boats go by, and the music of sacred songs was wafted across the water from far and near.

At daybreak on Monday morning we climbed to the top of the hill which rose from the river where we were encamped, and had a magnificent view of the sunrise. Below was Lawrence, still and sleeping, — I had almost said lazy, — to the south were Andover and West Andover on a ridge of hills, while the course of the river could be traced westward by the mists which rolled above it. It is a fine location for a farm, and the milk we obtained at the house which crowns the summit of the hill was quite as good as the view. After a breakfast of the tenderest of sirloin, and the sweetest roasted potatoes, and the most delicious coffee, — I speak wholly with reference to the taste, and not at all to the actual quality of the articles, — we rowed along shore and soon came to the head of the broad canal on the left of the river, which supplies the motive power to the mills of Lawrence.

The water glides swiftly into the canal, and rushes furiously under the bridge. Boats have been swept under, and care must be exercised in approaching it. The lockman opened the gate at one side of the bridge in a few minutes, and we pulled into the canal below, where the water pours along full of little whirlpools, but entirely safe. The current is very swift at first, and carried us along very rapidly past the mills on one side, where the machinery made incessant roar, and the long lines of brick houses on the other. We had to lie down in the bottom of the boat to pass some of the bridges. After a very novel and agreeable voyage of about half a mile, perhaps, we came to the end of the canal, where we were let down thirty-two feet through three locks, in about twenty minutes, into the river below. The sensation, as you sit in the boat in a lock and feel the water sinking beneath you, induces a slight sense of horror, to say the least.

BOATING TRIPS ON NEW ENGLAND RIVERS

BY
HENRY PARKER FELLOWS
ILLUSTRATED BY WILLIS H. BEALS

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There is no charge for locking.

The current is very swift below Lawrence, but the banks are not nearly so pretty as above. About four miles below Lawrence is an island, and immediately below the island is a short stretch of rapids. The best channel, marked by buoys, is used by small steamers; but I should think they would have a hard time in getting through.



We turned the boat about and went through stern foremost, enjoying that most delightful of sensations, the motion of rushing water. The river makes a sharp bend below the fall, and along the lower side of the bend is another rapid. The swift water carried us along near the shore past the steamer *Kittie Boynton*, moored alongside the bank. Below the rapid, the current continues quite strong in the middle of the river, between lines of buoys, nearly to the end of the reach, where, after rounding a bend, we saw the city of Haverhill. We pulled up at a wharf under the passenger bridge at eleven o'clock, having made the nine miles from Lawrence in two hours and a half. Here, to our surprise, we were informed that the tide was just beginning to go out; so, after only a few minutes' delay, we went along with it.

Pulling by Groveland, about two miles below Haverhill, we kept on for about a mile, when we pulled up on the beach and had the last of the dinners of the trip, which somehow, in spite of the crude cookery, were always literally devoured with a relish. Then keeping on down river, with wind and tide and current in our favor, we soon came in sight of West Newbury, and for a time wondered what was the course of the river, as the hills seemed to enclose it on every side. The river turned northward, however, and soon we were pulling through

an interminable reach, where a strong head wind made very toilsome the incessant efforts of the weary oarsmen, and was, I fear, the occasion of some pious ejaculations. Then Merrimacport appeared on the right bank. Several unpainted, weather-stained, old-fashioned houses give the village a quaint and pleasing aspect.

After pulling through two or three quite long reaches, Amesbury appeared before us, and rounding a long cape of sand heaps that projected from the right bank just below Laurel Hill, formerly the summer residence of the English Minister Thornton, a slight elevation, which, nevertheless, commands one of the loveliest views in New England, we met the incoming tide and another head wind. Pulling diagonally down river past the rocky north shore, by a very handsome edifice of brick and stone, we directed our course toward the channel on the lower side of an island, on which is the Spofford residence. Rowing under the old chain bridge, which in part connects Salisbury with Newburyport, and forms a quaint contrast with the more modern structure over the channel on the north side of the island, we crept along close to shore, and were, I believe, an hour and a half in going a mile and a half to Shaw's Wharf, where our voyage ended.

We had been eleven days on the three rivers, and had made a distance of about one hundred miles in all.

The Sudbury, from Southville to Saxonville, cannot be navigated without a great deal of toil and trouble, and the Merrimac is too wide to furnish the peculiar pleasure which comes from following the continuous windings of a small stream; but the Sudbury, from Stone's Bridge at Saxonville to Concord, and the Concord thence to North Billerica, a distance of nearly fifty miles in all, is free from any difficulty; and each stream, narrow, deep, and, generally, sluggish, is a delightful river to descend. I commend the nameless graces of each to all who love to follow the Unknown River.

I may add that Saxonville is the terminus of a branch of the Boston and Albany Railroad, and the station of the Lowell Railroad at North Billerica is only a few minutes' walk from the mills.

I ought perhaps to say, by way of advice to any one who has a desire to take a boating trip, that almost any boat is suitable for the purpose, provided it is light and portable.

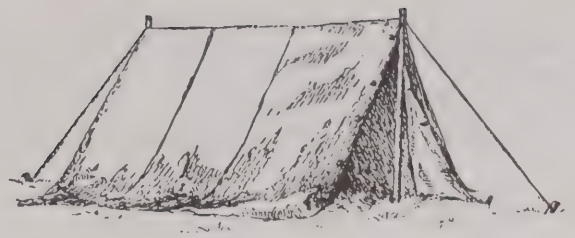
In the absence of any choice, however, I would recommend, especially for two persons, an eleven-foot skiff, and spruce oars seven and one-half feet long.

A back should be fitted to the stern seat of the boat, as it adds greatly to the comfort and ease of the oarsman off duty.

Three oars should be taken in preference to a pair alone.

A painter of extra length should be provided, and a long stern rope may be very useful at times in rapids.

A tent, such as the one I have used, which has proved very serviceable, may easily be made as follows. The

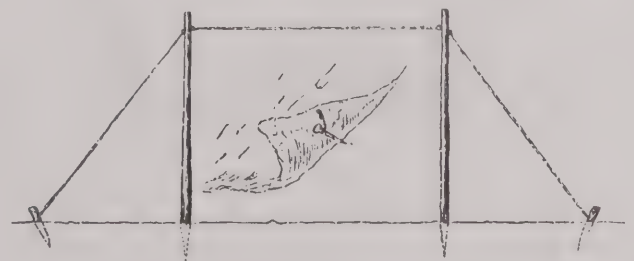


main canvas is about sixteen feet long and seven wide. This is stretched over a ridge-pole and fastened to the ground by pegs, three on each side, attached to double holes in the canvas about a foot and a half from the edge, thus leaving a projecting flap when the tent is up. At the rear of the tent a triangular piece of canvas may be sewed to one half of the main piece, and can then be buttoned on the other side and fastened close to the ground by four or five pegs. For the front of the tent, instead of using canvas or leaving it entirely open, I have used two large pieces of mosquito-netting. By pinning these to the edge of the tent and allowing them to fall in folds on the ground, one is protected against mosquitoes and other plagues of the night, while the projecting flaps, weighted, with the oars, for instance, keep them out at the sides. Cotton drilling, which comes two feet four and a half inches in width, and sells at eight to ten cents per yard, is sufficiently stout, and twenty-five yards is enough for the main and rear pieces.

Duck, which is considerably heavier and a little more durable, is of the same width, and costs from twelve to seventeen cents per yard.

I have always cut ridge-pole and supports at the beginning of a trip and carried them along to the end. I think, however, that it might be well to prepare two light supports of seasoned wood sharpened at the lower ends and covered with an iron ferrule, with holes in the top, through which a cord could be passed and knotted on either side of each support to keep it from slipping. The cord should then be fastened at each end to a peg which is to be driven into the ground at a suitable distance from the bottom of the support. Five feet and eight inches is sufficiently high for the supports.

It usually took us not over ten minutes to pitch our tent, using supports and ridge-pole of green wood; but with the improvements I have suggested it would take



still less time and the tent would be more trim and secure, though our tent always stood up in all sorts of weather

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and never leaked.

Of course one can readily dispense with a tent altogether and stop at hotels in the villages. If, however, one stops at hotels he may nevertheless enjoy a bit of camp life by taking along cooking utensils and supplies. All that is necessary of the former are coffee-pot, tea-pot, a frying-pan (preferably the Aeme), sauce-pan, tin cups, tin plates, knives, forks, and spoons. Other necessary adjuncts to camping are a hatchet and candlestick. As for supplies, tastes differ; but almost everything desired, including fresh meat ordinarily, can be obtained at villages along the rivers. Canned roast beef and baked beans are, however, always good to start with and keep in the larder, and campers-out now generally agree that tea, perhaps English breakfast tea, is fully as much a necessity as coffee.

In camping, a thick comforter is, I think, the best kind of a blanket. It is necessary to have a rubber blanket also, an overcoat, preferably an old one; and a rubber coat is very useful under any circumstance.

A canvas bag is very convenient to keep the tent in and various odds and ends, and a box should be made with a cover for cooking utensils and supplies.

These suggestions may be useful in some respects, perhaps, to many who already have found pleasure and health in the ever new and delightful experiences of a boating trip, and they will, I hope, be still more serviceable to those to whom such a trip would be an entire novelty.



(To Be Continued)

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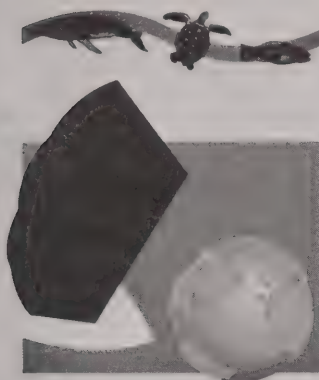
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BOOK REVIEW

Michael L. Frankel

SABRA CROSSING

an ecological adventure on the North Atlantic



The times they are a changin' as Bob Dylan observed. Almost 40 years ago Sir Edmund Hillary's team was the first to gain the summit of Mt. Everest. Last week 32 climbers from five expeditions were poised for their final assault of that once supremely beautiful but now littered and travel worn peak.

So it is with sailing; forty years ago a circumnavigation or an Atlantic crossing by a small yacht was an unusual event worthy of some note in the press; today the trip is made by hundreds (possibly thousands) of yachts annually. Most of these voyages go completely unnoticed but Michael L. Frankel has left a public record of his crossing in the book *Sabra Crossing* subtitled *an ecological adventure on the North Atlantic*.

In the early days of ocean voyaging such a trip was an undertaking of the heart as much as a sailing adventure. It was a trial against the unknown that filled the sailor and armchair traveler alike with visions of romance: star-filled tricks at the wheel of a sturdy little ship, gales at sea endured with stoic calm. In retrospect the trips may not have been as dangerous as some made them out to be, but the travelers didn't know this and that fact made all the difference in the world. They were however traveling in a time when celestial navigation was the only available option, when there were no automatic distress radios to send a plea for help to the nearest satellite, and when liferafts were a

little thought of alternative to disappearing with one's boat. And so these crossings of "the Pond", as it was referred to with feigned indifference, were exciting and remarkable events.

Having waxed nostalgic about the "good old days" you might expect me to say that now with all these little yachts scurrying across the Atlantic the romance is gone, the deed is done, and we might as well just tend to our vegetable gardens. No, quite the contrary, I think a long passage in a small vessel can still be one of the most edifying, satisfying and romantic endeavors still left in our strained and complex world. Unfortunately I find none of this in Mr. Frankel's book.

Sabra is a slightly unusual boat, a 32' junk rigged schooner. She, like other junk rigs, is an easy sailing boat well suited to an ocean trip. Mr Frankel prepared her well, heeding the advice of those who have gone before. He and his crew got her across a lot of water without incident and that is not an empty accomplishment but this book makes it seem a small one.

Obviously following his log book and diary, the book proceeds day by day in a linear fashion. The normal digressions that keep such a treatment from becoming tedious are unfortunately lacking. There are a few jokes at his own expense about the cooking done on board (he's one of the "three things in a pot" school of culinary art) and he gives us a bit of history in the form of Christopher Columbus (largely quoted from other books). *Sabra's* trip across the Atlantic from Washington D.C. to Sevilla Spain retraced Columbus' return voyage. Frankel hopes to recross with the *America 500 Transatlantic Rally* for sailors "celebrating the 1492 Columbus voyage of discovery". In honor of the efforts of the currently controversial explorer *Sabra's* crew did not turn on their SATNAV but relied on celestial techniques instead. They chose not to private themselves by using conventional sight reduction tables but relied on a dedicated calculator instead. Apparently the boat motion made traditional mathematics a "woozy" process; they were however able to read their favorite novels with no ill effects.

In what seems to be an attempt to justify the book he also adds "Environmental Sidebars". Mr. Frankel is on the staff of The Center for Marine Conservation, a Washing-

ton D.C. based environmental group and the "sidebars" read just as you would imagine an environmental group's educational brochures would; suitable for distribution in Iowa to school children. Whales, ocean debris, and marine ecosystems are all important topics and they deserve better treatment than they get in this book directed as it is to people obviously interested in the subject.

Somewhat surprisingly Mr. Frankel uses plastics freely onboard and even recommends their use to the reader.

I do not want to diminish the importance of this voyage to *Sabra's* crew. I only wish that some sort of passion, some indication of emotional involvement with the sea or the boat came forth from the pages. I refuse to believe that the Atlantic has become just another highway easily traveled as if in an air-conditioned Mercedes to simply relieve the boredom of contemporary lifestyles.

It is interesting that the book itself is a product of modern times. *Sabra* has a computer on board and Mr. Frankel has obviously written, composed and produced this book himself. (In somewhat of a hurry I might add: the boat reached Spain in July of 1991 and the book is copyright the same year!) Published by his "employer", the Center for Marine Conservation, the book has bypassed the conventional editorial review that most books went through in the past. With a PC, some software, and a laser printer anyone can now produce a book. I hope that Mr. Frankel's description of his return trip in 1992 reflects lessons learned from the writing of *Sabra Crossing*. Wait until you hear from me though!

"Sabra Crossing" 217 pp., illustrated, 6"x9" paperback, \$14.95, from Center for Marine Conservation, 1725 DeSales St., NW, Washington, DC 20036.

Review by Ed Seling

(Ed Seling and Carolyn Pearson have lived aboard their 32' sloop "Moonshadow" for six years and have "commuted" between Nova Scotia and Maine summers and North Carolina and Florida winters. Their own trans-Atlantic trip has been planned for when financial resources permit.)

Designs



DENNIS DAVIS' DD-19 CANOE

The DD19 is a symmetrical double chine shallow vee bottom touring canoe for two that can be built using the stitch and tape method from two 4'x8' sheets of 5/32" to 1/4" plywood. The topsides are plumb and there is a little tumblehome in the ends. The keel line is straight over the middle 10' with some rocker rising towards the ends. Dimensions are 15'6" length x 36" beam x 12-1/2" midships depth, 22" end height maximum. Plans are \$24 US from Dennis Davis, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England.



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Platt Monfort, RFD 2 Box 416, Wiscasset, ME 04578.



PARTY BOAT

While on the breakwater at Lane's Cove in Gloucester, MA, to photograph the Orienteering event reported upon in this issue, I was privileged to view yet another unique way of "messaging about in boats", when this ensemble of float, picnic table, beer cooler and yawl boat emerged from the Cove and headed out into Ipswich Bay for a day at sea.

Bob Hicks

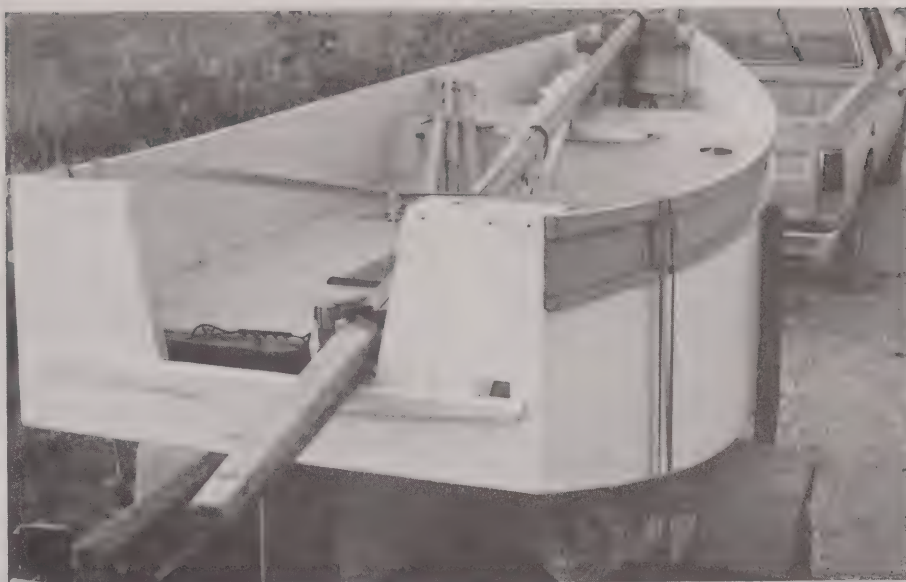


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Jim Fisher, P.O. Box 856,
Kyle, TX 78640.



MAC'S LATEST CREATIONS

Here are some photos of my latest boats. The rowing shell is 16' long with a 21" beam. I'm still getting used to rowing it but it is 10 lbs lighter than the boat I used for the last four or five years, quite a bit faster, and 40 lbs ready to go.

I also just finished a 13'6" sailing canoe that was to be mine but sold while still only half done. Oh, well, that's the boat business.

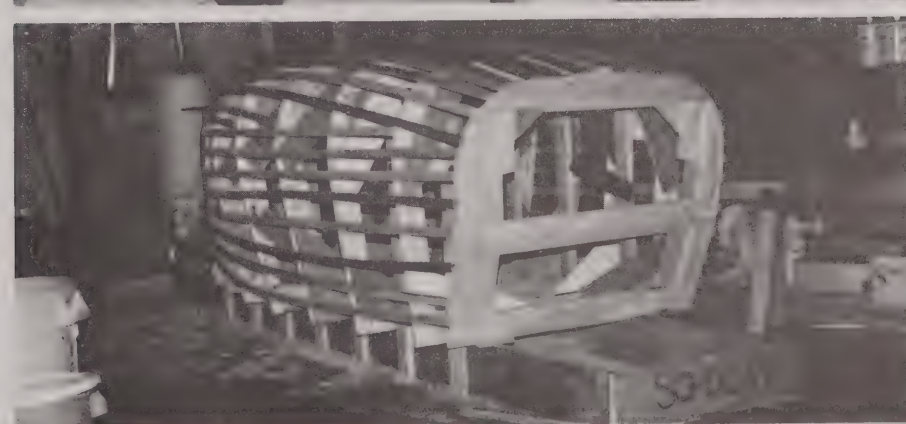
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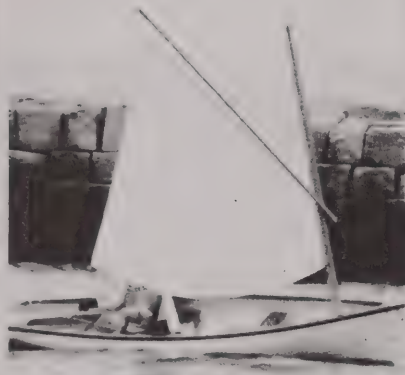


SO-DU-IT PROGRESSES

"SO-DU-IT" (Feb. 15th issue page 15) is taking shape. The photo shows the hull form ready for planking, which is now underway, with plans to be in the water soon. Further reports will be forthcoming.

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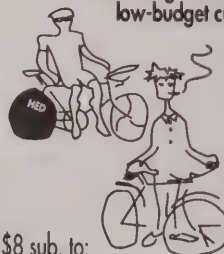


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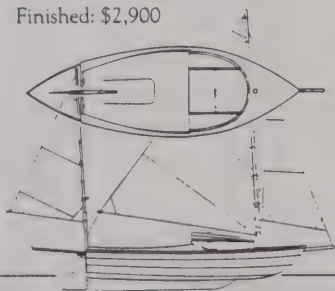
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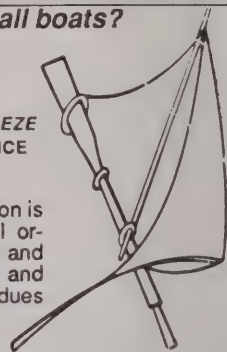
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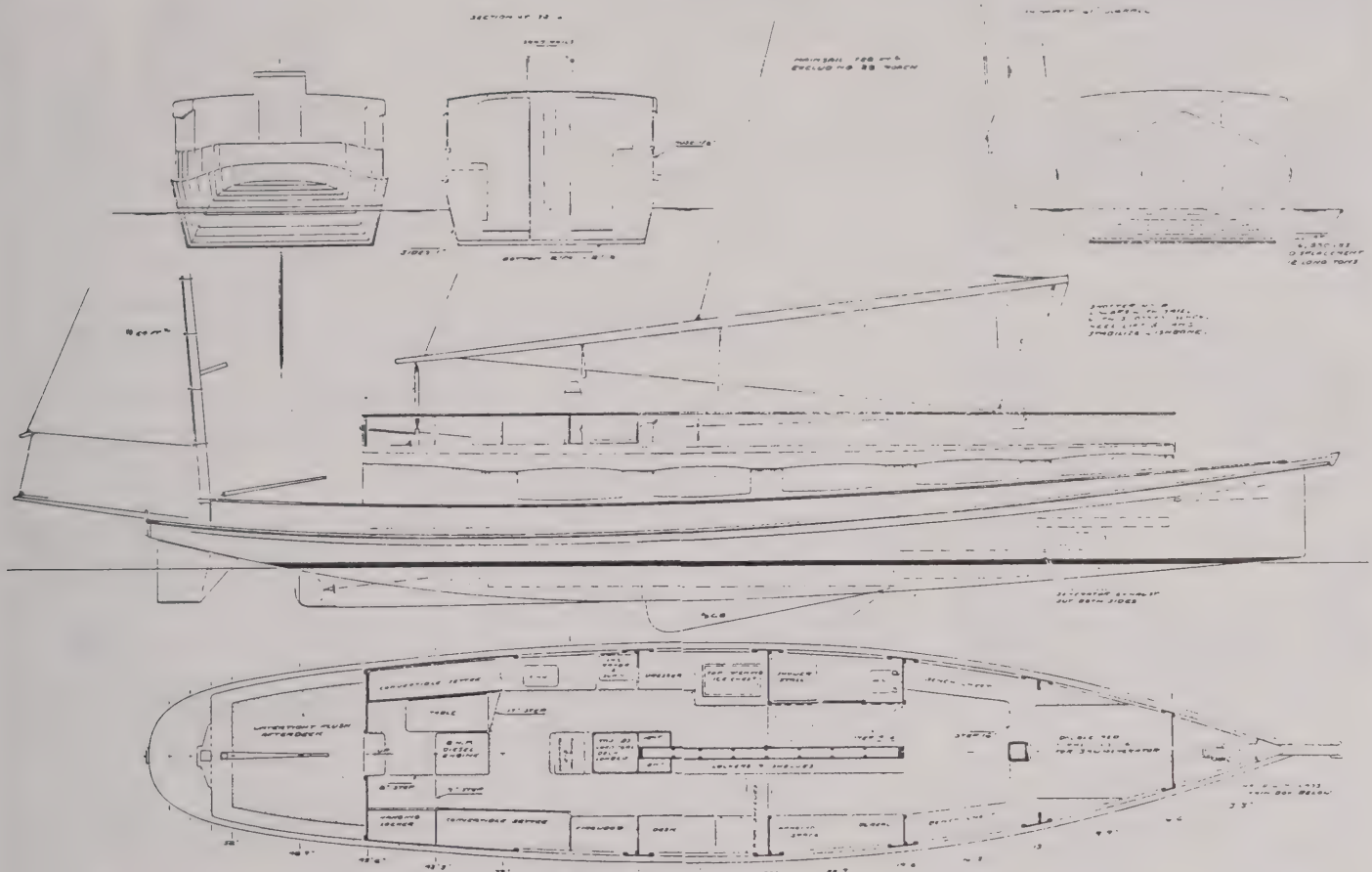
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Bolger on Design

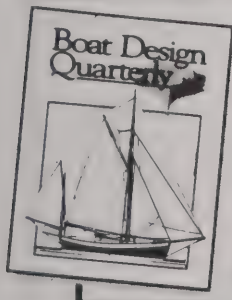
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The intended owner of this big sharpie was in love with the looks of the New Haven sharpies. He would have put up with less than standing headroom to keep the style, but I insisted on higher sides as insurance against cutting under and capsizing in a squall.

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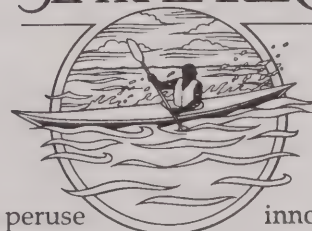
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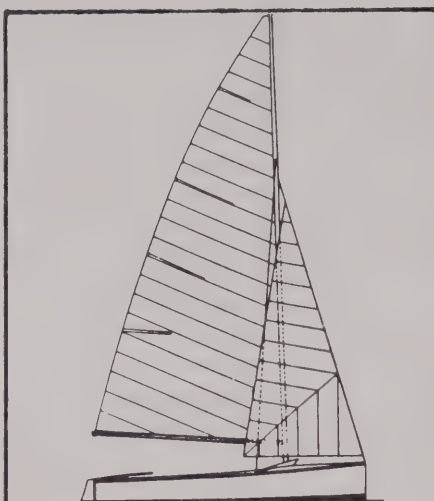
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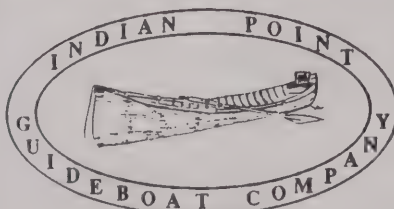


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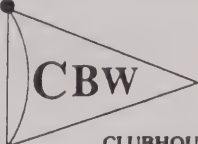
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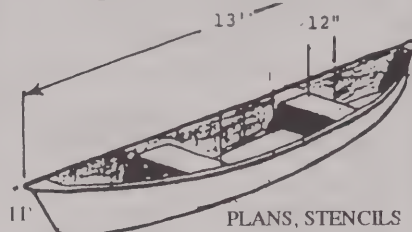
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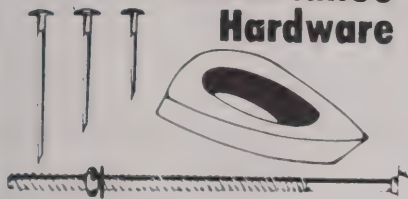
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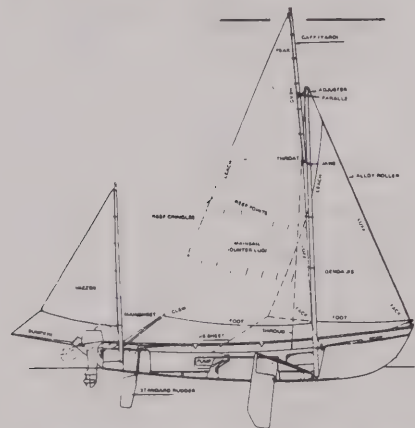
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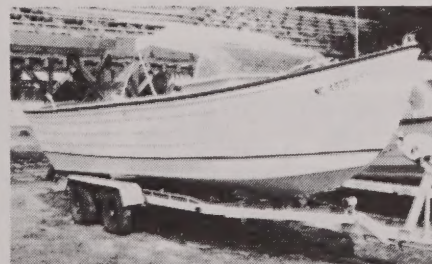
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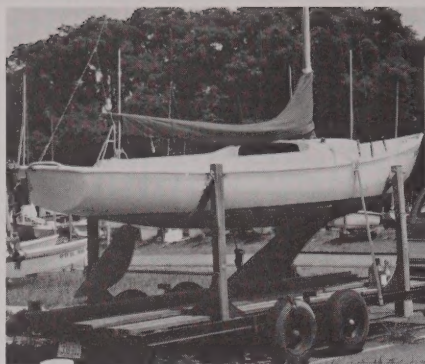
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BOAT STUFF: Stowaway ladder, \$99. Beat up old but strong homemade trlr, \$150. Galley unit out of 24' O'Day sailboat, w/deep sink & stove, \$25. BIC 250 windsurfer, \$350. Strida folding aluminum bicycle, \$175. Sears boat battery, new, \$25.
FRANK CLOUSE, Worcester, MA, (508) 791-4766 whdys only. (8)

14' PEEP HEN, 1987 gaff cat mini-cruiser, dark green hull, tanbark sail, Bimini, summer cabin, galv trlr, 1962 6hp rebt Merc. All in exc cond, \$4,500.
ART PETERSON, Asbury, NJ, (908) 735-5462. (8)

SEALUTION SEA KAYAK by Wilderness Systems. FC, orange deck w/white hull, blue safety lines, scant scratches. Cover, 2 Werner paddles, spray skirt, life jacket (large), bilge pump, car top carrying accessories. Used a couple of weeks last fall. Unrelated back injury necessitates sale. \$1,800.
JOEL PLASTRIDCE, 13 Newton St., Cambridge, MA 02139, (617) 491-4869. (8)

GOOD BOOKS: The following all in gd cond: "Riddle of the Sands" \$2, "Good Little Ship" \$2, Restoration Paper from Bath Marine Museum \$1, "Bermuda Triangle by Berlitz \$3, "Shadow Line" by Conrad, old but undamaged, \$1. All packaged \$5 ppd. Also "Sensible Cruising Designs" by L.F. Herreshoff in new cond w/slight jacket tear, \$10 ppd.
JOE ROGERS, Framingham, MA, (508) 872-4206. (8)

12' GAFF RIG SLOOP w/bowsprit. A true classic rebt by a professional to "as new" cond. Asking \$5,000. Can arrange transport.
R.K. WILMES, E. Haddam, CT, (203) 873-1051. (8)

32' ATKIN KETCH, "Eric" design. Hull restoration nrly compl. Finish her off yourself. Asking \$5,000 to recover our labor. This boat capable of offshore cruising anywhere.
R.K. WILMES, E. Haddam, CT, (203) 873-1051. (8)

WEST WIGHT POTTER. The nearly perfect pocket cruiser: Tanbark mains'l & jib, 2.5hp Tohatsu engine w/3 gal remote tank for extended power cruising, tilt trlr, Bimini top for shady comfort at anchor and when under power, anchor & warp, fitted cabin & cockpit cushions, compass, pulpit, 25 watt VHF radio w/masthead antenna & shipboard license, ventilation fan. Includes paid slip rental in Hingham, MA, for balance of season. Can sleep 2 in surprising comfort. A stable seaworthy vessel far more capable than her 15' length would indicate. Regretfully for sale at \$2,900. Add \$250 for Autohelm auto-pilot & storage battery power system.
JOSEPH RESS, Newton, MA, (617) 965-7714. (8)

FISH CLASS CATBOATS: 2 yr old ply & epoxy, perfect, \$3,500. 8 yr old bronze fastened, \$2,500. Two older Fish in gd shape, \$1,000 ea.
DAVID MONTGOMERY, Gloucester, MA, (508) 281-6524. (8)

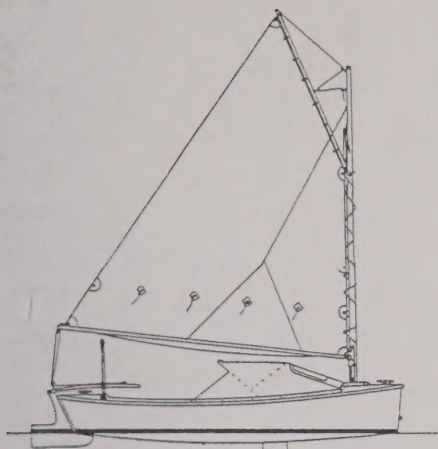
WHITE ASH: 106 bf in 13' lengths, widths 4" to 10". Air dried, \$100 firm for all.
JOHN FISKE JR. Weston, MA, (617) 899-2936. (8)

CANOE CANVAS: Approx 50 yds on roll, #8, 60" width, \$200.
JOHN FISKE JR. Weston, MA, (617) 899-2936. (8)

15'x52" DOUBLE ENDED PULLING BOAT, 100 lbs, 1991. Stable, seaworthy, exc craftsmanship. Redwood strip, epoxy glass constr. W/4 oars, \$1,795.
D. ELWELL, Hobe Sound, FL, (407) 546-9816. (8)

MICRO TRAWLER, the new Common Sense design, under construction & for sale.
JOHN, FL, (407) 569-5757. (12P)

BIRCHBARK CANOE BUILDING COURSE on Lake Superior (Wisconsin shore). July 2-17, 1994, OR July 23-August 7, 1994. \$750 incl lodging.
DAVID GIDMARK, Box 26, Maniwaki, QUE J9E 3B3, Canada. (EOI)



17' FLORIDA BAY MUD HEN, '83. Shallow water gaff sharpie. Tanbark main w/2 sets reefing points. Full canvas & many extras, incl fitted rack for 3 gal gas can & Danforth on bowsprit/anchor roller. Plus '88 Holsclaw trlr w/ custom bunks/rollers. \$4,00 OBO. Will consider trade for Old Town or Sunfish sail rig plus cash.

NED ASPLUNDH, Feasterville, PA, (215) 956-8351 days, (215) 357-8525 eves. (8)

18' HARTLEY TRAILER SAILER, exc. wood constr in vy gd cond. Galv trlr, 9hp Merc OB. Located Chautauqua Lake, NY.

ROGER SHERMAN, Pittsburgh, PA, (716) 753-2345. (8)

WANTED: Pocket cruiser on trlr in northeastern states. \$5,000 or less, must be great deal.

BRIAN LEWIS, Kenmore, NY, (716) 877-6790. (9)

9' ROWBOAT, flat bottomed plywood w/taped seams, flotation fore & aft, oars & oarlocks, painter. Asking \$325, new boat. Will deliver reasonable distance.

JOE ROGERS, Framingham, MA, (508) 872-4206. (8)

PROPELLOR, 3-blade bronze 9x10, w/bronze shaft 1" diam x 82" long w/stuffing box & couplings. Asking \$200.

JOE ROGERS, Framingham, MA, (508) 872-4206. (8)

SS BEER KEG w/rings welded on ends, for mooring. \$5 takes it.

JOE ROGERS, Framingham, MA, (508) 872-4206. (8)

BULLSEYE WANTED, recent model.

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

WINTER PROJECTS. Winter is coming and these projects must be gone from here by then to someone who wants to restore them for 1993 sailing (I'll never get the time). 17' Townie sloop, compl w/sails, spars, rigging, etc. Nds new bottom and compl refinishing inside & out, old paint removal, painting, varnishing. Everything is there for \$500. 13' Barnegat Bay Sneakbox w/large new dacron gaff sail, original gaff spars, all rigging and hardware. Hull fiberglassed poorly, nds major rebuilding/refastening, also nds new rudder & CB. A total restoration of an interesting boat, or use the sail rig on something you're building and scrap the hull, \$350. 18' Alden O Boat clone, carvel planked round sided, flat bottomed daysailer w/sails, rigging, hardware It's all there but nds total restoration/refastening for \$250. If they don't go by the first snow I'll part out the spars, sails, rigging & hardware and cut up the hulls for the stove.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best.

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)

USED SEA KAYAKS: Folbot folding kayak compl w/storage bags, hypalon hull w/fabric deck (not the naugahyde skin). Ready to use, you might want to refinish varnish on wooden frames/and polish up aluminum stringers as winter project. No extras (rudder, paddles etc.) \$500 firm. Folbot rigid double kayak built from factory kit, double naugahyde hull, yellow & blue, nds detail repairs to wood trim and cleaning up. No extras (rudder, paddles, etc.) \$250 firm. German-made Pioneer folding solo kayak, 1960's vintage, hypalon hull w/fabric deck, stored many years assembled. Incl spray skirt, original ltwt wooden take-apart paddle, storage bags. Nice paddling boat ready to use, \$350 firm.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best.

TWO RUNABOUTS. 1942 Chris Craft 17' Special Runabout mahogany inboard speedboat in need of total restoration, w/ original spec engine/drive train, and most of original hardware & fittings. Stored inside for many years, \$2,000 firm. 1956 White 18' lapstrake outboard runabout in original cond w/original 35hp Gale Buccaneer OB, full canvas, cushions and Holsclaw trlr. Nds cosmetic work, sanding, repainting and revarnishing, and OB should be serviced. Its all there, a classic Maine-built boat for the big lakes. Only two previous owners since new and has been stored under cover for several years. \$2,000 firm. Serious calls only please for details on either.

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THE DESIGN WORKS, Dept. MC, P.O. Box 3394, Silver Spring, MD 20918. (EOT)

ENGINES: 4 cyl Graymarine compl Model 4-91-9000, \$450. 5hp Chris Craft OB, \$350.

ROY ROYAL, Richmond, MI, (313) 727-7320. (8P)

HOMEMADE STEAMER, 1 Carlin oil fired generator & 8' wood box to put wood into. \$100.

JIM BURNHAM, E. Windsor, CT, (203) 623-9752. (8)

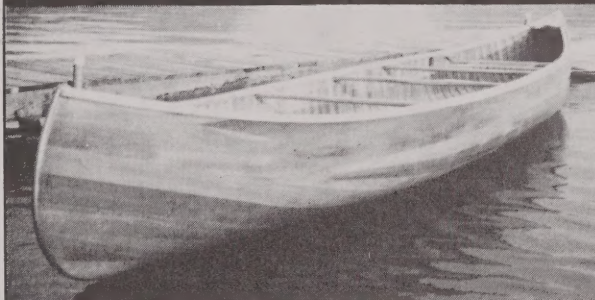
WISCONSIN MARINE ENGINE, 2 cyl w/FR gear. Electric start, never started, new, \$700.

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PAUL SCHWARTZ, Beverly, MA, (508) 927-3643. (7)

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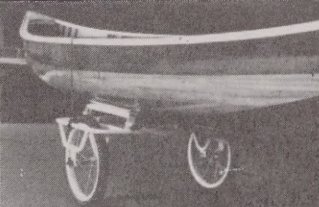


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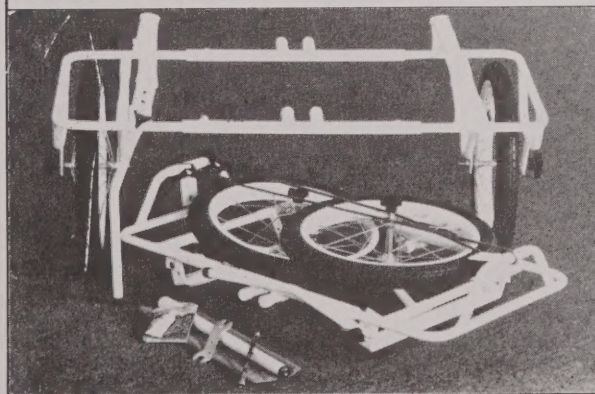
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WATER BLOCK RESIN

General Description:

A standard epoxy resin which has been modified with a non-toxic diluent to reduce viscosity and improve flowability. As a result of this modification, Water Block Resin is ideally suited for marine applications.

Uses:

FILLING (when used
with fillers)
SHEATHING
LAMINATING
IMPREGNATING

Physical Properties:

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

WATER BLOCK HARDENER FAST

General Description:

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

Physical Properties:

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

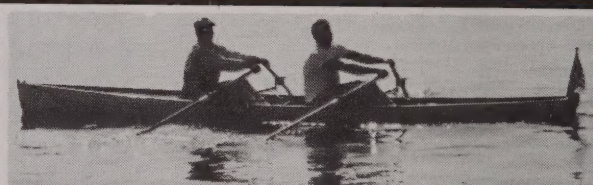
WATER BLOCK HARDENER SLOW

General Description:

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

Physical Properties:

Pounds per gallon: 8.3
Pot Life: 40-50 minutes at 70°
Mix Ratio: 2:1



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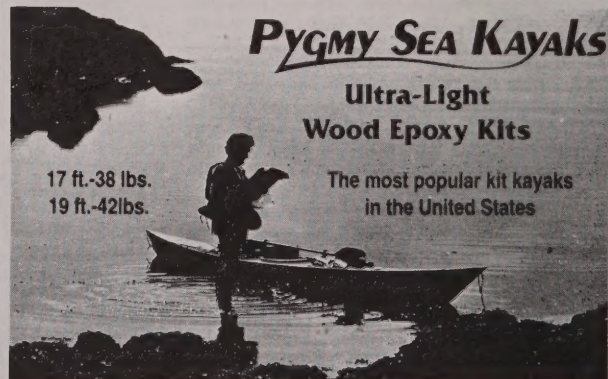
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