

Twice a Month!



messing about in BOATS

Volume 10 ~ Number 9

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messing
about in

BOATS

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Publisher & Editor, Bob Hicks

Our Next Issue...

Will bring more action, a variety of messing about in boats reports: "The Keuka Lake Wooden Boat Festival" by Jim Thayer; "The Antique Raceboat Regatta" by Walter Fullam; "The Milk Carton Derby" by Tony McGarry; "The Portland Classic Yacht Regatta" by Phin & Joanna Sprague; and "The Rocky Woods Scale Model Regatta" by Ridge White. A lot, but several are just short reports. Then on to adventures: "Three Days on the Hudson" by Andre Venables; "The Rescue" by Jean Bloombergh; and "Cruising South in Patagonia" by Nick Pyles. Designs? Of course. Phil Bolger brings us a 44' "Weekender Schooner"; Joe Thompson details his "Hogtown Bayou Cruising Wherry"; and Steve Dupont discusses his ideas on a sliding seat forward facing oar rig. All these? Well, maybe not, but most of them anyway.

On the Cover...

Phil Bolger's design for an outboard powered mini-trawler yacht that features his step sharpie hull configuration concept took form this summer in David Montgomery's boatyard in Gloucester, Massachusetts, and we attended some sea trials in late summer, full report in this issue.

COMMENTARY

Despite the innocuous nature of the content of this little magazine, over the ten years we've been publishing from time to time controversy seems to erupt. A couple of bygone instances that come to mind are the outcry about sexism over an ad I accepted that featured, as they say, "an amply endowed" scantily clad young woman, and cries of racism that followed upon publication of a lighthearted poem about some Japanese canoe paddlers. It had never occurred to me that either would arouse controversy.

Now it's happened again. In my July 1st "Commentary" I discussed the merits of "demo days", focussing on one I attended hosted by Baer's River Workshop of Exeter, Rhode Island. I concluded my comments by describing a little vignette I witnessed that involved the reaction of one of the trade people working the event when a person he viewed as a "know-it-all" capsize a radical racing canoe. I thought it illustrated that dealing with the anonymous public that attends such an affair can generate very understandable human reactions.

Much to my surprise, one of our readers chose to identify himself as this alleged "know-it-all", apparently determining from my description of the incident that it was unlikely anyone else had experienced just what had happened to him. He criticized my editorial decision to mention such an occurrence as well as the attitude of the tradesman involved, and requested that I publish his side of the story, which I of course did, in the August 15th "Your Commentary". This I thought would lay to rest this issue.

Not so. I had forgotten about it when I had a call from Joe Baer, owner of Baer's River Workshop. He was very distressed about my publishing the letter and about my mentioning the incident at all. It was his view that this badly damaged the reputation he had worked hard to establish as a canoe dealer. He felt that such an incident happening at an event he had organ-

ized reflected badly upon him and his business and that I should do something to help mend his reputation.

So what do I do now? I had never thought the vignette would result in the reader's response it generated as I had no idea who the persons involved were at the time. So I had no advance awareness that publishing this letter would in turn be viewed by the organizer of the demo day where it happened as being detrimental to his reputation. It was simply one of many little human nature happenings that are bound to occur at such gatherings.

Well, first off, I do not believe for one minute that Joe Baer's reputation as a fair dealing, reliable canoe dealer is at risk, every comment I have ever heard about his business has been positive, and certainly last winter's turnout of his customers to help him fight off an attempt by neighbors to close his business was testimony to this. When the incident I described took place, Joe was not there, it was at a pond a couple of miles from his shop, and he had other activities going on back there. There was no way he could have controlled such a situation personally.

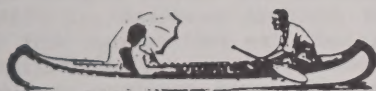
Further the remarks of the involved people which I quoted were made amidst a group of people and I was not known to them as a journalist. They were not made with an eye for publication.

Our reader who chose to make an issue of this by asking me to publish his letter established in his letter not only his displeasure, but also his credentials, a lengthy listing of experience and qualifications. From that vantage point he suggested that I might comment upon the nature of the canoe that he was unable to control despite his background. I am not going to do this as I am not qualified to do so. What happened is what I am qualified to report on and what I so reported stands. To reiterate my earlier statement, I don't believe for one minute that this little incident places Joe Baer's reputation as a fair dealing, reliable canoe dealer at risk. Just ask his customers.



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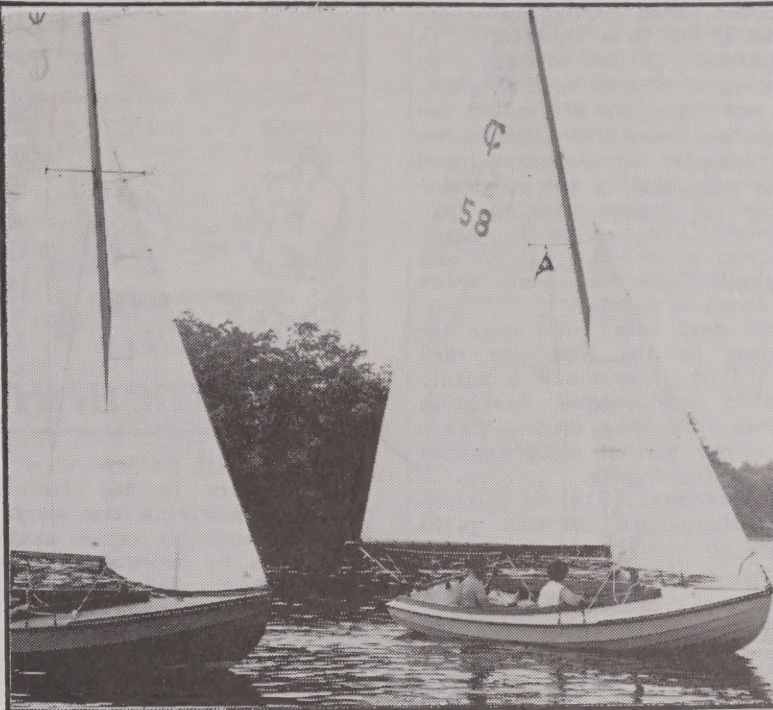
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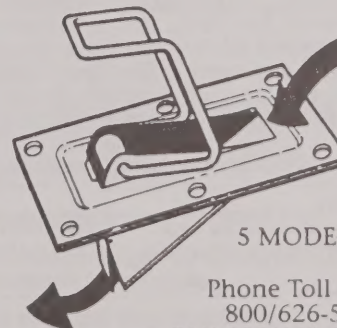
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WOODEN CANOEING NEAR BOSTON

On August 15th the first event of the Greater Boston Chapter of the Wooden Canoe Heritage Association met at the Hale Reservation in Westwood. Six parties turned up on the shores of Noanet Pond to meet, paddle and enjoy the afternoon, including families. After a noontime rendezvous for lunch we enjoyed viewing and paddling the wonderful collection of canoes ranging from Old Town to Chestnut, with a sleek canoe from a Canadian builder and a homebuilt little Wee Lassie which was a dream to paddle.

Our next event will have taken place by the time you read this, a little trip along a scenic section of the Charles River on September 12th. Any readers interested in our further activities can contact me for details.

Bill Conrad, 107R Hillside St., Milton, MA 02186, (617) 698-7649.

WOODEN BOAT SHOW COVERAGE

Thank you very much for the generous coverage of the Wooden Boat Show. The success of the show is a responsibility, can we equal or surpass it? I hope so, we are determined.

Jim, Valerie, and all the exhibitors made it a wonderful event and I was very proud of the whole thing.

Jon Wilson, Brooklin, ME.

"NOBSKA" CAMPAIGN

Friends of "Nobska's" annual Sustaining Campaign has begun. This is our once a year request for those funds that maintain the ongoing work of FON.

"Nobska" came to us from Baltimore without much of her operating equipment. For the past year, Claude Hodges, Vice-Chairman of the Board for FON, has been arranging the gift to FON of a 179' steam tug complete with a working steam plant. Finally success has been realized, this gift will save FON over \$100,000 in restoration funds. Claude has arranged for the tug to become a museum in Ohio, thus saving her from the scrap yard!

Dave Pritchard, Chairman of the Board for FON, has spearheaded development of our business plan, a 90 page document which outlines in costs positive proof that "Nobska" can be put back into service profit-

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ADMIRING THE NAMES

We were in the Fox Island Thorofare admiring the many sizes of boats and the names many carried when we especially noted one named "Messing About" and another called "Sea Cabin". The latter reminded us that our vessels are plastic or wood lined holes in the water within which we sleep, eat and enjoy ourselves. Our "sea cabin" on this trip was a 40' yawl, and pondering upon where she could take us as compared to our Klepper sea kayak, we wondered which provided the more elemental aspect of being at sea.

Alicia Moore, New York, NY.

PIROGUE HAS BECOME FAVORITE

My modified Bolger "Pirogue" (Jan. 15th issue) has become my favorite boat for family day trips and solo outings. Sometime soon I will be sending you a short article on a very nice scenic local river trip on Pennichuck Stream in S. Merrimack, NH, running from busy Rt. 101A to a pond about a mile south. It will fit in well as another local, not well known, spot to mess about in.

Steve Hansen, Amherst, NH.

QUARTERMASTER WIND VANE WANTED

I once owned a Quartermaster (not QME) wind vane designed for an outboard rudder. It was wonderfully efficient and sensitive. It went with the boat when I sold it and was destroyed or lost. Does anyone have pictures of one of these? Or one that is retired? One that could be measured and photographed? I've another boat with an outboard rudder and could fabricate anew with good drawings or clear pictures, or from a badly damaged one.

Lyle Bonge, 1099 Judge Sekul, Biloxi, MS 39530.

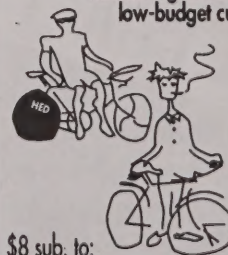
WATCH THAT WAKE

During this past summer's vacation we were one day paddling our 17' canoe on the Sassafrass River at Georgetown, Maryland, enjoying the picturesque area and viewing the variety of boats in the marinas when suddenly someone yelled, "Hey, watch your wake!" The voice came from the second story of the biggest yacht I have ever seen, maybe 150'-200' long. We quickly realized he was joking. It was a bright, hot, very still afternoon, we were paddling easily but still moving right along. The man then added almost enviously, "That sure looks like a nice way to spend an afternoon." The appeal of the simpler way. His boat hailed from Dallas Texas, according to its transom, and carried the name, "Big Bad John". I wonder who he was?

Dick Bridge, Westmont, NJ.

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MORE ABOUT BOOZE IN BARROW

In response to Ken Stoops' comments about the prevalence of alcohol in Barrow (Sept. 1st issue), which disputed my statement in my articles that it was absent, I want to point out that my time there was spent with the Inupiat people with very little interaction with Caucasians.

The Inupiat told me that they had made the decision to ban the sale of alcohol in Barrow because they were tired of finding dead people in the spring thaw. Drunkenness caused persons outside to be unable to find their ways home in winter on the flat, featureless, snow covered terrain, with wind causing whiteouts in the darkness. This was an Inupiat decision, not one made by the whites.

My statement that it was totally absent in Barrow was obviously incorrect as it related to the non-native population.

Gail Ferris, Stony Creek, CT.

THE OLDEST COMBINATION

Great spread on the "No Octane Regatta" at Blue Mountain Lake in the August 15th issue. Hallie Bond of the Adirondack Museum, who directed the event, came up this year with a new contest, the "Oldest" contest, the oldest combined ages of boat and crew. My next door neighbor Russ and I won this one hands down. His Long Laker is 100 years old, he as the "sport" at 76-1/2 years and with me as the "guide" at 68-1/2 years, we came up with 245 years! An easy win for us. Russ nearly didn't make it in time, but I had a substitute "sport" on hand just in case, Harry Schulte, and actually all three of us were aboard Russ' boat.

Will Coulter, Blue Mountain Lake, NY.

HAPPENINGS

Alden Ocean Shell Nationals, September 19-20, Brant Lake, NY, (508) 238-2141, (617) 934-2995.

Weir River Race, October 10, Hull, MA, Bill Bradford, (617) 925-3674.

BUILT BOLGER WAY BACK WHEN

Your Bolger enthusiast readers may be interested to learn that I built one of his "Sea & Ski" 19' Texas dories in 1963 in Portland, Oregon. After many years of family use from California to British Columbia, our son Jay and a friend, Bob Brett, took it on an 8,000 mile cross country odyssey from Fort Benton, Montana to New Orleans via the Mississippi, Ohio, Monongahela, portage, Chesapeake Bay and ICW in 1978.

Five years ago my cousin John Bagg of Salem, Oregon, extensively restored and re-engined the "Blackjack" and uses her in her original home waters of Oregon. She has a black hull, mahogany and oak brightwork and mostly bronze fittings. She's been an eye turner for nearly thirty years.

I hope to build another Bolger boat when we are back ashore from our cruising.

Knick Pyles, Puerto Williams, Chile.

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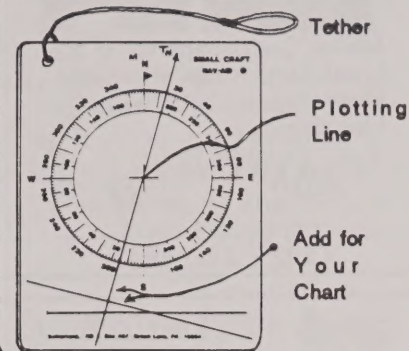
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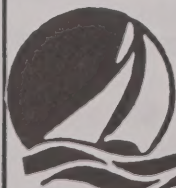
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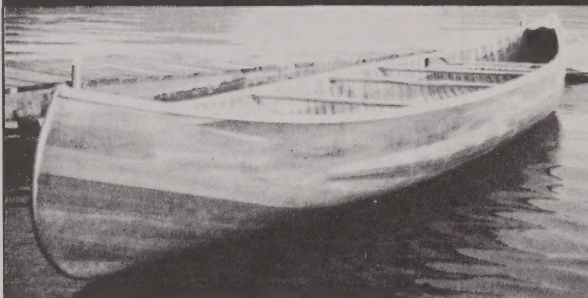
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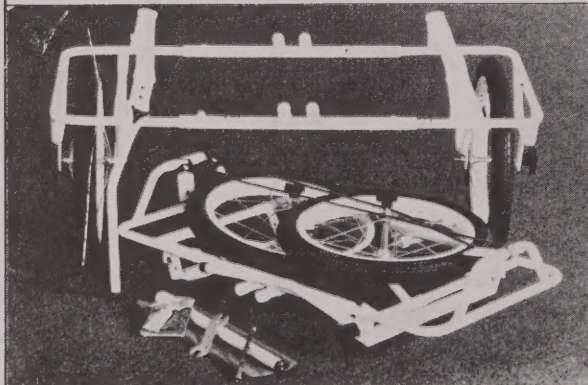
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Camp-cruising on Moosehead Lake

Dan Leonard

Maine is bigger than we than we thought, especially now that we've started driving inland from the coast. We're headed for Moosehead Lake, which is right about dead center in the vast Maine semi-wilderness.

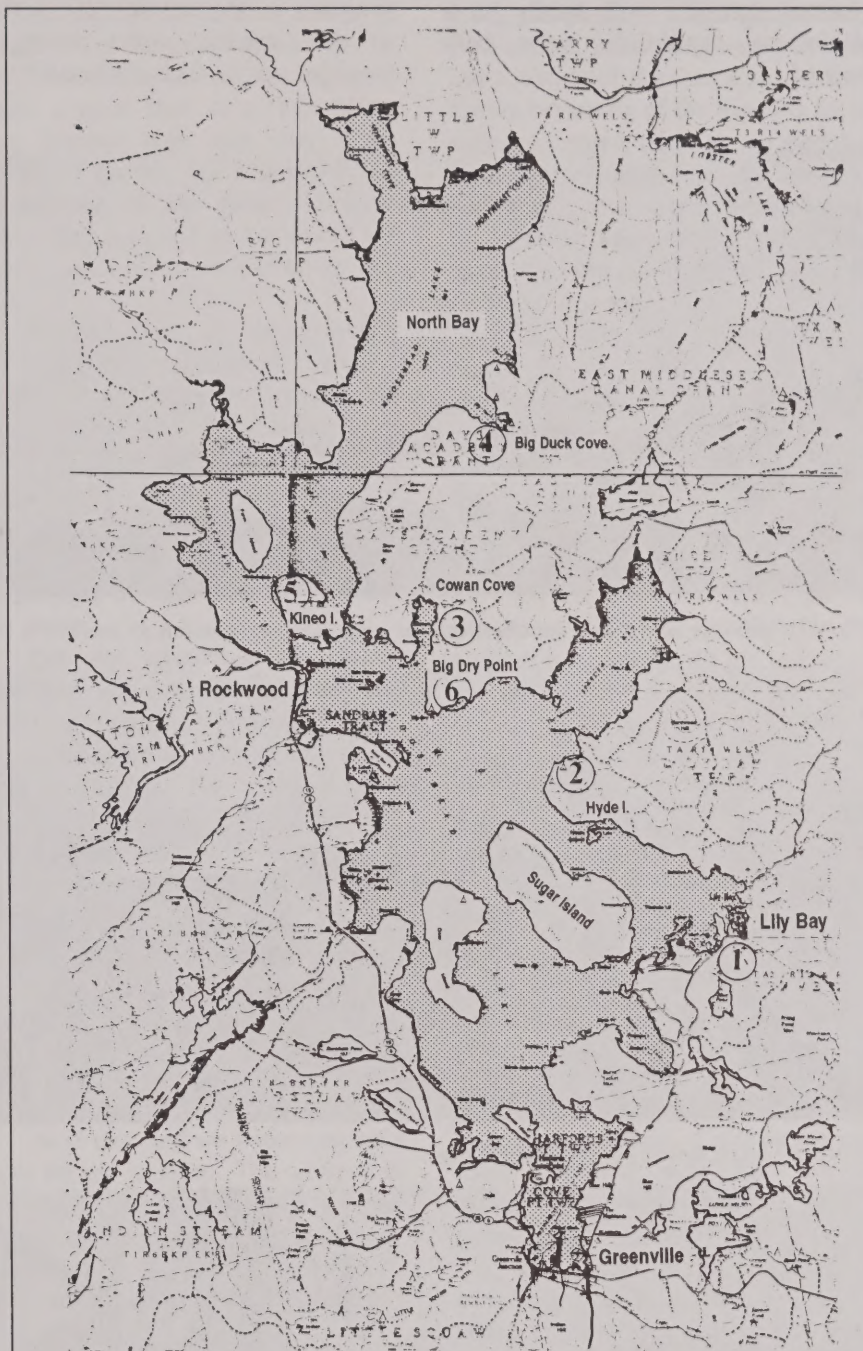
We've chosen Moosehead for several reasons. First of all, it's big, which should make for good cruising. Secondly, it's peppered all around with campsites, which should make for good camping.

We get our first glimpse of Moosehead from a high roadside overlook, and we're instantly taken with its inviting aspect. Under layers of luminous gray clouds, the lake recedes northward in a lovely tangle of inlets and coves, all silvery and shimmering. A loon's lonely wail drifts out over the water, and our expectations quietly ratchet up a notch or two. This lake looks like fun!

Our first stop is the Lily Bay State Campground, which we will use as a staging area. It's located just up the eastern shore from Greenville, which sits squarely at the southern tip of the lake and is the major supply center for the region. Even though it's a state campground, we get a wonderful wooded site, right on the water. Amazingly, there is virtually no boat traffic or campground noise. We might as well be 100 miles into the bush.

The entire area is heavily wooded, mostly with conifers. The ground and shoreline are liberally sprinkled with gravel, rocks and boulders of all sizes, and trees grow thickly right up to water's edge. Roots stick up everywhere through the soft forest floor, a thick mat of needles which gives way ever so slightly under foot, rebounding after. The ground is uneven, and full of surprises.

To the east, a continuous range of mountains pokes up into the overcast. Somewhere out that direction, 40 miles distant, is the great Mt. Katahdin, centerpiece of Baxter State Park. As we settle in for the evening, so too does a thin misting drizzle. All around us, loons weave their forlorn warbles into the gathering mist.



Moosehead Lake is long and lean in the north-south direction. The campsites we stayed at are numbered, one for each night of our 6-day expedition.

Next morning the air feels noticeably drier. The forecast is still somewhat unsettled, but we're anxious to load up and get out to one of the more remote campsites. Our plan is to stay out a few days. If we find a site we like, and the weather holds, we might stay longer. Or maybe we'll try

a few different sites. It all depends.

Down at the boat launch, it's already getting hot. We lock up the car, and split a specially-reserved, ice-cold beer. There's a feeling of anticipation as we paddle noiselessly away from the campground. It's the last real civilization we expect to see

for a while, and it feels great to be leaving it behind. Although our planned excursion will hardly be a wilderness expedition, we're both excited.

Our home base for the next few days will be our boat, which is a big two-man sailing kayak. It's a rigid wooden model, with plenty of stowage, and it feels rock-solid with

the full load.

There's almost no wind, but we're in no hurry, so we settle back for a dreamy ride. Occasionally, when the wind dies altogether, we get out the paddles, but we much prefer sailing. The reason, I suppose is part laziness. Why work when you'll get there anyway? More than that, however, sailing leaves you pretty free to sit back and look around.

We're doing perhaps one mile an hour on the merest whisper of a breeze. I leave my sail cleated down and steer with my feet, which leaves both hands free for other things -- like taking pictures. I alternate between a little grab-shoot camera and our new 8mm video. This is the first time we've brought the video in the boat, and I'm pleased to discover how easy it is to shoot one-handed, as we sail.

Up in the front cockpit, my wife Hedda is lost in space. Normally she sails the jib, but with things this slow, she's got her sail cleated down too. After a bit, she begins reading.

Hedda often brings books on our trips. Some are for her own pleasure, but this one is for reading aloud. As we make our way slowly uplake, we learn about a small group of Inuit Indians and the rigors of hunting walrus and seal from skin kayaks.

Once clear of the point, the wind begins to fill in, and we've got steady sailing at last. By mid-afternoon we're past Hyde Island, and searching for the first of the campsites. Even with our binoculars, however, neither of us can find a break in the trees along the bank.

By now we realize we're beyond the area where the camp should be. No matter, there are plenty of other sites further along, and we've still got several hours of daylight.

We emerge from the passage alongside Sugar Island, and suddenly the lake is much bigger. The wind is bigger, too, and we're moving along effortlessly, now. The clouds are still three layers deep, but we note isolated patches of blue emerging here and there from the sea of gray billows.

We're clipping right along, and I can't resist pulling out the video every few minutes. My theory is simple:



Our first glimpse of the lake ratchets up our expectations a notch or two.



Morning mists hover on Big Duck Cove



An early morning paddle begins with sails furled..

take enough pictures, and sooner or later you're bound to get something you like.

High above, there's the lazy drone of a seaplane (or float plane, as it's known), the first of many we will see. The further north you get in Maine, the more abundant they become. Plenty of spots for landing, with all the lakes.

Now that our field of vision has widened, we start to get an idea of just how big this lake really is. Surprisingly, however, there are no other boats in sight. Even though it's mid-week, we expect to see a canoe or two, or perhaps a sailboat. Nothing.

Rounding the headland, we scout for the next campsite as the afternoon slips away. We don't see any. Perhaps they've *all* disappeared? Ought to see something pretty soon ... Ha! There's one, and it looks great! We pull up onto a small gravel beach, and hop out eagerly to inspect our first site.

It's quite small, but furnished with the basics -- a weathered picnic table, a small open area at water's edge, a stone-lined fire pit, and a spot between the trees just big enough for our two-man tent. Clearly, this site is meant for small parties like ours.

We unload half our gear, and then strip down for a cooling dip in the lake. Perfection. The water is clear and delightful, just the right temperature for hot bodies. As we swim, it suddenly hits. We're finally *out there*. We've got our own private little home in the woods, on the water, and our schedule is open for the next several days.

Drying off, we set out the camp chairs to admire the approaching sundown. Camp chairs? Okay, it's a bit stupid, but they fit in the bottom of the cockpit, and you can't always count on a handy driftwood log.

The sunset show is perfect, as we sip a little Mr. Jack and settle back. Across the way is a high, flat-topped island that we will come to know much better in the coming days. Far away to the northeast is Katahdin's mile-high hump. While Hedda writes in her journal, I trace our route for the day, and figure we've done about 8 miles. Things are getting pretty mellow in the molten glow of the sun,

when suddenly there's a motor approaching, and pretty fast. We can't see anything around the point, and now it sounds like a truck is charging straight out of the woods at us.

I run for the camera, but too late! I miss a great shot as a float plane roars directly over our site, close enough to touch. It's a deHavilland Beaver, one of the great old bush planes that are still to be found up here. Two canoes are lashed to the struts.

As the hum of the Beaver's powerful radial engine recedes into the distance, I realize it's time to get this campsite humming. While I set up the tent, Hedda inflates the air mattress. Foam pads are a lot better than the cold ground, but we just don't get a good night's sleep on pads, so we always pack the air mattress. And the foot pump.

I've also abandoned my earlier belief that down is the only thing for camping. Down is wonderfully light, and packs down to nothing, but I just sleep better in the old-fashioned flannel-lined bags with the bulky batting. They take up a bit too much room in the boat, but the extra comfort is worth the extra bother.

We're running a little late, by now, so dinner is pasta with olive oil and Feta cheese crumbled over the top -- a great combination that cooks up quickly in one pot. No tomato sauce, no mess.

Next morning we know instantly we've hit the jackpot. The weather is now GREAT! The morning sun has none of that haziness that comes with humidity. The air is dry and the sun is set in pure, deep blue. This is what we came for!

Our morning ritual is simple. The first order of business is to make coffee, drip style, directly into our stainless thermos. That way we can enjoy it in little bits throughout the morning, and it stays piping hot. We take an extra moment to pre-heat our mugs with hot water straight off the stove before pouring in the coffee.

Before breakfast, we head into the water for a "polar bear" dip. The water now feels deliciously cool, and we're instantly awake and vitalized. Swimming energetically to get the blood going, we admire our new

home. Whichever way we look, the lake appears wonderfully inviting.

Towelings off, we get the oatmeal going and pour out a half-glass of ice-cold orange juice. Our ice will only last a couple of days, so this is a treat for the beginning of the trip. As far as we're concerned, treats are an essential ingredient of camp life. It's amazing how much you appreciate the little things when you've cut yourself free from the instant gratification that's available at home.

For instance, we always bring raisins for the oatmeal, and brown sugar and butter, and maple syrup in a little jar for the pancakes, and several small plastic squeeze bottles with our favorite dressings to make fresh vegetables and salads more appetizing. It all helps.

After breakfast, we talk about the day ahead. We love our site, but the weather is so fine we decide to load up and push a bit father north, to extend our range. The sun is high when we finally get on the water.

We sail over to Ronco Cove on the gentle morning breeze to check out some other campsites. Nothing special, so we head on towards a site on Big Dry Point, which overlooks the central portion of the lake, and promises a fine three-sided view.

Along the way, we are unable to locate some of the campsites marked on our map, while new ones seem to have sprung up in places where the map shows nothing. Later on we will learn that the state has stopped maintaining the campsites, due to recent budget cutbacks.

Meanwhile, the wind has died away completely, so we pull out the paddles. One nice feature about our rig is that it doesn't interfere at all with paddling. We just furl the jib and cleat down the main with the boom centered overhead.

Even with the full load, the paddling is great. The sun is sparkling off the water and we feel like we're in a dream. Tan lines are already beginning to form, and Hedda has changed to a halter top.

We stop paddling for a bit to have our sandwiches and fruit. The lake is glassy, and absolutely still. Perfect time for a cool-down dip, so we pull into the campsite just ahead

and take an extended, leisurely swim.

As we're bobbing quietly in the water, three loons glide around the point and swim by within a few yards. We hold our breath. Normally, loons give humans a wide berth, diving under whenever you try to get close for a good look.

Back in the boat, we push on to Big Dry Point but are greatly disappointed to find that it has apparently become private property. Too bad! Out past the point, we get a good view of Kineo Island, the big flat-topped hump which dominates the center of the lake. It doesn't look very imposing from this distance, but I can just start to make out its sheer rock

cliff, commanding the entire area.

It's already mid-afternoon, so we decide to head down nearby Cowan Cove and take a look at the campsites there. As we enter the cove, we pass close by a charming little house snuggled onto a tiny island crowded with boulders and a few trees. The house seems to lean against a huge, smooth rock which is very nearly as big as the house.

We're running down the cove, with the wind behind us for the first time. This is the easy life. We cleat down all the sails and settle back for the ride. Halfway down, a campsite looks inviting, and we pull up onto its little gravel beach. In the full

afternoon sun, it looks perfect!

Upon inspection, the site proves to be perfect indeed. Perfect table, perfect tent site, perfect view in every direction. Even the privy up the path out back is perfect. And, of course, the swim is perfect. Having spent the entire day under the brilliant sun, on sparkling water, everything appears a little larger than life.

As we unpack, I notice that the boat is already starting to get that casual, lived-in look. T-shirts are drying on the boom, while binoculars, books, cameras, water bottles, sunblock and other miscellany have begun to take up more or less permanent residence in various locations about the cockpits.

Almost unnoticed, clouds have started moving in again. These are a bit different, however, with that dramatic look that promises an interesting evening. Set against the salmon-colored backlighting of the setting sun, these are billowing giants.

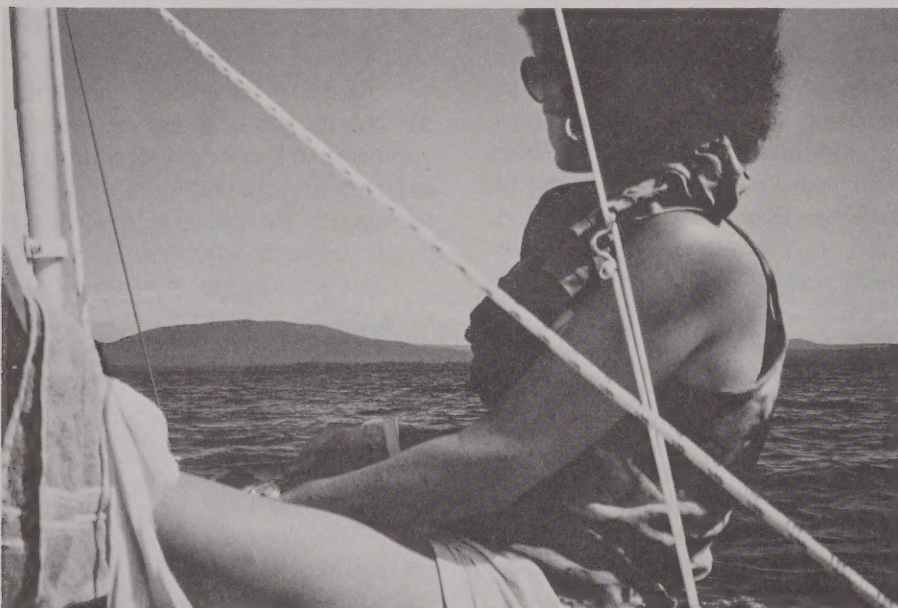
I suddenly realize that we're looking at classic thunderheads during their building stage -- low, flat bottoms with towering structures rising straight up for thousands of feet. Way off in the distance, we hear rumbling.

It looks like an hour or two before the show really starts, so we get out our little camping grill and start barbecuing the chicken. We pack our chicken frozen, so it helps keep our remaining food cool while it slowly defrosts. It's usually ready to eat the second day out. We do the same trick with the steak, which will keep quite well until the third or fourth day.

I bring one of those collapsible metal chimneys to start the charcoal. They're quick and virtually foolproof, and don't require starter fluid. I use a miniature bottle of taco sauce, medium-hot, to baste the chicken, and it's finger-lickin' good. Fresh spinach and potato salad round out the meal.

The cloud show is spectacular by now, so we decide to paddle out to the center of the cove to watch things develop. This turns out to be a great idea. Somehow, the storm never materializes, and we stay out until it is quite dark.

During the night, we have our first and only trouble with bugs. So



Hedda "hikes out" in a moderate breeze.



The large upright bags in the cockpits contain our bulky sleeping bags. The camp chairs stow in the bottom of the forward cockpit while smaller personal items are stashed in the cockpit bins. Everything else fits in the sealed cargo compartments fore and aft, or under the bungees.

far they've been no problem, but we're a bit slow in zipping up the tent after our evening adventure. We spend the night combating a swarm of no-see-ums that have been lurking in ambush. They win.

Morning breaks bright and early, without a trace of the cloud cover which was so thick the night before. The lake is glassy, the air invigorating. After our morning swim, we weigh our options. On one hand, we like our spot. On the other, it's now Saturday morning, which means Weekend.

Already, we've noticed a small clump of Winnebagos collecting on the opposite shore at the "permit" site. Someone's generator is whining away mindlessly. That settles it. We break camp.

As we're beginning to find, it's really no big deal to be packing up and unpacking each day. It takes a good hour and a half at each end, but there always seems to be plenty of time.

The morning is half gone as we shove off. It's beautifully calm, so we paddle up the cove away from the Winnebagos, and then drift a while with a fresh mug of coffee. We indulge in story hour, and learn a bit more about the kayaks of Greenland.

By now it's noon, and time for "hardbread" and cheese. I always bake up a loaf of this stuff for camping trips. Made with whole grain flours and raisins, but no leavening, it's dense and heavy, and lasts all week without cooling. With a slab of yellow cheddar on top, it makes a hearty lunch unlike anything we would have at home. Another treat.

The wind has come up, so we stow paddles and begin tacking up towards Kineo Island. We can just make out what looks to be an old hotel of sorts, all broken-down looking and in need of paint. Towering high above the hotel is the sheer rock face of Mt. Kineo. At this range, it's quite impressive.

The weather is stunning, and we start to think of extending our trip for a few days. The town of Rockwood is just a few miles distant, over on the western shore, so we decide to shoot over and try to find a store where we can freshen our supplies. More ice would be nice.

I scan the shore for some kind of

marina or market, but there doesn't seem to be any. Slightly disappointed, we swing east and begin heading for the campsite at the far northern tip of Kineo. With the wind is behind us, we're making great time, scooting by within yards of the shore. I'm taking pictures at a great rate.

It's late afternoon, by now, and the sun is *intense*. We've got towels stretched across our legs, and wet T-shirts draped over our heads, covering the backs of our necks. Hedda looks like some kind of desert nomad, with her T-shirt turban stuffed under her sun visor.

Coming up on the campsite, our hearts sink. It's occupied. Looking around, we start catching on to what's happening. A steady flow of powerboats is pouring out of Rockwood, loaded with weekend warriors. Suddenly, we're in hostile territory.

Worse still, it's getting on into the afternoon, and we're a long way from the next campsite area. The wind is also dropping back a notch or two, and we're no longer zooming.

We watch helplessly as we're overtaken by a succession of plodding houseboats, all apparently heading the same place we're going. We pass another cluster of full campsites and realize we may have to sail all the way up to Big Duck Cove. It's turning into a race for the remaining campsites, and we're losing.

I'm definitely worried, now. The afternoon is nearly gone, and for the first time we have to think about making a camp wherever we can. The shoreline is not encouraging. It will be difficult to find a site where we can pull up the boat.

The sun is setting as we swing at last into Big Duck Cove, paddling under the sails in an effort to speed things up. We see power boats arrayed all around the cove, with bonfires already blazing. Kids are splashing around the family sites, having a great time. Other sites boast a whole cluster of sleek muscle boats, and seem to be overflowing with teenagers.

Miraculously, the lone site on the southern shore is vacant! We lunge for it and shout out loud. Ha! We've got a campsite! It's a bit overgrown,

but the view from the privy up the hill is almost magical, and completely private.

I start the grill and we go for a celebration swim. After the long exposure to the brilliant sun, we've got incipient sunstroke, and we plunge into the water like starving seals. We've spent a good ten hours in the boat, traveling 15 miles.

The steak we have been looking forward to is stringy and tasteless, but we're happy to be home. The sky looks a bit unsettled, and I suspect we may get a shower before daybreak. I set up the tarp over the picnic table, in case we have to cook breakfast in the rain.

The morning breaks cool, misty and quiet, as the partymakers across the cove are still apparently sleeping it off. It looks like a scene from the Scottish highlands. A string of baby ducklings paddle by, trailing their mother like beads on a string.

We're looking out across North Bay, which is the northernmost section of the lake. Our block ice is finally gone, however, and supplies are running low. Looks like a good time to turn around and start heading home. We finish off the last of the pancakes for breakfast and break camp.

It's a lovely Sunday morning. The other boaters are just beginning to stir as we paddle out of the cove to pick up a light morning breeze. By mid-morning there's lots of powerboat traffic, especially around Kineo Island, which acts like a magnet. Amazing! The boaters are zooming round and round the island at full power, like idiots! Once around, twice around ...

There's also lots of traffic going back and forth from Rockwood. We haven't seen a single sailboat, and only one canoe. Pontoon boats, however, abound. Right now, our best shot for camping would be the sites at the northern tip of Kineo, which were full the day before. We hope someone will have to get to work early Monday morning, and will leave this afternoon.

After lunch, the wind thins out to occasional, fitful wisps, and we pull out the paddles for the final two miles to the campsite, which still looks full. We go in closer, however, and find that it's actually a cluster of sites, all bunched together. One of them is

vacant, and we grab it.

We set up camp, but realize that with our dwindling supplies, dinner is going to be a little thin. Hedda suggests we try for Kineo House, a small restaurant at the other end of the island which services the resort. She remembers seeing an advertisement somewhere about dinner specials. Sounds great.

It's already nearly 6:00, so we've got to hustle. Unfortunately, the wind is dead on the nose. We alternately paddle and sail, getting ever more anxious about missing dinner. Finally, with the sun setting, we round the smart new boathouse on the point and paddle into the dock area. Quickly tying up, we dash across the golf course (wow, look at that, a golf course!) and run up to Kineo House.

It's closed. No Sunday dinner. Well, that's pretty disappointing, but we salvage the evening by taking the opportunity to inspect the old hotel. An information board yields a bit of Kineo's history.

Apparently, the existing hotel is a sad remnant of the grand days of the previous century, when the well-to-do flocked here for fine food, good country air and the famous cliffwalk overlooking Moosehead. The old hotel burned down, however, and was eventually replaced with this sorry-looking affair, which although quite large has little decorative detail.

Still, the site itself retains its natural appeal. Developers have recently turned it into an upscale resort of sorts, with lots of cottages and additional building sites for sale. The golf course is in prime condition, and the refurbished dock area, which used to accommodate big lake steamers, still services tourist boats from the mainland.

We climb back in our boat and head back to camp. The wind is behind us this time, and we're rewarded with a wonderful moonlight

cruise as we glide effortlessly back up the island. It's quite dark when we finally round the point at our campsite, but the rocks are clearly visible in the moonlight, and we have no difficulty getting ashore. It's 9:30, and we've logged a good 17 miles.

Our next-door neighbor is a retired mechanical engineer with his son-in-law. He lives on Cape Cod, and has been coming here for something like 30 years. On the beach is his 20-ft Old Town canoe, with a small outboard. We talk about the lake. "Not like it used to be," he says. "You've pretty much got to go to Canada, now. Can't find that kind of thing here anymore."

Next morning, we swim and break camp. We're beginning to get the routine, and are on the water by 9:30 -- our earliest start yet. By mid-morning the wind is up nicely, and Hedda is having a great time out on the hikeout seat as we reach back and forth between Rockwood and Kineo.

The hikeout seat, by the way, is a wonderful thing. In any kind of sailboat it's important to get the crew weight up to the windward side of the boat as it breezes up, to help counteract the forces tending to heel the boat over on its side. In a narrow boat like ours, it's essential.

In the beginning, Hedda was reluctant to get out of the security of the cockpit to go sit out on the hikeout seat. Now, however, she jumps up at the first opportunity. Having her weight up there really steadies up the boat, and besides that, it's fun. With the jib sheet in your hand, you can lean way back, almost like a windsurfer.

That's what she's doing right now. The wind is strong but steady, and she's practicing what we call "maxi-hike" -- leaning back almost touching the water. I've got the camera out recording all this as we scream along at full speed. Total excitement.

By now it's blowing 10-15 knots, which is a pretty good breeze. We furl up the #2 sail, and continue on with just the jib and main. We're surrounded by whitecaps, and can't point as high into the wind as we'd like, due to the increased windage on the hull and the action of the waves.

We're zigzagging back and forth, making long shallow tacks, but not much real progress.

Finally, by late afternoon we make it past Big Dry Point. Now we can fall off a bit and pick up some real speed. As we approach our campsite, we're charging along at full tilt, doing something like 6 mph. In a small boat like ours, it feels like 60.

The site looks familiar, and we realize this is where we stopped on the way out, when we swam with the loons. It's a beautiful site, and we're glad to be back, especially since we're partially out of the wind. In front of us, the lake is whipped into a fury. Studying the map, I see we've sailed 16 miles in order to make 8, due to all the zigzagging.

It's 5:00, and we rummage around looking for food. Clearly, this is going to be our last real meal. We savor it in the waning sun, and are soon greeted by the rising moon, which is exactly full tonight.

Next morning we awake to full, glorious sunshine. It's still blowing hard, however, and still right in our face. Another beat! Our food is basically gone, and we're down to our last water bottle. Although it's a long way back to Lily Bay, we're going to have to try and make it.

Out on the water, it's pretty much the same as yesterday -- long shallow tacks upwind. We've got a good early start, however, and make steady progress. The chop doesn't seem quite so bad. Finally, around 5:00, we see the campgrounds dead ahead, and a late wind shift allows us to come charging by the outer campsites with everything flying.

What an intense day! I've had a low-grade headache all afternoon (too much sun!), and I'm ready to dive headfirst into the cooler which we left in the car. Of course, it's no longer cool. We celebrate anyway, and then head into town to blow it all off.

In town, we read the bronze plaque detailing Henry David Thoreau's whirlwind visit to Moosehead in the 1800's. He hired a guide to paddle, and they covered the entire length of the lake, up and back including hiking Mt. Kineo, in just two days. It took us six. Hats off, guys.

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Dan Leonard seems to think so. He originally designed his double model based on kayaking experiences in a Folbot, and the resulting boat has strong resemblance to that origin with its wide 38" beam and shallow v-bottom, and spacious double cockpit. It's the evolution of the sail rig that got away from kayak practice, the schooner layout on two masts with three sails and all the attendant strings is far more complex than the Folbot or Klepper sail rigs that have been around for years, and Dan says this is because he wanted the boat to really sail like a performance sailboat.

Dan views the boat now as a sailing kayak with paddling as optional power, and the story of the Moosehead Lake trip carries through this approach to kayaking. Comfort is paramount with lots of room for gear storage and comfortable custom seats, yet the paddling experience is not unlike that of paddling a Folbot, it moves easily enough under paddle power alone. What Dan wanted, and got, from his sail rig, was the seven league boot boost from the wind for travelling far greater distances in a day. A sailboat of comparable length (19') would lack the kayak's versatility for shallow water explorations into tight inlets, bays and coves. And it would not cartop as easily as the 100 lb. WindHorse.

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Tall Ships by Kayak

The "Commentary" in the July 15th issue of "Messing About in Boats" stated, "I'd rather paddle kayaks than view large replicas of old sailing ships." (In explanation of choosing to attend the L.L. Bean Sea Kayak Symposium instead of viewing the Tall Ships arrival in Boston. Ed.). I found I could do both with a very pleasant outcome. Here's my experience:

When the Tall Ships were preparing for their gala parade into New York harbor, I learned that Raritan Bay in New Jersey would be a rendezvous point prior to the big event. Three days before the festivities were to begin, I drove to Sandy Hook, New Jersey, hoping to see some of the ships. Of course I brought my kayak, wouldn't you have?

Sure enough, about four miles out on the bay were six ships of the fleet. I launched my kayak from the Coast Guard station and paddled in their general direction without any specific one in mind. One vessel I recognized as a replica of Perry's flagship "Niagara" of the 1812 battle of Lake Erie, but it was moving away under power. At

0800 the ships set their ensigns. Much to my surprise a topsail schooner dead ahead hoisted the flag of Sweden. Being of Swedish blood, I paddled towards this vessel. Two ship's boats were being launched for rowing drill around the bay. The crews seemed to be young cadets

I hailed the good ship "Falken" in Swedish and received an instant reply inviting me aboard for coffee. Edging out of my kayak cockpit and mounting the Jacob's ladder turned out to be quite a feat. Of course by now the rail was lined with onlookers. After saluting the ensign in true Navy fashion, I was invited below by the Captain, Ragnar Westblad, for coffee and Danish cookies.

"HMS Falken" was a commissioned naval training schooner and the skipper held the rank of Lt. Commander. With a picture of the King and Queen peering over my shoulder, we discussed their voyage to America. It all began at the end of March. They left Sweden in a snow squall and visited several countries enroute prior to their trans-Atlantic crossing.

Their hospitality made me feel right at home. I probably wouldn't have argued if they had hauled my kayak aboard and taken me along at least as far as Boston, their next port of call. Before leaving, I was given a tee-shirt with the ship's name and a photo of it under sail in a Baltic storm. I felt honored to write a note of thanks in the ship's log. It occurred to me that I might have been the first American they had encountered thus far on their voyage. But then it was back into my kayak after this most pleasant visit, one, I might add, that would not have been possible without the kayak.

A second vessel was nearby, the bark "Cloria" from Columbia. I paddled around and exchanged smiles and waves with crew members lining the rails and manning the yards. The view of a truly tall ship from a kayak with six inches of freeboard is spectacular. A Russian full rigged ship lay some distance away and tempted me, but I decided to paddle back to the Sandy Hook beach. It had all been a wonderful experience, one I won't soon forget.



"Hawkeye"



Phil Bolger was so impressed with the way a half-scale model of his new "step-sharpie" design performed (see April 15th issue) that he and David Montgomery decided to go ahead and build a full scale prototype in a "Micro-Trawler" version. Phil chose the name "Hawkeye" for his latest inspiration. When sea trials time came around, David called up and invited me down to Gloucester for a "photo op" session and first-hand experience of the new boat.

I found the boat tied up at Montgomery's dock on the Annisquam River adjacent to "Resolution", Phil's liveaboard sharpie. We were going to cruise over to the nearby Jones River for what would be speed tests, as the Annisquam, a major thoroughfare for boats short-cutting the trip from Massachusetts Bay into Ipswich Bay through the neck of the Cape Ann peninsula, has a 10mph speed limit, and Phil knew his new boat would do better than that, even with the 1970 vintage 25hp outboard David had scrounged up.

"Resolution" would be the "press boat" for us, and Phil and David's companions, so Phil fired up the 70hp diesel that lives in the back of his home, and we soon chugged off down the Annisquam in company with David buzzing along in "Hawkeye", which carried on its pilothouse an original bronze "Monty-craft" nameplate David had found in his boatshop memorabilia. The Jones River is really just a tidal branch of the Annisquam but it has a good clear half-mile straight and no speed limit, nor traffic at all on this weekday midday at high tide. Phil had measured off points delineating a statute half-mile on the topo map of the area so we could time "Hawkeye" to determine a close estimate of its speed potential.

If this boat was as fast as Phil anticipated it would be, what a sleeper it would be, especially finished off in this trawler or tug-

boat style. The toy tug designs that are available turtle along as displacement craft with 15-25 hp at 6-8 knots. Nobody would anticipate this funky little trawler getting up on a plane and running off.

So on to the moment of truth. David set off down the river alone initially while we watched from the deck of "Resolution". Partway along the chosen test course. David spun around down the far end and when we heard the revs build up Phil hit the stopwatch. "Hawkeye" lifted its bow some, but not a whole lot, revealing its bottom about halfway back though, and came buzzing on down past us somehow looking both fast and yet sedate, obviously moving right along but not cocked up into that take off" position most outboard runabouts assume when gassing it. At the far end, when David turned, Phil stopped the watch, and a quick calculation came up with about 16 mph. Not bad. Phil was beaming.

David came alongside and took on two passengers for another run, with both sitting behind the pilothouse, one in the sheltered cabin, the other out on the spacious rear deck, "Hawkeye" still lifted its front clear of the water and again gave us a speed right around that 15-16mph area. Pretty good for a picnic boat, for the speed did not at all disturb the passengers. Cutting a tight turn, David showed us how flat "Hawkeye" would turn, hardly any banking at all, on flat water, of course.

I joined the group aboard "Hawkeye" for a couple of more runs, and it was remarkable how steady and flat the deck remained as we sped along, and turned at the end of each run. Acceleration from an idle before entering the test section was not awe inspiring, after all, the old outboard was a yard utility motor that had been around since 1970, it was putting out 20 year old horsepower, certainly not its claimed 25. But in a short distance we were up to what

appeared to be top speed, and on-board now with the watch, we could time the passing of the marks more closely and our estimate rose to about 18 mph.

Yes, this little 18' "workboat" replica will certainly surprise anyone out on the water expecting typical toy tug performance. With modern power it should do even better, Phil doesn't advise much more than a 25hp motor though. Its shallow draft will allow it to go right up into the marshes and creeks or up onto a beach if care is taken to watch the tide so it need not be relaunched from a solid grounding.

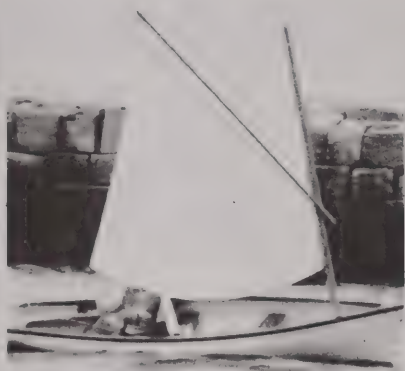
The prototype, unfinished in detail when we ran this speed test, is for sale completely finished in workboat style, contact David Montgomery at Montgomery Boat Yard, 29 Ferry St., Gloucester, MA 01930, to learn more about it. Plans for the home builder are available from Common Sense Designs, P.O. Box 91429, Portland, OR 97291-0492, for \$75.

Bob Hicks





"Hawkeye" on the Jones River. The left hand column of photos shows the turn of speed with three aboard, skipper and two passengers at ease on the rear deck. Note how far up on a plane the boat is and the lack of lean in the turning position the boat assumes. The right hand column shows the boat with just skipper Montgomery aboard, the hull rises a little higher from the water onto a plane, but the speed was about the same by our admittedly crude calculations.



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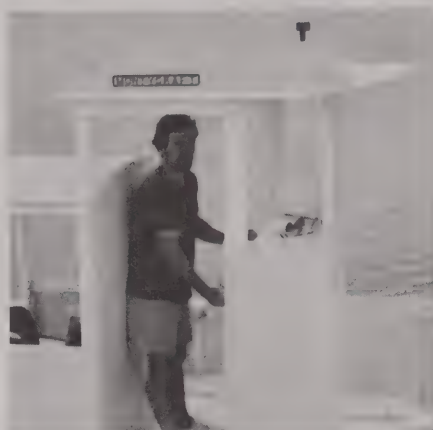
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The Montgomery ~ Bolger Connection



David Montgomery is the third generation owner of the boatyard on the Annisquam River under the Rt. 128 high bridge in Gloucester, Massachusetts. Phil Bolger lives aboard his sharpie "Resolution" docked at the yard. But this is only the current relationship that Phil Bolger has had with the Montgomerys.

David's grandfather Nick got into the boatbuilding business around 1900 in a backyard on nearby Washington St. He moved it to the present location around 1907, and spent the rest of his life there designing and building boats. The Annisquam Fish Class catboat was a great success for him right after World War I, and the concrete mold used to build hundreds of them during the '20's is still in use at the shop today for occasional orders for the traditionally built version David still offers.

Phil Bolger grew up hanging around at Montgomery's where Nick was something of a mentor for the young man who would become today's innovative designer of easy to build boats. Phil was well grounded in traditional concepts and also in the realities of building boats for a price. Today Phil and the grandson of the man who helped launch him on his career work together in a symbiotic manner, Phil designs boats, and often David builds prototypes for him.

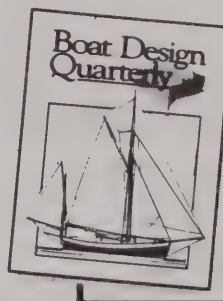
David now owns the yard himself, as his father Herb, who took



over from his father Nick, has retired. In order to concentrate on building boats to order, David has rented out the original boat shop and yard storage business that Herb operated since World War II days to others. David built himself a new spacious shop with an apartment upstairs that offers great views up the Annisquam River and instant down-the-stairs access to his work. He's built a number of custom traditional boats to order, an ambitious example in recent years being a 32' Herreshoff sloop. His versatility has allowed him to also build a 10' Culler sampan, the Fish catboats of course, in both traditional and plywood versions, and a number of other cruising sailboats. "Hawkeye" follows on his recent building of a plywood version of Brad Story's 21' Chebacco yawl, three versions of which were recently featured in "Wooden Boat" magazine.

I wonder what Nick Montgomery would think of how it has all turned out since he began boatbuilding here about 90 years ago? To see his son pass on the business to his grandson, and to see that kid who hung around learning all Nick could teach him about boats and their design grow up to become today's guru of the "instant boat" concept working with his grandson on ever new ideas in boating. It would have to be kind of rewarding, I would think, for him to know this.

Bob Hicks



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BY
HENRY PARKER FELLOWS
ILLUSTRATED BY WILLIS H. BEALS

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AN AUTUMN CRUISE ON THE HOUSATONIC FROM PITTSFIELD TO THE SOUND.

CHAPTER I. PITTSFIELD. — LEE.

The river had been continually rapid, and we went swiftly forward, now past a clump of woods and now along open meadows with both banks and hillsides near at hand. The water, discolored by the refuse of the mills above, and darkened still more by dense, threatening clouds overhead, flowed with peculiar shady effects over a grassy bed in shallow places, though the bottom could not be seen at all in the deeper pools. There was always sufficient water, however, and after we got below the junction of the east branch, a stream about the same size and consistency as the other, we had an abundance. I allude to the state of the water, as the trip had been delayed on account of a fear that we would not have sufficient water to get along at all, as the season had been remarkably dry. I have little hesitation, however, in saying that the river from Pittsfield to Falls Village is navigable in a flat-bottomed boat at all times; and that one can indeed get along below Falls Village, too, although the greater the volume of water below that point the greater the pleasure of a trip.

The river soon wound under another bridge and then writhed in extraordinary fashion in quite an extensive interval. We loitered along its windings, the swift current beguiling us into thinking that we were making great progress and would easily reach Lenox Station by five o'clock. Greylock drifted to and fro across the rear of the valley in the distance to the north. Perhaps, however, it was the winding river that drifted to and fro. I know not how it may have been; the effect was the same, and even now in memory I see a blue mountain of vaguely beautiful outline, solemnly moving from side to side across a valley landscape, shadowily picturesque.

The clouds, however, threatened rain every moment, and the rising wind, blowing fresh as if from the ocean,

added stimulus to our constant apprehension of an immediate downpour. It did not come, however, but the darkness above only served to bestow on all the valley an intense, deep, sombre green. No house was in sight, and all was silence. The river was as variable in its course as the wind is usually supposed to be, and sometimes, assuming that the wind was steadfast, we had the breeze at our back, frequently on one side or the other, and occasionally in our faces. After a while I resigned the oars to my companion, who had long been itching to row. He exerted his muscle with terrific force, and, as the boat was light, and easy rowing, and quickly turned, he produced some startling aberrations from the ordinary line of our progress. His knees were the occasion of a great deal of trouble. Having once got the stroke well past those troublesome projections, however, he was all right for the rest of it. Taking one quite desperate stroke, however, after the usual interruption at the knees, there was a loud crack and the rowing-seat, which was thin and springy, broke into a half-dozen pieces and let the oarsman down to the bottom of the boat with a great shock. Luckily we had with us a stray board which we had used as a rest to keep our feet out of the water which poured into the boat in spite of the cotton batting, and this was made to answer for a rowing-seat, while thereafter we bailed oftener than ever.

And now the river had come to a woody mountain on the east side of the valley, and began a game of tag with the high and mighty dignitary. It ran up to the mountain, and then edged away in the devious ways known only to a river, and then again, after approaching the immovable and dignified mountain, bounded away over the meadows. After a while we heard a train whistling ahead, and, as it was past five o'clock, we concluded we were not far from Lenox Station. We had not once caught sight of the railroad, however. Pulling rapidly on we came to a bridge, the fifth from Pittsfield, I think, and below on the west bank was a large house. Inquiring of a boy where we were, he said at Dewey's Station, which is only three miles below Pittsfield. The boy—he was not an encouraging youth at all—gave a very disheartening account of the long distance still before us to Lenox Station; but both my companion and myself, voting him an ill-omened prophet, decided that there was nothing else to be done but keep on.

The river from Dewey's goes with an even current, and renewed the game of tag with a range of mountains which begins just below. Soon after starting, the clouds, which mercifully for us had not dispensed rain, not even a drop, broke into fleecy mists and drifted away, tinged with a deep red glow by the setting sun. After a while we found ourselves on a dark river in a very dark landscape. And now my companion proved to be a com-

panion indeed. Malachi was an optimist. He assured me every few strokes that it could not be far to Lenox now, and in truth I often gave him the same assurance in return. We were once startled nearly out of our wits by the voice of a man on a bank fishing. We had not perceived him at all when he broke the deep, black solitude by asking us if we could assist him to splice the main brace. We explained that we were not sailors, only oarsmen. In vain I endeavored to ascertain whether we were in the pond opposite Lenox Station, but I could not tell when we passed through it, nor see the station, though we passed within fifty yards of it, and Malachi was as ignorant as myself. We finally pulled under a bridge, and, just below, the bow of the boat grated harshly on the gravel at the edge of a stone dam. Entirely unfamiliar with the locality, and, as we had apparently not passed through any pond, thinking that we had not yet arrived at Lenox, we nevertheless moored the boat, as the channel below the dam was dry. As a matter of fact, the *dépôt* of Lenox Station was at the end of the bridge we had just passed, but having no suspicion of it, and still encouraged by the optimism of my friend Malachi, whose tendency, as well as my own, was forward, we walked down the track with alternations of doubt and conviction, a mile to Lenox Furnace; and then, after sending a telegram to my intended fellow-voyager who had gone on to Lee, we retraced our steps to Lenox Station, where, upon the departure of the nine-o'clock train that carried Malachi back to Pittsfield, I took the stage to Lenox, distant two and one-half miles, and found shelter, which I had at one time seriously despaired of obtaining, at Curtis's Hotel. In the office I gazed with a present sympathy upon an allegorical picture which graced one of the walls: "The Voyage of Life — Old Age." On the hearth the embers of the fire sent a thrill of warmth through me, for the night air was cold, and supper, a ten o'clock one, — the table is excellent, — soon sent another of a different and better kind. The hotel is quite a fashionable resort and performs its share in what Mr. James, in his note about Hawthorne (a very poetic strain of criticism, not in the least inconclusive), calls the lionization of Lenox. Numerous odds and ends of antique *brie-à-brac* are scattered over the house. The rage for that sort of thing may indeed be said to reach high-water mark in Curtis's large, and, in the way indicated, old-fashioned and comfortable hostelry.

I took the early coach the following morning, to meet my fellow-voyager on the arrival of the early train at the station. The regular stage-driver is also, strange to say, the station-agent, a remarkable union of callings, it seems to me. Another driver, however, took his place, who, as it turned out, had no key to the station wherein our oars and baggage had been locked up the night before, and so we had to wait nearly an hour for the arrival of the

double-headed functionary before we could get our stuff and go on. How odd the scene around looked by the garish light of day! There was the pond, or, rather, a narrow channel through the middle of a wide expanse of mud, and the bridge, and the river, all as plain as need be!

We found the gate at the head of the sluice-way at the east end of the dam raised so we could pass under; otherwise it would have been necessary to carry over on the east side, as it is not advisable, under any circumstances, I should think, to try the river below the dam. Following the canal, we soon came to another dam. Taking the boat out below the gate-way, we had a very short carry around the lower side of the mill to the river. The mill belongs to the Smith Paper Company, and is known as the Pleasant Valley Mill. Paper is made here one hundred inches wide, on the largest machine in the country. Pulling on down stream, we soon came in sight of a bridge, above which rose, just beyond on the west bank, the square tower, surmounted by three brick chimneys, of an iron furnace, which sometime apparently impressed the name Lenox Furnace on the small settlement thereabout. The dam is just below the bridge. If water is pouring over the dam, the best way to get around is to go to the west shore, and carry around the grist-mill, putting



in under the barrel-flume below. The water was so low that we let the boat down over the middle of the dam. We pulled by the furnace, which has an air of ancient greatness gone to rack and ruin, and in a few minutes came to another dam of the Smith Paper Company. We carried two or three rods, and put in the sluice-way on the east side of the dam, and thence floated down to the mill, where we carried the boat around the mill on a wheelbarrow, and put in the tail-race just below. A high bank made it awkward to launch the boat, and the stern dipped some water. After bailing, several hundred lucky-bugs that had been scooped in remained and beat an incessant and

multitudinous tattoo. The water ran swiftly in the race, and we soon emerged into the river. Ere long we came to an island, and attempting to get by got aground, and had to go back and take the west side, where is an abundance of swift water. Immediately below, the river spread out over a gravelly bed, and we had very hard work to push over. The banks are quite picturesque here, especially just above and below an old wooden bridge. A range of mountains which borders the valley on the east adds fine emphasis to the scene. All admiration of scenery, however, was soon stopped by another dam, which furnishes motive power to the Columbia Mills. If the water is high, the best way to get by is to pull over the embankment on the west side. We made a carry on the east side with a wheelbarrow. Then a short pull over a pond-like stretch of water, past a row of houses on the east side in the village of Lee, brought us to the dam of the Eagle Mills. If the water is high, it is better to carry over on the west bank. We had a hard tug of it on the east side, taking out just above the mill, and lugging the boat across the road before we could put in. Immediately below is the dam of the Housatonic Mill. Here it is necessary to put in the sluice-way on the east side. We left our boat at the bridge just above the mill, which is very nearly the centre of the village.

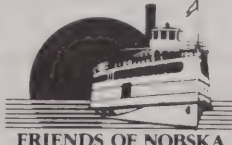
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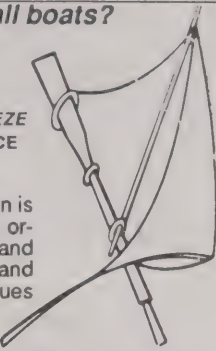
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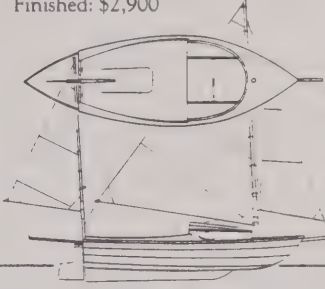
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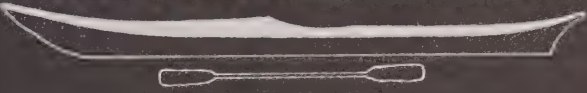
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An ongoing series.
BUILDING "TOAD HALL"

by David N. Goodchild

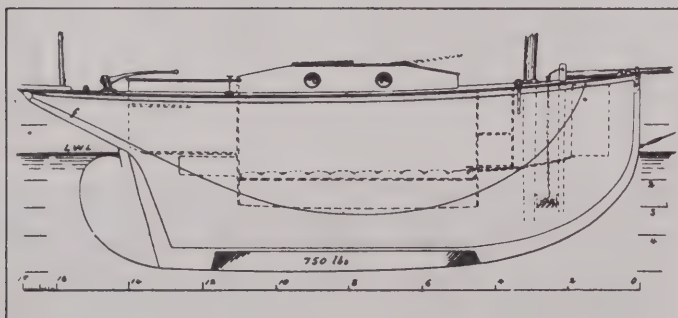
Part 2

STRUCTURAL DESIGN

I thought about the structure for a boat that I would build for a voyage around the Atlantic Rim, for about two years. During this time my ideas for a new method of construction were born, developed and matured. It is always dangerous to claim uniqueness for an idea, since most ideas are derivative and what appears as unique often turns out to be unconsciously nurtured by earlier developments. I will say however, that I have never before seen a boat built in quite this way. This applies to both structural design and building method, which as we will see are not the same.

This is a very traditional design. It is round-bilged, counter sterned and plumb-stemmed. "Toad Hall" however, in my interpretation, is built entirely of PLYWOOD! This includes the structure, the planking, even the spars and blocks. EVERYTHING! The means by which this can be accomplished will be seen as we progress, but we will look first at the backbone, stem, deadwood and keel.

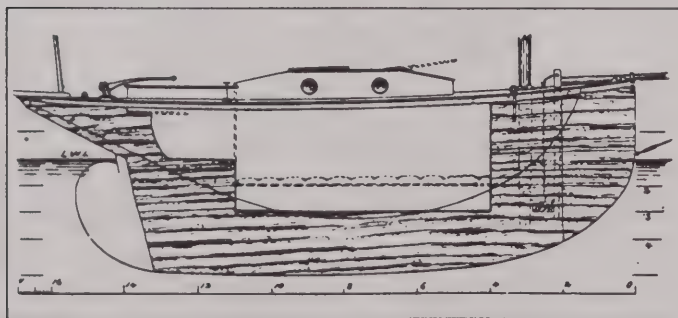
Shown below is the profile of the original design. This traditional method of construction utilizes heavy timbers for the stem, scarfed into the keel and further let into the sternpost and deadwood aft.



Original Construction

THE CENTRAL COLUMN IDEA

If the traditional profile is compared with the next illustration, it will be seen that a large area of the profile is now in shading. This area is composed of two layers of 3/4" plywood epoxied together to form a thin but strong vertical column from the deck to the bottom of the keel. The column, which in fact, becomes the keel, stem, sternpost, deadwood and many other things, provides a single vertical panel throughout the boat, with only those areas required for living space cut out of the vertical column.



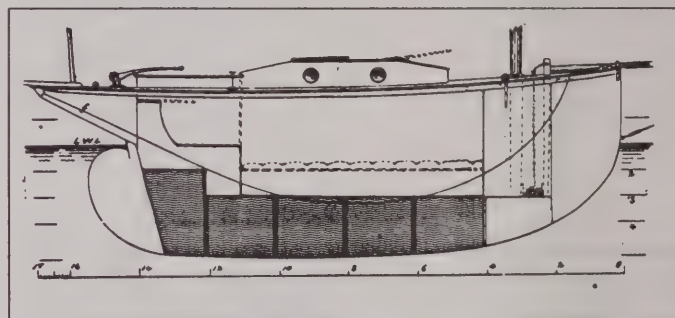
The Central Column

This method of construction offers several advantages. The fore and aft strength of the boat is immense, as is the perpendicular. Great athwartship strength is also achieved through proper bulkheading. The construction is light weight. No heavy tools are required for working the major backbone timbers since none are utilized. Mast compression stresses on the hull are virtually non-existent and collision strength is vastly increased. Finally, attachment points for the mast, mooring bits and spar tangs are enormously improved.

Using epoxies and fiberglass sheathing, what results is an extremely stiff, strong and light weight monocoque structure with a very high number of small, useful compartments for stowage, and a large number of potential water-tight compartments for purposes of flotation and/or tankage.

TANKAGE

Referring to the illustration of the modified structure, we can see that the areas from waterline three down to the bottom of the keel are utilized for tankage. These areas are partitioned by athwartship bulkheads made from three laminations of material to a thickness of 2". Between Stations 6 and 8, this provides us with a tank of 2' in length by about 2' in depth, and with an athwartship dimension which varies from about 4" at the keel to about 13" at Waterline three. The method of construction provides a total of 12 tank spaces, almost all of them below Waterline 3, which I plan to utilise in the following manner. The tank spaces between Stations 2 and 4 will be used solely as a sump, since the space above Water-



Tank Distribution

line 3 will be used as a forepeak and anchor/rope locker, much as the original design illustrates. On the starboard side will be chain and on port will be nylon warp. The separation is designed to even up the trim since the wood-burning stove is located to port.

Tank spaces between Stations 4-12 will be used for fresh water; the starboard side to be drinking water, and the port side to be heated wash water. Each tank is individual and isolated.

The tank spaces between Station 12 and the deadwood, and upwards to about Waterline 2 under the cockpit, on both sides of the ship, is an odd space which can be still be utilized to store kerosene for use in the cabin and navigation lamps and for the stove insert.

Although my calculus is non-existent, my eye is pretty good, and I estimate total potential tankage to be between 50 and 60 gallons of water (both hot and cold) and about 15 gallons of kerosene.

"Toad Hall" has no bilge and requires none!

ACCOMODATIONS

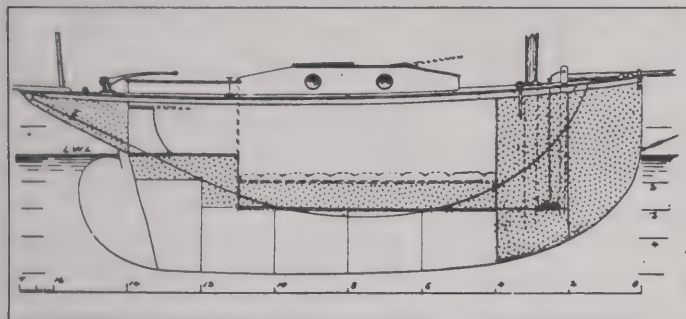
The boat contains a narrow single bunk to starboard which can be extended to a slightly more reasonably-sized single berth by virtue of an extension which forms part of the bunk structure.

On port side, at the companionway is a large chart table, able to accommodate an Admiralty chart with the bottom folded under the top surface by virtue of a slit in the front of the table and another at the top. Forward of the chart table is the galley with a wood-burning stove which I will build to suit, and further equip with a kerosene burning insert for

use in the warmer climes. Under the forward step, is a head of the Porta-Potti type.

FLOTATION

Small boats which venture offshore cannot carry a life-raft due to the minimum space available. Even with space for a life-raft, it is always advisable to stay with the boat whenever possible rather than abandon ship and trust everything to a small raft on a large ocean. The boat is the best life raft! With positive flotation, it is feasible to plan on remaining with the boat in case of disaster, in company with the full complement of tools, stores and other comforts and necessities this option offers.

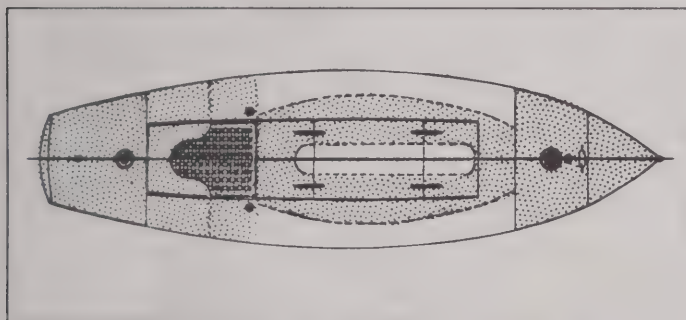


Flotation: Foam or Watertight Compartment

Based on the total displacement of the boat, full positive flotation will require about 64 cubic feet of flotation materials or watertight areas.

The areas forward of Station 2, which is the #1 collision bulkhead are entirely filled with foam. In addition, the areas aft of Station 14 are also filled with foam. Station 4 is the #2 collision bulkhead and is constructed of doubled 3/4" ply (1 1/2" total thickness) with watertight hatches for access to the forepeak which is forward of this bulkhead.

The dotted line on the Plan View outlines the bunk area on the Starboard side, steps for the forward and aft companionway, and an area similar to the bunk on the port side. The area is used entirely for stowage (except for that area occupied by the head) and access to this stowage area is exclusively through watertight hatches, thus providing another large watertight area.



Flotation: Foam or Watertight Compartment

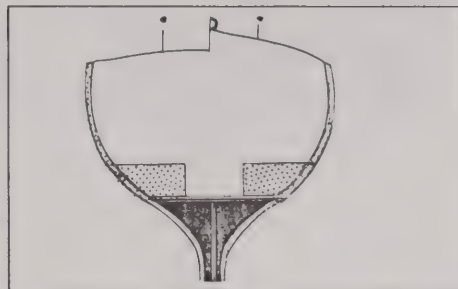
The volumetric combination of these three major areas offers a very large amount of flotation, in fact very close to the total required. But there's more!

DOUBLE-SKIN CONSTRUCTION

The illustration shown below outlines the double-skin construction to be used on this boat. The inner skin consists of two plies of 1/4" plywood separated by a space of 2" and finished by another two plies of 1/4" plywood which forms the outer skin. Both the inner skin (which would be the ceiling on a traditional carvel-planked wooden hull) and the outer skin, are sheathed in fiberglass and epoxy. The space between the two skins is completely filled above Waterline 3 with foam slabs cut to fit within the girdle-frame. The only modification to this schema is below Waterline 3 where

the inner plys are increased to 3 for a total of 3/4" of thickness to help accomodate the inter-skin ballast.

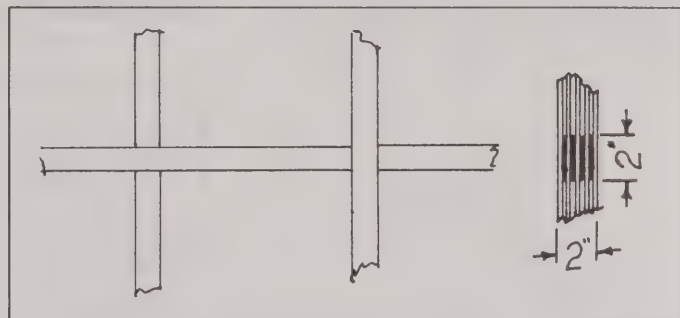
This provides a total skin thickness of 3", 1" of which is timber and another 2" of foam.



THE GIRDLE FRAME

Between the two planking skins a series of interlocked frames runs completely around the inner hull and provides the 2" separation which allows the additional foam flotation. This foam by the way, also offers an enormous amount of insulation which I expect to be very beneficial above the Arctic Circle.

This Girdle Frame is made up of 1/4" plywood cut into strips 2" wide.



The Girdle Frame Interlock

Eight laminations form a box frame of 2" square. Individual frames run from the sheer to the keel and from the stem to the counter. Instead of running precisely vertically and horizontally, the frames are "canted" and naturally follow the curves of the hull. Because of this, stresses and impacts are more easily resisted. Where the frames cross each other they are interlocked to form the entire structure into an extensive monocoque girde. The illustration above demonstrates how these frames will be interlocked.

INTER-SKIN BALLAST

If my calculations are correct, and there is always the possibility they are not, (though they have proved correct thus far), all of the ballast for this boat can be carried within the skins without utilizing any tankage space or intruding into the living accomodations. If more ballast is needed, some portion of the tank spaces can be sacrificed to contain additional ballast. This can even be done after the boat is launched in order to correct trim.

I plan to use sheet lead contained between the skins between Stations 6 and 10 and from the keel to Waterline 3 for the bulk of the ballast. Another 350 pounds of sheet lead ballast can be contained between the multiple layers of 1/4" plywood which form the keel which wraps around the center column. We will cover ballast distribution at a later date.

NEXT MONTH

Next month we will examine the unique building method, see how the center column facilitates this and begin construction..

David N. Goodchild

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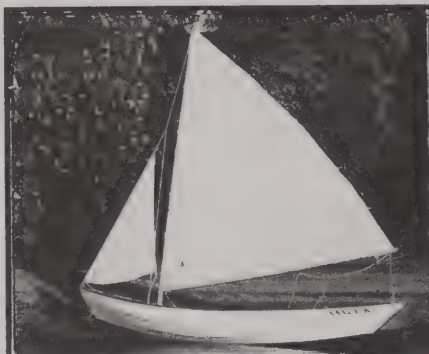
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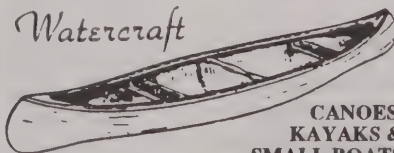
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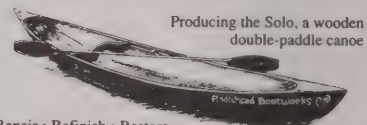
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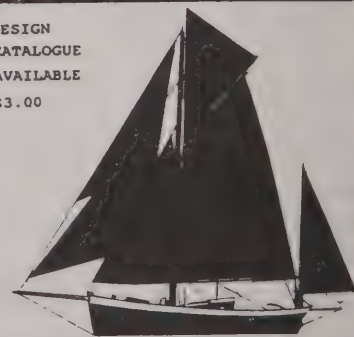
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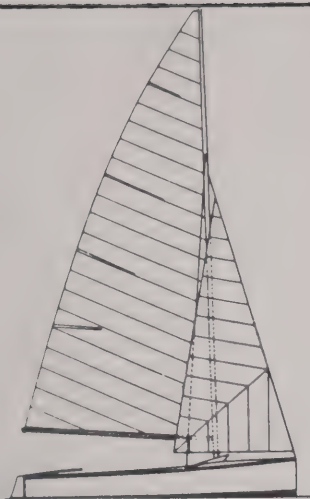
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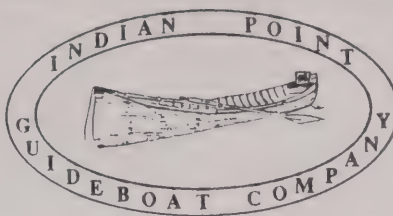
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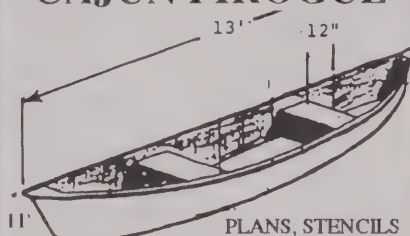
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12'x4' ULTRALIGHT SAILBOAT, Classic 12 Whitehall, Platt Monfort design. Completed 4/92. 13' mast, 43 sf sprit rig dacron sail. Ash/kevlar ribs, fir framing & mast, mahogany trim, aircraft dacron/varnished cover. Sails and rows beautifully & fast. Easily cartopped. STANLEY FAULDS, Wilmington, DE, (302) 998-1352. (10)

21' SEA PEARL C/B model, ballast tanks, new 2hp Yamaha OB, galv trlr, custom sail & boat covers. Perfect cond, located in FL.

DONALD MAHARAM, Sands Point, NY, (516) 582-3434. (TF)

DRY SUIT, OS Systems. Rear zipper, extra large, used 5 times, \$240. Werner San Juan paddle, 7-1/2', 2 pc. custom colors, \$130.

HIRAM GARBER, Portland, ME, (207) 772-3821 eves. (10)

CLASSIC CHESTNUT "VOYAGEUR" CANOE, 17', wood & canvas (green), gd cond, w/paddles. Original owner. BO. Kathleen Corrigan, Southport, CT, (203) 256-8145. (9P)

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

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

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)

LIGHTNING SAIL RIG, wooden mast & boom, full set of sails, NEW main. Was on my Rhodes 19 with quaint cuddy cabin, so mast length may not be original. \$200. Also available is bolt-on keel for Rhodes, \$80. Boat is retired to picnic duty on Concord River, but if you fell in love with it I might be willing to talk about a price.

SCOTT CUNNINGHAM, Concord, MA, (508) 369-7742 or (800) 243-1185 ext. 308. (10)

6' FIBERGLASS DINGHY, w/sail, oars, dagger board, rudder. All in A-#1 shape at \$750. Almost new.

DOUG BUCHANEN, Andover, MA, (508) 474-0332. (10)

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 there for \$500. 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.

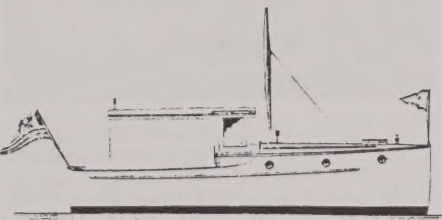
BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best.

TRAILER PLANS SOUGHT. Looking for plans for and information on home built boat trlrs, preferably wood, and parts and supplies for same. To haul boats 6' to 25'

PETER PFISTER, 25 Tally Ho Tr., Belle Mead, NJ 08502. (10)

SLEEPER: 7'10" car-toppable sailing cruiser. Sleeps two belowdeck. Plans \$35, info \$3.

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



1929 ELCO 26, restorable. All orig hdwre, no engine nor head. Nds new bottom. \$350 (or \$550 to load on trlr).

JIM MITCHELL, Noank, CT, (203) 536-6213. (10)

9'6" WOODEN SAILING DINGHY, "Chaisson" dory design, beautifully built of mahogany, cherry & oak, copper rivets & roves, perfect cond, rudder, tiller, oars. \$1,100.

BILL HARMS, Mechanicsburg, PA, (717) 691-7688. (10P)

NOVI STYLE FISHING BOAT, Eldridge MacGinnis overnight design, blt 1956. Engine runs, hull sound, nds deck & cabin work. Gd winter project. Asking \$2,800 or BO

STEVE SMITH, Eastham, MA, (508) 996-9971 days, (508) 255-8226 eves. (10)

ALDEN OCEAN SHELL, old but not bad. F Collar wooden oars. Asking \$600.

STEVE SMITH, Eastham, MA, (508) 996-9971 days, (508) 255-8226 eves. (10)

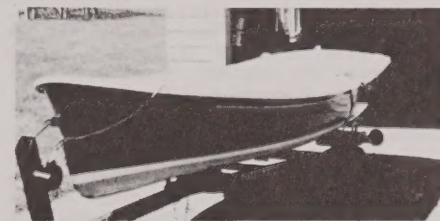
ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available. KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

FIBERGLASS BOAT MOLDS, for 14' bass boat & Sunfish type. BO. JIM GLISTA, Enfield, CT, (203) 745-2243. (10)

MARINE ENGINES: Old slow turning 1 & 2 cylinder direct reversible gasoline marine engines from 3hp. ANYTHING MARINE, Box 5000, Lunenburg, NS B0J 2C0, Canada. (16P)

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

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



12-1/2' O'DAY WIDGEON SAILBOAT, new lines, mast tabernacle & Schaefer blocks. Highlander trlr. \$1,000.

JOHN KARRER, Taunton, MA, (508) 822-1314. (9)

17' FLORIDA BAY MUD HEN (1983) gaff cat rigged sharpie, dark green FG hull, tanbark sail, galv trlr, 2hp Mariner in well. \$3,000.

PENN PFAUTZ, Middletown, NJ, (908) 957-0474. (9)

CHARLOTTE ULTRALITE CANOE, blt by Tom Hill, John Wermescher & class, finished out by John Wermescher. Like new, sacrifice, best offer.

JOHN WERMESCHER, Crescent City, FL, (904) 467-2996. (9)

OLD TOWN PACK CANOE, air bags & snap-on cover. Asking \$350.

WIL SMITH, Cape May, NJ, (609) 884-1803. (10)

18' LYMAN ISLANDER, hull nds work. Incl hdwre, Universal Utility 4 Type BN motor. \$1,200 or BO. Also Homelite OB. DON FARNSWORTH, P.O. Box 13, China, ME 04926-0013, (207) 968-2932. (9)

NIMELE 20 CANOE YAWL, tanbark sails, 5hp 4-stroke in well, cruise outfitted, cover, trlr. BO.

DOUG BACON, Woodstock Valley, CT, (203) 974-3505, lv message. (9)

13' ANTIQUE CHAISSON DORY, double ended. For restoration, has builder's plate. \$300.

DAVE PEACH, Marblehead, MA, (617) 631-5571. (9)

16' ADIRONDACK GUIDEBOAT, Haselton/Kaulback kevlar/FG, w/caned seats, mahogany trim, 9' oars.

ROBERT WHITE, Hanson, MA, (617) 293-6755. (9)

17' SWAMPSCOTT DORY, blt 1988, pine on oak ribs, Sitka spruce mast, mahogany transom & brightwork, oars, mainsail w/2 jibs, trlr. This boat is a beauty, \$2,995 or BO.

TOM MILLER, New Boston, NH, (603) 487-3883. (9)

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. Would consider full or partial trade for interesting power boat. JOSEPH RESS, Newton, MA, (617) 965-7714. (8)

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

14' STURDEE CAT, cat rigged daysailer. Cockpit coamings recently replaced w/mahogany. 3hp Yamaha (great motor) Trlr rusty but useable. \$3,250. BOB TUFFLEY, Gloucester, MA, (508) 283-2615 (eves). (9)



15' WEST WIGHT POTTER, 1990. World famous beachable microcruiser in top cond. Self-bailing, self-righting, non-sinkable, vy stable under sail. Easily launched & recovered. Extras incl 3hp Mercury OB, custom cabin cushions for 2, 6-1/2' berths, Porta Potty, SS bow pulpit & cockpit rails, Shoreline tilt trlr, transom boarding ladder, cabin mounted compass, dock lines & ground tackle. \$3,900. DON ROWLAND, Charlestown, RI, (401) 377-8946. (9)

JOHNSON OUTBOARD, 5.5hp, 4 gal remote tank, owner's manual. 1955 w/vy low total hrs, runs like new, all orig paint, decals, \$220. JIM CLARK, Oxford, OH, (513) 523-6515 (wkdy eves). (9)

FIDDLEHEAD BOATWORKS SALE: New boats made to order, 3-5 weeks delivery.

14' Solo I, canoe only, FOB Bradford, VT, \$1,150; 14' LOA, 28" max beam, 35 lbs portage weight, designed by Glen L as "Rob Roy". 13' Solo II, canoe only, FOB Bradford, VT, \$1,150; 13' LOA, 28" max beam, 35 lbs portage weight, new to us last year, Design #496 from Phil Bolger. Both models modestly embellished with the following standard Fiddlehead Boatworks features: 4mm meranti marine plywood, epoxy coated; 4 oz. fiberglass cloth bottom set in epoxy; butternut decks & woodwork epoxy coated then varnished; combination backrest/portage yoke; adjustable footrest; standard exterior one color or varnish; standard interior combination paint and varnish; spliced painter; hull numbered and registered.

Solo I or II Sail; comes fitted with a 32sf BSD Batwing/BOSS outfit, complete and tuned, ready to sail. Options include alternate sail plans, tiller steering, self bailing and/or partial decking. Delivery starting in February, 1993. Prices from \$2,500.

New for us in 1992, the 17' "Butternut", an elegant wood/canvas canoe. Constructed on an antique form, this canoe is for those who enjoy their flatwater. Leave home the wetsuit but bring the wicker and wine. Brochure due out by Christmas '92. 17' LOA, 38" beam, 55 lbs (open canoe); cedar ribs and planking; traditional filled and painted canvas covered hull, though we use modern treated canvas and polyurethane paint; ash outside stems, keel and cane seats standard; butternut wales and double bladed paddles standard; options include, but are not limited to, 1/4 length butternut decks (we call this one our courtin' canoe, weight 75 lbs); ash and cane backrests; butternut floorboards; 12v electric rudder, galvanized highway trailer. Delivery 6-8 weeks depending on options. Priced from \$2650 for the open canoe, from \$3450 for the decked canoe.

FIDDLEHEAD BOATWORKS, Rt. 1, Box 1060, Bradford, VT 05033, (802) 222-5583. (9P)



DYER DHOW, 12-1/2' FG, mahogany trim, bronze hrdwre, aluminum mast. All in exc. cond, w/trlr. \$1,000. JAMES CULAR, Lafayette, NJ, (201) 579-1223 days, (10)

THISTLE CLASS SLOOP, beautifully restored, 2 sets of sails, aluminum trlr. \$3,500. A.D. TINKHAM, Mattapoisett, MA, (508) 758-3012. (10)

YANMAR SB8 DIESEL MOTOR, 8hp, seawater cooled. Brand new in crate, never used, asking \$2,500. CHARLIE BALLOU, Wilmington, MA, (508) 657-8266 days, (508) 657-8207 eves. (10)

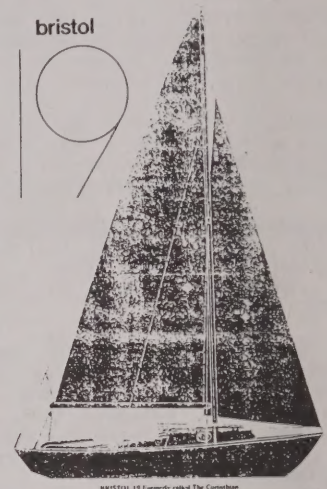
GLEN L FRAME KIT, w/compl plans to build 21' centerboard sloop. Brand new, never started. Asking \$350.

CHARLIE BALLOU, Wilmington, MA, (508) 657-8266 days, (508) 657-8207 eves. (10)

PACIFIC DORY 18', Tracy O'Erien design. 40hp Tohatsu, 1990, low hrs. All gear. Easy Loader trlr. Rugged fishing, etc. boat w/classy appearance. \$4,000/offer. Will consider separate offers for boat, engine/controls, trlr. JOEL ABRAMOVITZ, Newton, MA, (617) 964-1821. (10)



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



BRISTOL 19, a quality, well-constructed full-keel classic. Designed by Carl Alberg, this boat is ideal for family day-sailing, overnighting or class racing. Paint her bottom and she is ready. Sails: Main, jib, 125% genoa. Motor 4.5 Merc (serviced this yr), anchor & line, cushions, etc. \$2,600. Located in Mystic, CT. RICHARD RUDIS, Mansfield Ctr. CT, (203) 456-1335. (10)

HYDROPLANE INFO SOUGHT. Not my kind of small boat but I was given the skeleton of a hydroplane over 20 yrs old to complete. Called a "145 Hydrowing", it was designed by Donald Sooy of Washington state, probably to some class standard. I can skin it over but I know nothing about engine beds, hrdwre requirements, placement, etc. Can anyone supply info or leads to info? Or does anyone want to buy unfinished hull w/custom trlr?

PETER PFISTER, 25 Tally Ho Tr., Belle Mead, NJ 08502. (10)

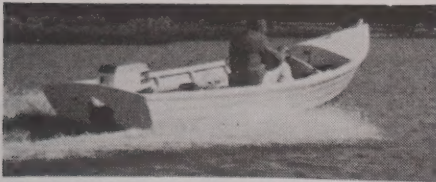
MICRO TRAWLER, the new Common Sense design, under construction & for sale. JOHN, FL, (407) 569-5757. (12P)

16' WALTER DEAN ANTIQUE INBOARD LAUNCH. Old, rare and interesting project Located western NY. \$3,000. STEVE LAPEY, (508) 374-1104. (11p)

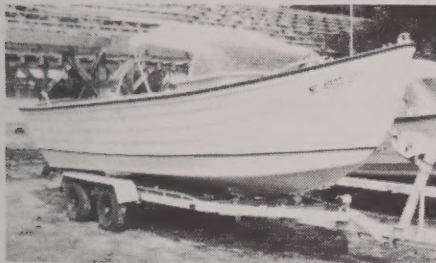
16-1/2' WHITEHALL, '78, cedar, oak, mahogany, 2 pr spoon oars, spritsail, cb, Bristol. Reduced to \$3,400. Delivery arranged.

R.E. GRAHAM, 77 Abby Ln., Portland, ME 04103, (207) 797-4795. (9)

SIMMONS SEA SKIFFS



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 off-shore 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.



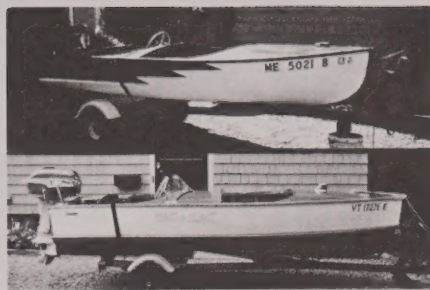
CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17 S., Elizabeth City, NC 27909, (919) 335-1453.



32' COASTWISE CRUISER. Boating from another era. Displ hull, 6 cyl gas engine & hydraulic trans. In exc shape, gives a great ride at vy low consumption rates. Wife says "it must go." at \$2K. JOHN BEIRNE, Ipswich, MA, (508) 356-7485. (7)

15' KAULBACK GUIDEBOAT, FG, mahog trim, dark green, caned seats, exc cond. \$1,100. TIM MAYER, Brunswick, ME, (207) 727-3660 or (207) 729-5153. (10)

1941 GARWOOD 16' utility runabout. Has all the hrdwre, 6 cyl Chrysler but no prop. Hull is in bad cond. \$1,000 or BO BILL CLEMENTS, N. Billerica, MA, (508) 663-3103. (13)

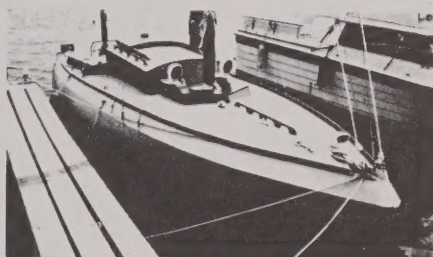


PENN YAN OUTBOARDS: 12' "Swift" w/35hp electric start Merc ('53). On decent trlr. From Lake Sebago, restored 1982, used 5 yrs then stored. \$1,200. 13' w/35hp electric start Johnson ('56), trlr, mooring cover, refastened bottom. \$3,000. DAVE PEACH, Marblehead, MA, (617) 631-5571. (9)

CANOES & KAYAKS. Sailing canoe, Mohawk FC hull, spruce gunwales, 2/3 decked w/mahogany waterproof bulkheads, automatic bailers, rigged for class "C" or "ACA" sail rig, \$750. 20' red cedar wood-strip/West epoxy single/tandem sea kayak, Tsunami design, extremely fast, \$1,250. Tripper 17' whitewater touring ABS canoe, full flotation plus center saddle for solo paddling, spruce gunwales, well worn but still sound, \$250. LARRY HAFF, Wilton, CT, (203) 762-3230. (9)



16' MICHIGAN STEEL BOAT, 1910. 3hp Gray single. Operating manuals incl. Gd cond. \$1,600. (906) 228-7145 mornings. (10)



21' LAURENT GILES YAWL, sister to John Guzzwell's "Trekka". Blt '87 by R.K. Wilmes. Dynel & epoxy over strip planked red cedar. Sitka spruce masts & booms. Honduras mahogany cabin sides, coamings & toe rails. Origo alcohol stove, VHF, Ritchie compass, 7 sails (some never used). Custom steel cradle. Exc cond. \$15,000. DAVE BOBOC, 59 Newgate Rd., Oxford, CT 06478-1534, (203) 888-7348. (9)

13'6" GOOD LITTLE SKIFF, cedar on oak. New in May, hardly used. Perfect. White w/blue sheer strake, varnished interior. Incl pr of Culler oars & rudder w/yoke. \$950. BILL EVERETT, Monroe, NH, (603) 638-2370. (10)

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)

18' MARBLEHEAD GUNNING DORY w/new 3-1/3hp OB in well. Very seaworthy, ash oars incl. A good buy at \$2,700. Trlr available. WIL SMITH, Cape May, NJ, (609) 884-1803. (10)

INEXPENSIVE DOUBLE TOURING KAYAK 17'6"x26" double cockpit Clark Craft epoxy/plywood kit kayak, nicely made, dark blue polyurethane finish. Rudder, paddles, cockpit skirts incl. Percy Blandford design from England. Stable, moves easily, about 70 lbs. Only \$495. BOB HICKS, Wenham, MA, (508) 774-0906 6-9 pm best. (10)

MERCURISER 470, 4 cyl inbd engine w/2:1 gear, controls & panel w/harness. Runs, \$700. 1986 40hp Suzuki OB, rebt lower unit, \$700/BO. JOHN WHEELLE, Kingston, MA, (617) 585-6962. (10)

FOR AVID BOATER. Live in 5 br year round house while you tackle your favorite boat maintenance/restoration project right next door in your own 15'x47' boat-house, complete w/marine railway, sandy beach & mooring. Exc cond, one of a kind property on Buzzards Bay. \$265,000. ELLEN WATTS & DANIEL BERNSTEIN, Boston, MA, (617) 482-1130. (10)

18' LYMAN ISLANDER, 1954. Fully restored & detailed. Also 1951 Chris Craft Sea Skiff preserved as original. Both runabouts have rebuilt 60hp Graymarine inboards. SAGO RIVER BOATWORKS, Saco, ME, (207) 284-6913. (10P)

20' SAILBOAT, "Elver" design, 1983, cond superb, cedar strip-plank, just re-finished. Sprit sail yawl, Harken hdwre, roller furling, tanbark sails, bulkhead compass, anchor & extras. 6hp Seagull, E-Z Loader trlr. \$5,500. BILL HARMS, Mechanicsburg, PA, (717) 691-7688. (10P)

WANTED, a Lowell blt Salisbury Point skiff, either 13' or 15' long. Rowing model, not sailing, must be in vy gd cond throughout, although its age is immaterial. Hopefully located within a reasonable driving distance from coastal NH. LES GOULD, Exeter, NH, (603) 772-7890. (10)

17' CARLETON CANOE, wood/canvas, ca. 1920. Classic design w/mahogany inner & outer rails & decks. Beautifully restored w/fine attention to detail. Best offer over \$1,000. Send SASE for color photos. ART MORENCY, 152 Branch Rd., Thomaston, CT 06787, (203) 283-8973. (10)

EASY RIDER "SEA EAGLE" DOUBLE SEA KAYAK. Custom glass layup & well outfitted for day use or cruising. Paddles, skirts, covers & flotation incl. Used lovingly over a few seasons. \$1,500. STEVE HANSEN, Amherst, NH, (603) 429-0948. (10)

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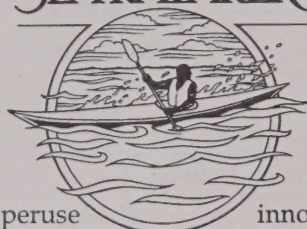
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A standard epoxy resin which has been modified with a non-toxic diluent to reduce viscosity and improve flowability. As a result of this modification, Water Block Resin is ideally suited for marine applications.

Uses:

FILLING (when used
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LAMINATING
IMPREGNATING

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% Reactive Solids: 100°

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Pot Life: 6 to 9 minutes at 70°
Mix Ratio: 2:1

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General Description:

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

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

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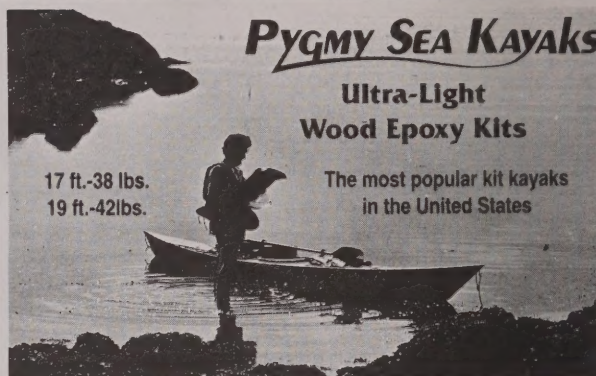
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