

Twice a Month!



messing about in BOATS

Volume 10 - Number 10

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COMMENTARY



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about in

BOATS

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Publisher & Editor, Bob Hicks

Our Next Issue...

Will feature Walter Fullam's report on that Antique Race Boat Regatta at Clayton, NY, that we couldn't fit into this issue; Hugh Horton's photo report on another Cedar Key Rendezvous; and several short reports of events of interest: "Pelican #1 Goes to Port Townsend" by Muriel Short; "200 Years of Steamboating in Pawtucket"; "Nob-ska Gets Steam Power Plant"; "The Mighty Merrimack is Ten" by Frank Durham; and the Connecticut Oar & Paddle Club's Fall Classic. Backing up these events will be several reader adventures: Two Sea Pearl stories, Matt Maloy's further adventures in his "Magic Pearl" in "Loss of Cy Hat" and Andre Venable's "A Race in Zoe"; along with Hugh Watts' story on canal boating in Wales. On to projects: "Building Toad Hall - Part 3" by David Goodchild; "Bivalve, a \$2,500 Elver" by Richard SantaColoma; "Launching of a Second Story Sharpie" by Bob Brown; and the "Four Year Trimaran" by Dick Randall. Phil Bolger's 44' "Weekender Schooner" design, scheduled for this issue, will appear, along with Joe Thompson's Hogtown Bayou Cruising Wherry.

On the Cover...

Good times at the Keuka Lake Boatbuilders' Show in August, with some folks enjoying a test sail in Tony Dias' "Little Cat" daysailer, with the designer/builder at the helm.

Well here it is October and for another year I'm wondering just where my summer went. Probably many of you share this commonplace reaction to the advent of fall. All through the long, long winter and usually cold, raw early springtime around here we await the coming of the on-the-water season. Suddenly it arrives sometime during May and then it's over, just like that. I suppose if I took a scheduled "vacation" which would be devoted to some sort of recreation, most likely boat related, that might punctuate the summer and make it apparent to me. But I don't, one week is just like another here and so the summer slips by.

I was off for four days in July sailing with Dr. Z as I commented on in the August 15th issue, and I suppose that suffices as a "vacation". It was the most time I spent afloat all summer, somehow it seems as if I got on the water less overall this year than in the past. Several events I had planned to attend I missed out on due to conflicting commitments and, in a couple of cases, to bad weather, but mostly it just seemed as if I had plenty to do around here and maybe next week I'd get out some in the kayak. Right now that's all I have in the way of a boat that's ready to go at a moment's notice.

There's opportunity yet in October and November for some outings afloat and I expect to avail myself of some on the nicer days. At least I do not have to count on having good weather on a weekend, I can as easily go out on a weekday if it's nice enough. I think, in fact, that this flexibility may tend to hinder my just going paddling when a good day comes along in summer, as I know there'll be another soon and that I don't have to USE the good day as if it were my only weekend day off. With the comfortable thought that I can go almost anytime I don't go at all. No, rather, I don't go as often as opportunity presents. But with winter fast approaching and fine days fewer, I am more motivated to seize the opportunity that a good day presents. We'll see.

Once it is no longer attractive to contemplate going out on the water, usually by mid-November, I am happy enough to turn my attention to various inside projects I have let sit to one side as I was too busy to do them in the summer months. I enjoy shop work and I have plenty of it lined up. Maybe it's really that I enjoy contemplating shop work, for, despite the conviction that I have more time in winter, with no boating and no outdoor yard chores or projects, I still don't seem to get at as much

of the project work as I like to think about.

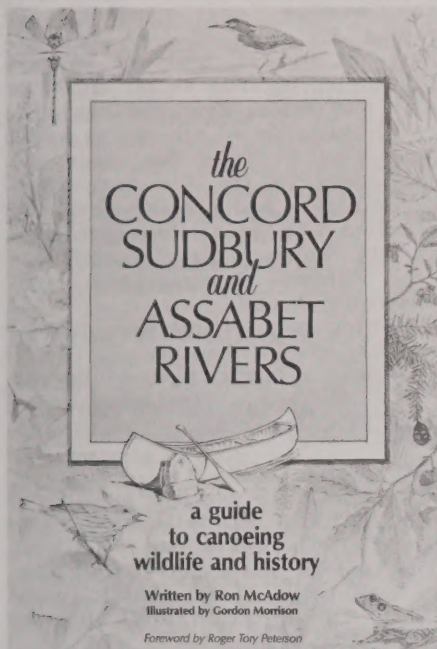
Realizing this as I look at this coming winter, I once again resolve to get with it this winter, it's a long season, essentially six months with little demand on my time for outdoor activities, so I should be able to really make some progress in the shop. First, of course, I have to tidy up the shop, actually several of them, as my projects all seem to require space and since I have the land available I tend to put up basic shelters around the larger projects rather than try to fit them into existing buildings. So all this wonderful room in which to work collects stuff and gets cluttered to the point finally where I cannot work effectively, so first it is pick it up time.

Because most of the clutter is not junk and thus cannot be thrown out, I have to find room to put it to get it out of the way. My main boatshed, attached to the barn, is 15'x30' and presently full of scrap lumber, woodworking tools, unfinished small projects, etc. Attached to that is the "temporary" plastic covered shed I put up in 1979 to winter store the 24' sloop we then had. Now it is jammed with eight kayaks and a mahogany Chris Craft speedboat restoration project (idle since the early '80's), and all the rigs from the various small sailboats down back of the barn. The small shop which occupies part of the 15'x45' "carriage shed" which connects the barn to the house holds not only my current kayak project but also the mountain bike and related gaer, and the old Model A Ford rolling chassis intended to become a huckster wagon for Jane's springtime greenhouse hobby business.

Moving on to the main barn, a 24'x30' two story structure that was a tarpaper covered affair held up with angle iron props back in 1937 when my dad bought the place, the main downstairs shop is where I do the mechanical stuff and machine shop work, and it is full of things needing to be repaired for yardwork, various motor vehicles, etc.

So, as you can see from this mini-tour, I have to get organized if I am to take advantage of the upcoming long indoor season and enjoy puttering on my projects in a cozy, woodstove heated winter workshop, whichever one of them it may be. You know the phrase, "one of these days I'm going to get organized." Well, "one of these days" has got to be right now, or I'll be marvelling next May about what happened to winter, still surrounded by all the unfinished projects and "stuff".

BOOK REVIEW



Ron McAdow, Author
Gordon Morrison, Illustrator
Bliss Publishing Co., P.O. Box
920, Marlborough, MA 01752.
Softcover 6"x9", 225 pages, 22
maps.
Review by Bob Hicks

About the time we began to
run the series "Boating Trips on
New England Rivers" in our June
15th issue, we attended an illus-
trated lecture at the local REI

sporting goods store in Reading,
Massachusetts at which Ron McAdow
talked about boating on the Con-
cord, Sudbury and Assabet Rivers,
the subject covered "in depth" in
his new book of that name. The co-
incidence was serendipitous, for
here is a book that follows up on
the first four installments of the
"Boating Trips" just completed in
the August 15th issue. Henry
Parker Fellows rowed these very
same rivers over 100 years ago and
described the experience in detail,
and now Ron McAdow brings us up
to today in this book. Ron paddles
a canoe, though, describing day
trips one can enjoy rather than ten
day excursions.

This is a guidebook for
anyone wishing to paddle on these
rivers, and as such it has very
clearly detailed maps based on the
geological survey topographic
maps, and a wealth of information
on put-in and take-out locations
and river conditions one will en-
counter. The first half of the book
covers these pragmatic details so
you can go paddle or row and en-
joy, with data supported by com-
ments on things to be noted along
each section.

The second half of the book
is subdivided into two sections,
"History" and "Wildlife". In the
"History" part you will learn about
how these rivers were the earliest
to be utilized by colonists for
transport, agriculture, and later
for water power, much of which

you will have read about in
Fellows' contemporary chronicle re-
cently on our pages. What is fasci-
nating about the history of these
rivers is how much they were uti-
lized by local inhabitants, even
abused in a time when a river was
regarded as a convenient mechanism
for carrying away unwanted leftov-
ers from manufacturing processes,
and then taken over for public wat-
er supply.

"Wildlife" is a superbly illu-
strated discussion of both plants
and animals that are encountered
along these rivers, and if you are
of a naturalist bent, this is a
great field guide. Actually the
whole book is intended to be a
field guide, you might read it pri-
or to going off on one of the sug-
gested outings, but having it with
you as you go will enlighten you
as to what it is you are seeing
and enjoying.

The rivers have been greatly
improved in water quality since the
imposition of pollution controls, al-
though in some places there still
exists high levels of heavy metal
pollution from some yet to be
cleaned up hazardous waste sites
that render fish in those sections
unfit for eating. But aesthetically,
paddling or rowing on these rivers
today can provide a remarkably nat-
ural experience in so heavily pop-
ulated an area. And even the urban
sections are of interest when
viewed from the historical perspec-
tive that McAdow provides.

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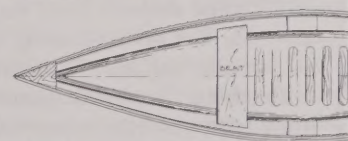
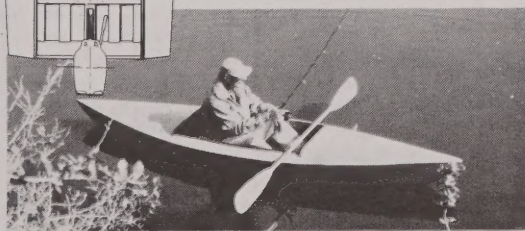
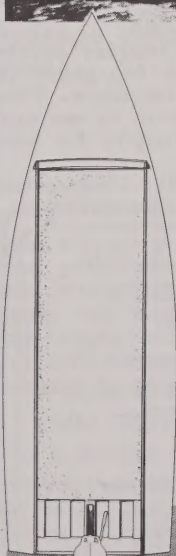
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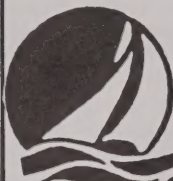
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Your Commentary

NOTES FROM THE NORTHWEST

I attended the Northwest School for Boatbuilding for seven months during 1991, a wonderful experience. I'd like to send them a subscription, your publication would be read cover to cover by students there.

I recently cleaned up and painted a Gloucester Gull which I had built in 1981 and gave it to a friend and his kids in Port Townsend. We also put a Penguin into the water this summer. It was built by Dan Delano of Portland, Oregon, about 20 years ago. She was stored for 15 years before I bought it from him, put on some paint and off we went sailing.

Thanks for the Wooden Boat Show coverage photos, fantastic for those of us who didn't make the trip in person.

Dave Brunkow, 2120 NW Lewis-
burg, Corvallis, OR 97330.

CONSIDER MORE BOLGER

A suggestion: Consider print-
ing Bolger designs on two pages as
you did in the July 1st issue. This
makes them much easier to see and
would be especially helpful for lar-
ger boats.

Ernest Brock, 2911 Dragonwick
Dr., Houston, TX 77045.

ED. NOTE: In 32 pages there's only
so much room for everything and
that's why we usually run just one
page of Bolger designs per issue
for all his fans, two pages (or
more, as in the September 15th is-
sue) for special designs of broader
interest to more readers.

TAKING HIS PLACE

My neighbor gave me several
copies of your magazine. Since he
is dropping his subscription in fa-
vor of one to your new sea kayak-
ing magazine, I thought I would
take his place. Just don't get glit-
zy, and please be sure I get the
September 15th issue as I am inter-
ested in Bolger's "Hawkeye".

Stuart Sears, 352 High St.,
Milford, CT 06460.

APPALLING WEATHER FOR RALLY

We held our first Small Boat-
builder Rally in late August and
the weather was appalling, it
rained for most of the weekend.
But, we had 17 boats of various
kinds turn up from as far afield as
Kent and Wales. Everyone was very
enthusiastic so we are trying again
next year in early September. We
are going to try for more trade
participation and already have one
supplier who wants to organize a
charity "quick & dirty" boat build-
ing contest. We may yet rival
Strawbery Danke!

Nice sets of pictures lately,
all very evocative stuff.

Dennis Davis, 9 Great Burrow
Rise, Northam, Bideford, Devon
EX39 1TB, England.

THE RIGHT LADY

We had a terrific summer of
boat building and selling our Mel-
onseeds. There are now 54 afloat.
The boat is really hot! People truly
love them. I feel that for once
in my life I fell in love with the
right lady.

Roger Crawford, Crawford Boat
Building, P.O. Box 430, Humarock,
MA 02047.

JUST WONDERING

September 1st issue, page 14,
"Joan Mainville and Dawn Spunzo in
a Pilot 21 in sliding doubles..."

Question: Two sweeps, or two
pairs of oars (called sculls maybe)?

From, D. Churbuck, "The Book
of Rowing":

Page 65: "Sculler...with two
oars...". Page 24, "Single scull,
two oars (of course); two man
shell, doubles, two oars; two man
shell, pairs, four oars; four man
fours, four oars, sweeps; four man
quads, eight oars, sculls."
Or girls, if you insist, ladies.

Page 30: "Doubles or two man
sculls were originally quads, or
four man sculls are very common in
Europe..." "Octets are extremely
rare..." (presumed by me to be
eight scullers, sixteen oars, what
a splash!).

So were the two ladies men-
tioned doubles using sweeps or
pairs using four sculls?

Steve Dupont, Block Island, RI.

ED. NOTE: Joan and Dawn were
each using a pair of sculls.

PAK YAK REVISION

We have moved back to Oregon
from Massachusetts, where I expect
to revitalize my PakYak business. I
have a major redesign of the frame
on paper to make it easier for
someone other than myself to put
one together. I'll keep you posted
on my progress.

Jim Heter, c/o The Delphian
School, 20950 SW Rock Creek Rd.,

ED. NOTE: Jim's "PakYak" is a
kayak that folds up into a backpack
for hiking in to remote waters.

TWO PLACE "COCKLESHELL"?

Did you ever design a two-place version of your "Cockleshell"? I am looking for a light-weight (under 40 lbs) two-place touring kayak/double paddle canoe. I may end up building Platt Monfort's "Snowshoe 14" but want to explore all the options.

I'm still paddling my Monfort "Nimrod 12" and have also built an 8' Monfort "Sweet Pea" for my new lady friend.

Ken Hulme, 2230 E. 3300 S. #9, Salt Lake City, UT 84109.

LOTS OF TIME FOR BOATS

I was laid off from work three months ago and now have lots of time for boatbuilding. This time I was smart, I stocked up on building materials when I was working but had no time for building. Now I have no money but I do have the time and the materials. I am putting all my efforts into a Dyson "Baidarka", which looks to be a straightforward project. I got caught up in this after reading your review of his book. I highly recommend the book to anyone interested in paddle craft.

I decided this one would be of yacht quality, and there will be no mistakes in this boat. It is being built with lots of care, I could build three of equal seaworthiness but not the same visual appeal, this takes three times as long. Part of this is due to "mood". I have to be in the "quality mood", if not I just end up making schlep. So I wait for the right "mood window" and hope I have no other commitment when it arrives.

Peter Dallman, 17256 Buttonwood St., Fountain Valley, CA 92708-3509.

HAPPENINGS

BOATBUILDING COURSES, including bronze casting and tool forging begin October 10th at Alexandria Seaport Foundation Boatbuilding School, Alexandria, VA. (703) 836-0456.

WEIR RIVER RACE for human powered small boats takes place on October 10th at Hull, MA, sponsored by the Hull Lifesaving Museum Rowing Association. (617) 925-2796.

HALLOWEEN BOAT BURNING, October 30, Suffolk Marine Museum, W. Sayville, NY, (516) 854-4974.

FJORDS OF UPERNAVIK GREENLAND LECTURE by Gail Ferris will be hosted by the Connecticut River Oar & Paddle Club at Essex Town Hall, CT, November 15th. (203) 388-2343.

MAC KENZIE DRIFT BOAT PLANS

We read in the August 15th "Your Commentary" of one reader's interest in plans for the MacKenzie drift boat. Our "Drifter" design can be built in 14', 16' and 18' sizes from a single set of plans which we offer, together with full-size patterns for major parts, for \$36. Specs and a photo are enclosed.

Glen L. Witt, Glen-L Marine Designs, 9152 Rosecrans, Bellflower, CA 90706, (213) 630-6258.

MORE MAC KENZIE DRIFT BOAT PLANS

Plans for building a MacKenzie drift boat are available from Greg Tatman Wooden Boats, 1075 Clearwater Ln., Springfield, OR 97478, (503) 746-5287. Included is a 16 page booklet, and he also offers kits.

Fred Palmer, St. Augustine, FL.



DRIFTER CHARACTERISTICS

	14'	16'	18'
Length overall.....	14'-1"	16'-1"	18'-7"
Bottom length.....	11'-8"	13'-8"	15'-8"
Beam.....	6'-5"	6'-5"	6'-10"
Bottom width.....	4'-0"	4'-0"	4'-0"
Hull depth overall.....	3'-4"	3'-4"	3'-10"
Hull depth amidships.....	2'-0"	2'-0"	2'-4"
Transom width.....	1'-9"	1'-9"	2'-0"
Weight (approx.).....	265 lbs	300 lbs	385 lbs
Average passengers.....	3	4	5

Power: Single longshaft outboard motor to horsepower for approximate maximum speed of 10 knots.

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KEUKA LAKE Wooden Boat Festival



I hadn't given serious thought to the Keuka Lake affair until a check of the crystal ball revealed we would be in Newark a few days before. It isn't all that far, probably wouldn't be too hot, and it would give us a chance to get the "Punkin Eater" into the water. Go for it.

We blew in early on the Friday, claimed a space at the very nice state park, and then headed for a steam tractor/gas engine meet in Canandaigua, our progress impeded by several "barn sales" (yard sales with cobwebs). We came back via Dan Sutherland's shop just outside of Penn Yan and caught a wine and cheese party in progress. Good start.

The area is devoted to the grape and a wine tour would tie in nicely with the boat show. Dan has lucked into possibly the largest small boat shop in the country. A 38' A Scow was hardly noticeable off in one corner.

Early Saturday morning we were on site encouraged by a nice breeze and a bit of blue sky. The breeze increased steadily until the waves were breaking over the bulkhead and splashing into the Indian Point Guideboats. I was anxious to go sailing but the luck of the draw had me judging boats, along with Dan Leonard and Al Bratton. There were roughly twenty builders and perhaps forty or more boats. Judging was no easy task. Anyone for cooking up a universal small boat judging form?

Left from the top: A view of the beach. Abigail Adams enjoying her Melon Seed. Dan Sutherland ready to take out some of the folks in the 38' "A Scow".

By mid-afternoon the wind had moderated but was still a capfull. I grabbed a sprit, hung a block on it, rigged up, and took the "Punk-in Eater" out for her maiden voyage. After five minutes of fun there was a resounding "crack" and the boom parted. There isn't supposed to be much load on a sprit boom but, without thinking (my normal mode) I had hung the block too far from the clew. By sitting well out on the transom I managed to hold the sail and get back. We must have looked a fright and she didn't point too well. I could have fixed the boom on the spot but would probably have fetched Penn Yan before I finished. A good argument for having an anchor. It probably wouldn't have done much good in a glacial gouge like Keuka however.

Safe in my armchair, it seems the obvious course would be to roll up some sail on the broken piece of sprit, like a club, so that it would be easy to manage from the cockpit. Got to try that. Luckily I had another spar ashore and I was soon out surfing the waves.

To be sure it wasn't much of a selling day and the gang was more than ready to head up the road to Sutherland Boat & Coach for the gala banquet. There were ample cheese and munchies for the warm-up and the wine flowed well into the night. I must refer you to one of the stouter types for details of the windup.

The night watch reported stars and a bright moon but the dawn was dreary as ever. There was a



Top right: Paddle making artist Dave Kavner and friend in Dave's sailing canoe "Planet". Tony Dias' "Little Cat" enjoying a breeze. Middle right: Trying out Jim Thayer's "Punkin Eater". Dan Leonard and his solo "Windhorse" sailing kayak. Below: Organizer Afra Neumacher supported by her mom while dad tries out the "Punk-in Eater" at left.





mild sailing breeze in the morning and many of us took advantage of it, in company with a bunch of paddlers.

After lunch Dave Kavner took charge of the parade in his flagship "Planet" and ran everybody past the point where Afra broadcast the particulars of each boat. This little demo, plus the glorious sight of all those boats milling around should have made desire well up in the breast of any potential customer. Unfortunately, a pronounced drizzle brought everybody ashore soon after.

Next was the big awards ceremony, lacking only physical awards. Not to worry, they'll be mailed.

BEST TRADITIONAL: Dan Sutherland for his impeccable lapstrake double ender.

BEST MODERN: Dan Leonard for his highly developed sailing cruising kayak.

BEST DETAIL: Teton River for a Wee Lassie, a nearly flawless stripper with stunning dark planked topsides.

BUILDERS' CHOICE (voted by the exhibitors): "Chelsea", Mark Barto's very pretty Melonseed.

NICE BOAT: Tony Dias' "Little Cat 14", a prototype with a few rough edges. She looked great sailing and seemed a splendid design.

EVALUATION (Rough): Undoubtedly the weather hurt. A few paddles changed hands and, I think, a couple of canoes. I sold one set of "Punkin" plans which ranks right up there with the Newport Used Boat Show.

But, come on now! Who builds boats to make money? Look at the plusses. There's a great crafts show there too so you can justify the trip to the ladies. There is that wine tour, nice B & B's, and a generally resorty ambiance. It's the perfect venue for those who rank sailing a bit ahead of selling. Dan and Afra are great hosts and they have that pipeline right to the juice. Put it on your calendar

Jim Thayer.



Left from the top: One of several restored "Trout Boats" originally designed and built by Dan Sutherland's grandfather. Fletcher Brightman with his son Kane's "Wee Lassie", all the way from Idaho. Grand Mesa maiden ready to build "Punkin". The fan man ready to go, Bob Lavertue of Springfield Fan Centerboard Co. with his stretched "Princess" sailing canoe.

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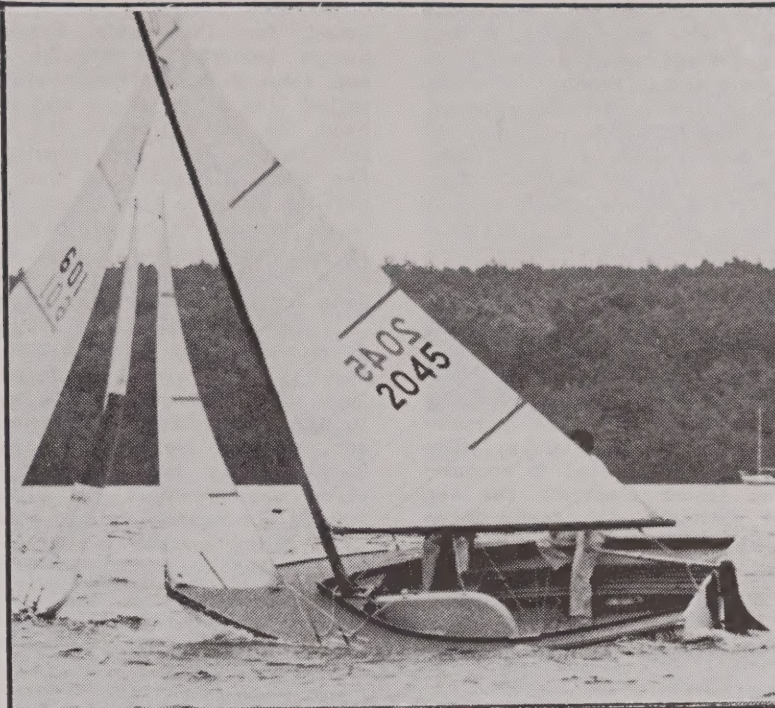
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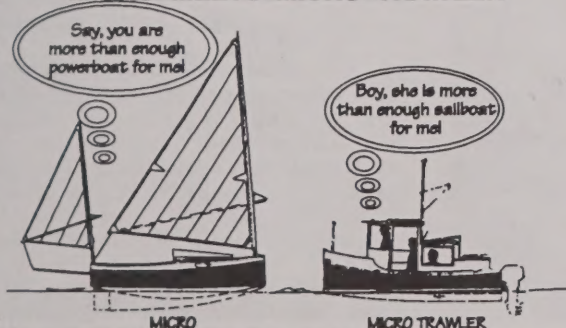
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Rocky Woods Scale Model Regatta

July 19th was a sultry day when one might dream of being on vacation or at the beach, but there was a surprise in store for us at the pond in Rocky Woods in Medfield, Massachusetts at our "Electric Racing & Sailboat Rendezvous". Not only was there a fleet of ten or so sailboats and six fast electric "thunder boats", but there was also a sizeable turnout for the other categories of scale models which make our club fleet so varied and worth watching.

As always there was Ed Arini in the very bow of the aluminum skiff we borrow for the purpose placing the course buoys. The course was a long oval to accommodate the faster electrics but the sailboat skippers also found it to their liking.

Sail racing saw a race that at first shaped up amongst just three boats, the 1 meter sloops of Greg Tucker, Frank Collyer and Charlie Evans. Charlie's new scratch-built racer is slicker than a startled smelt, beautifully planked in cedar strip. But soon enough Joe Hoey's extreme racer caught up with them all and went on to win. His boats are deadly quick but he appears to be very relaxed while racing them.

Considerable praise was also

heard for the scale Friendship sloops brought by Charlie Evans and John Weigel. These twin gems sailed like little swans and caught even the admiration of the ardent motorheads. John Cruckshank, who has some difficulty at our meets getting close to the action due to being wheelchair bound, particularly admires traditional craft and so John Weigel brought his over to John for an up close inspection.

The fast electrics' day soon developed into a "there has to be a race" situation with a formidable fleet of four or five boats brought by the Ed Bondarevskis, father and son, and two more brought by Ron Taddeo. The race amongst these three was arranged but right off son Ed Bondarevski had to withdraw with radio control problems. The twin-hulled cats of the senior Bondarevski and Taddeo took off and when Bondarevski goosed the throttle while too close behind Taddeo, his cat crashed into and punctured the latter's transom. As long as it wasn't necessary to back up, the damaged boat carried on. It was soon obvious that the very high speeds these boats could achieve made controlling them problematic, and several missed buoys and spin-outs occurred. All

this action was amusing to watchers and those other boat owners whose boats were safely ashore. Race result? Inconclusive. Ed may have come in second to last and Ron perhaps was second.

Glimpses of other goings-on: Frank Collyer again and again handed his radio controller over to spectators and armchair admirals and would-be members so they could for a few minutes share in the pleasure of radio controlled boating. John Frohock ran his DE-65, the "USS Lee Fox", a model of the ship his father served on. His next project, a 7' model of the cruiser "Boston". John Nunez and Biff Michaud brought beautiful models from the same kit, a large modern sport fisherman. Biff commissioned a modeler to construct his, John built his own. The workmanship in both is tops, and John's has wonderful detailing like the Mercedes windshield wipers used as part of the boat's trailer cradle. And Gus Graden's 53" model of a New York harbor railroad tug looked good in the water.

Ridge White, from "The Foghorn", newsletter of the Marine Modelers Club of New England, 11 Pound St. Medfield, MA 02052.

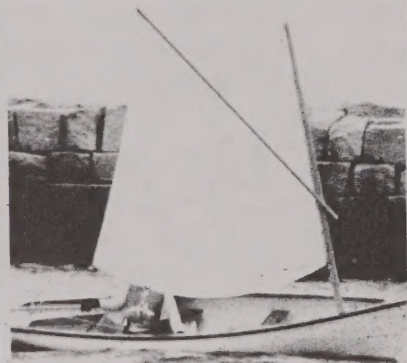
Portland Classic Yacht Regatta

We had a great time this year at our regatta. Perhaps readers don't know that we accept entries from any boat made of any material as long as it predates 1964. And small boats are accepted in Class B as long as they are over 10' long and do not look like a drowning party setup.

Pictured is a Biddeford Pool One Design, designed around 1917 by John Alden (Design #83). This one was recently built by the Landing Boat School in Kennebunkport, Maine, and is owned by Pat Fistino. However it was raced by two ringers, one from Portland Yacht Services, the other Portland Sail & Rigging's speed consultant dog "Atlas".

We want to attract a much larger small boat fleet next year and are willing to set up various one-design fleet classes for any that come forward with a fleet captain to coordinate their participation. July 31, 1993, is the date. Contact us anytime for more details.

Phin & Joanna Sprague, Portland Yacht Services, 58 Fore St., Portland, ME 04101, (207) 774-1067.



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Start of the racing finals. The boat in foreground has two bicycle pedal driven paddle wheels.

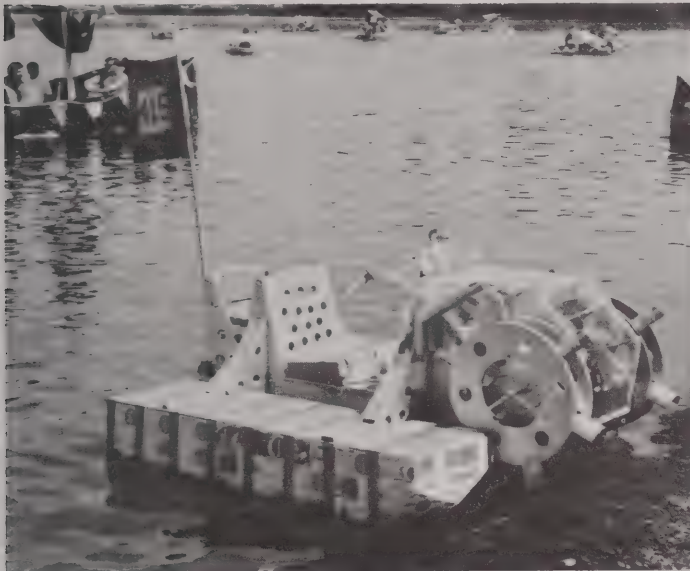
Milk Carton Derby

Every year in Seattle on Green Lake the "Milk Carton Derby" kicks off the month-long celebration of "Seafair". Over 100 milk carton boats compete in this event in July with over \$5,000 in prizes awarded to winners in various categories, which include racing, open, military, commercial and showboat. Milk cartons must provide the primary means of flotation with a minimum of 50 half-gallon cartons used. Only human power is permitted. The Derby is produced by the Seafair Boat Club under the direction of Tad Degenhardt, with over 150 volunteers involved.

Tony McGarry



Castaways from Gilligan's Island?



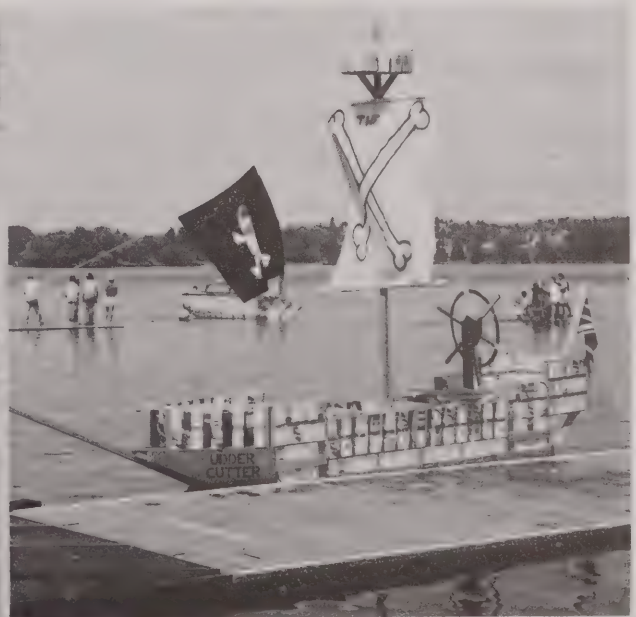
"Tricycle?"



Pedal drive converted to outboard shaft.



An entry in the showboat class.



Another showboat entry.

My daughter Raissa and I had a three day weekend planned. The forecast was for windy weather and exciting sailing. We had no way of knowing how exciting it would be nor that it would be cut short for one of us.

After work I went home to pick up Raissa, her friend Maddie and the boat. "Zoe" our Sea Pearl -21 sits on a trailer awaiting our frequent excursions. Upon arriving in Kingston we launched and set out on our planned rendezvous with Raissa's other friend Sara and her father Bob Mumper aboard their sloop, "Anomia". Raissa tried to reach them on the radio but they didn't respond. We motored out of the Rondout Creek into the Hudson looking for the sloop.

Raissa spotted them a half mile away so we sailed in their direction. When we got within hailing distance we agreed to sail into the wind for a while and raft-up for supper near the light house. So we tacked and both boats put their bows into the wind and waves. Waves were about 4 feet high and very close together. Wind was about 20 knots. Since it was so rough the girls suggested we shorten sail, which I did. Zoe was "hobby-horsing" over the waves throwing spray back on Raissa and Maddie. The water was very warm August water but the wind had October in it. Then the girls suggested we shorten the excursion. We turned and headed back to the lighthouse. The lighthouse and the jetty which leads out to it offered some little protection from the North wind.

We anchored and rafted up with Anomia. Three cooks were below preparing munchies and the main course. Every thing was delicious. It was all seasoned by the breeze, the motion of the boat and the setting sun on the river. I guess supper took an hour and a half. It was dark now and we decided to sail a bit on Anomia. The dishes were rinsed over the side and then scrubbed in the galley sink. We slipped Anomia off the anchor line and left Zoe to bob at the mooring while we sailed off on the dark river.

Still the wind howled and we howled back riding over waves into the wind's teeth. A tack across the river took us toward the Rhinecliff railroad station, then a jibe downriver to where it gets too shallow for Anomia and a tack up to the tiny dancing mast light which was Zoe.

We repeated this course a few times enjoying the various rides each tack gave us. After one jibe the wind shifted and the waves pushed the boat more erratically. The wind came around to the front of the mainsail and swung it across the boat. This was an accidental jibe, very powerful and very dangerous. At that moment Raissa came up from below to stand on the top step of the companionway. The boom, jibing, struck her head a glancing blow. It knocked her off the steps down into the cabin. Somewhere along the way she struck her chin, causing a cut about an inch long, a quarter inch wide open and a quarter inch deep. The blow to her head was oblique and did no harm in itself. She bled profusely. Sara immediately wrapped ice in a clean shirt and handed it to me. I held it against the wound to numb it while Maddie and Sara found the first aid kit. The pain and even the whole thought of the accident and the blood had poor Raissa in a panic. I should say it was trauma. She even trembled in shock. Bob and Sara lowered the sail and motored full speed to Hidden Harbor Marina. I used three bandaids to pull the gash shut and held the ice against her chin.

At the marina the three girls and I got in Bob's car to drive to the hospital. Raissa was in the back seat, in the middle, with each friend on



Maddie and Raissa await Raissa's Dad as he gets a photo of his beloved "Zoe".

THREE DAYS ON THE HUDSON

a side. We drove up to the emergency room door and all three of us accompanied her in. She was wrapped in a blanket from the boat to try to stop her trembling.

Soon she was taken to a gurney in the emergency room where a nurse cleaned the wound and placed a sterile gauze over it. Raissa lay there suffering and in a state of terror about the prospects of stitches and novacaine and scars and all. We three hovered around her trying to reassure her. Maddie and Sara even made her laugh a couple of times. This was good for her emotions but bad for the cut.

It was two hours before the doctor got through with heart attacks and broken bones in patients who came in by ambulance. Finally he got to Raissa.

Dr. Mark Smith, probably a West Indian doctor, was such a personable and gentle man that he was able to calm her down with his words. He injected the cut in eight different places with novacaine, went to consult with another doctor about another emergency patient and came back to begin sewing.

"Will this hurt?" Raissa asked, "hummm, will this hurt?" he repeated her question, "Will it hurt? It could but you'll probably feel a little burning, that's the medicine. I don't think you'll feel me sewing up your chin."

He swabbed it strongly with a gauze pad. "You didn't feel that did you?"

"No."

"See, I didn't think it would hurt."

Half way through Raissa asked him if he was almost done.

"Am I almost done? Hummm, I'm getting there. Let's see, yes I'm about half done."

"How many stitches will I have?"

"I'll see, there will be eleven, twelve, uh oh, you're not superstitious are you?"

"No, I'm not superstitious."

"Thirteen."

He kept talking to her through out the whole thing. She never really felt any pain once he started. The wound was closed tightly and it looked very neat. It is on the bottom of her chin and won't be seen from the front in any case.

I drove the others back to the boat and reported to Bob. Then I took Raissa home. She wanted to stay with Grandma Jean since Mom was away at her mother's house. Grandma put her in her own bed and I went home to sleep. It was about 1:30 a.m.

In the morning after the 8 o'clock mass, I drove back up to the Anomia afterwards. Sara, Maddie and Bob inquired about Raissa. I told them she was sleeping late and that she didn't complain about the pain. She certainly wasn't up for sailing today.

We had a breakfast of cakes and cereal. Bob suggested that he would take Maddie and Sara home but Sara insisted that they wanted to go sailing! So we agreed to go out again, but in a little while because the wind was blasting from the north more ferociously than last night. White-capped waves were rolling down the river valley. Off-shore Zoe pitched and rolled violently. She was still at anchor a quarter mile away. About eleven o'clock we decided to shove off although the hoped-for abatement had not occurred. The wind still roared and the river was just as rough as before. Large motor cruisers were refusing to go out because they couldn't get back in with the powerful cross wind pushing them laterally across the opening to the marina. The ballasted keel sail boats wouldn't have that problem.

After a few galloping romps up and down the river they put me on Zoe. The maneuver was very tricky, much like trying to land an airplane on the pitching deck of an aircraft carrier in rough seas. After two passes of Anomia I was able to jump from her deck to that of Zoe. On a third pass they handed me the left over food and my dry clothes. They were going home but I would spend the rest of the day, the night and tomorrow aboard.

I spent some time straightening everything out. Having made sure the ballast tanks were full to give her good stability in the strong wind, Zoe sailed south towards Esopus Island. But she wasn't going to go that far. I hoped to find a good leeward cove on the way. The sun was setting in the trees on top of Kingston's hills, casting warm light on the river and the cliffs of the east bank. With the mellowing of the daylight came a softening of the winds. As Zoe neared Sturgeon Point (a place where we went swimming once this summer) the wind became inadequate to propel her any further and she began to drift back on the flooding tide. So the "Iron wind" was started. I steered her near the shore to find an indentation of shoreline which could hardly be called a cove about halfway between the point and Ellerslie. Ellerslie is just a name on the chart. I don't know if it refers to any hamlet inshore. This "cove" would protect the anchored boat should the wind howl from the north again. If it blew from the southward we'd be quite exposed however.

Approaching the shore, due east of buoy 16, I found the water calm and glassy. Zoe's bow parted delicate swarms of a tiny white insects which seemed to have just hatched in great numbers. Simultaneously little silver shiners jumped out of the water, but not only near the bow, all about. Larger fish were feeding on them and the insects. I thought of Frank Mele, how he would observe such a happening, he being a fly fisherman. I couldn't get a good view of the fishes which tumbled below the surface swallowing shiners and bugs and diving down to digest them, due to the murkiness of the Hudson and the full reflection of sky and shore trees in the sun-setting water. There were a few which leapt clear. They were slender and about 12 inches long. Bass maybe.

Different birds whistled in the trees at the edge. I heard what I took to be footsteps and thought I might be observed by a deer browsing there. I couldn't see one though. All sounds of the river were forewarned by the nearing rumble of the Amtrak diesel, its head light, then its loud horn. It clattered by, not intending to stop at Rhinecliff but bound for Buffalo, Cleveland and Chicago. My thoughts followed it a ways up the track. It went as quickly as it had come.

And the sound and the smell of the diesel exhaust died out at about the same time. The birds were back and were singing again, or had never stopped.

It was time for my supper. Past time indeed! I dug the wok out of the forward deck, and the propane stove, and the plastic stove-surround I made for the Lake George campsite. A pound of chopped spinach filled the middle of the wok nicely, white pre-cooked rice ringed it around the side. I lit two candle lantern and hung them on the mizzen mast so I could see the amount of fresh water I would pour into the spinach. The spinach would boil and the rice would steam under the wok's lid. I kept checking and so let out the steam too often. Right when it all seemed ready I shook in some squirts of Worcestershire sauce. When it was ladled onto my plate I spooned on a light dusting of grated cheese. With the first forkful still in my mouth I pronounced it "high cuisine"!

In an hour or so, dishes were washed in the overboard dishwasher. I imagined catfish on the dark bottom enjoying the tidbits of white seasoned rice. I made a pot of espresso sweetened with two spoons of sugar. It filled a mug half up and gave good warmth to my hands holding it before it soothed my insides. This was the time to fix my gaze on this or that light over on the west bank or lie back and study the depth of stars overhead. One's self is more humble and more majestic at this time. On the surface of the planet, looking up, I re-spoke the psalm verse:

"I am wonderfully made; slightly less than the angels..."

The coffee was finished and I grew sleepy. Crawling into the sleeping bag having opened Zoe's convertible cabin over my head I fell asleep in mid-thought.

It must have been birds which awoke me in the morning, loud and hungry, calling out their calls. Another train. I didn't recall any passing in the night, although I am sure some did. Yes, there was one I do remember, it was a freight and before the entire length of it had passed, the drone and rhythm of its wheels lulled me back to sleep.

Wisps of mist floated above the water. The sun burned them away, invisible, as they left the protecting shadows. An osprey (or maybe it was an eagle) swooped out of a cliffgrown tree, soared and spiralled down to the water to snatch something in its talons. Then it flew straight back to its tree and perched in the concealing branches. This sight was at a distance of a quarter mile or so. The reason I suspect it might be an eagle and not an osprey is that it had a broad white fan of tail feathers which I saw clearly when it spread them in the sun. Also the manner of its dive was a glide, whereas the osprey I've seen, close their wings and plummet from a great height. However, if this bird's prey were merely carrion, it would have been only necessary to glide to it and fetch it.

This was Monday morning, Labor Day. Kingston Sailing Club's race was scheduled for 1:30 p.m. and I'm to be the race committee and Zoe is the committee boat. We had to get back to Hideaway Marina, up in the Rondout Creek to receive instructions by 11:30 a.m. No wind, so I motored all the way.

The instructions were to blow the warning horns in the proper sequence, beginning at 1:15 p.m. starting the four fleets of boats. But first I had to set the direction of the start by determining the wind direction at start time, setting

an imaginary line at 90 degrees to it, formed by Zoe at one end and the green buoy #17 at the other end, checking off the boats that were racing on a chart and seeing that no one went over the line prematurely. Everything went smoothly although I had some exciting moments as start time approached.

When all were off I simply sat back and relaxed. In a while

I tied a hammock up between main and mizzen mast and rocked away some time. The water was choppy and the boat rolled sideways all the time. I tried to read the latest issue of "Messing About In Boats" in the hammock and began to get seasick. So it was "up and about" on deck, watching the sailboats from afar until the queasiness passed.

I got some nice photos with my telephoto lens when the boats rounded the near mark at mid-race. In two hours the first boats were approaching the finish line which was the same as the starting line. The time when their bows crossed the line had to be marked down to the fraction of a second. Fortunately for me there was only one close finish when two boats crossed within 3 seconds of each other. The rest were all spaced wide apart allowing me to identify them then hold the watch up in my line of sight and read their time as the bow obscured the buoy. There were no fowl-ups so I call it a job easily done.

"Nothing to it! It was fun!" I reported to the racing chairman when I turned over the clipboard.

I "putt-putted" the boat up the creek to the launch ramp, got her up on the trailer and drove home. Thinking it over: the wild sailing, Raissa's ordeal, the quiet moments in concert with the environment, the excitement of the race or of the responsibility of the race, all these things, added up to quite a weekend. It was nice to go home.

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For twenty years my husband Jack and I, with three children and the current daschund, sailed the coast of New England. We were grateful that the Coast Guard existed but had never needed their services until one day a couple of summers ago in Gloucester harbor.

We had sold our last boat and Jack missed sailing, so he suggested that we rent a sloop for a day-sail. In June on his birthday I packed a picnic and joined by two grown children we were taken by launch to a 27' sloop moored in Wonson Cove, East Gloucester. It had an outboard motor. Mistake #1. We didn't check the motor to see if it ran. Mistake #2.

The Rescue

We sailed off the mooring and down to Misery Island where we picked up a mooring and had a pleasant picnic lunch. On the way back we had a fine sail with a dusty Sou'wester blowing. As we approached our mooring we took off the jib and dropped the main as one of the kids picked up the mooring with a boathook, a fancy aluminum

one with a plastic handle that pulled off the moment there was a strain on it.

Boat hook overboard, start engine. Won't start. Lee shore coming up, anchor aweigh. We hadn't checked the anchor rode, which turned out to be so badly snarled that it took a bit of time. Mistake #3. Finally anchor down and all snug. Had it been our own boat we could have spent the night aboard at anchor. But as we had to call the launch anyway, we decided to have the boat towed to its mooring. So we tooted the horn and out came the launch.

The boy running the launch insisted we tie a float to the anchor rode and leave it there. He was afraid he'd get fouled in the line. Mistake #4. Don't EVER take a tow without an anchor! Well, as he towed us towards the mooring there was a horrendous noise and to our amazement the stern of the launch holding its motor cracked off. As we watched in disbelief our launchman stripped to his shorts in record time and, like the proverbial rat, swam for shore from where he shouted that he was calling the Coast Guard.

Tied to a sinking launch. Help! We quickly cast loose and, drifting away, caught one of the nearby moored boats. It was rather a small boat but drifters can't be choosers and we hoped it would hold as we waited and waited and waited.

The Coast Guard station is practically within spitting distance of Wonson Cove so we couldn't understand why we weren't being rescued. Later word was that the first boat they sent over ran aground, and no one knew where Wonson Cove was! At long last a very LARGE Coast Guard vessel appeared and heaved us a line with a loop in the end which we put over the forward stanchion. We then watched as the large drum on her stern went round and round paying out line until...the bitter end fell overboard!

On our boat this was the signal for hysterics. I laughed until I nearly collapsed overboard. However there was the horror that the Coast Guard vessel's propellor would get fouled in the overboard line, and then who would rescue the rescuers? Fortunately this didn't happen. The Coast Guard crew decided instead to lash us alongside, which entailed a lot of shouting on our part so their large fenders would be placed so as to protect the rented sloop.

Eventually all was set right and we arrived at the float to be greeted by the kid from the launch as if we had drowned and risen from the deep. And that is how we at last were assisted by the Coast Guard.

Jean Bloombergh.

\$79 a week.



That's what our out-of-pocket costs averaged for the last several, week-long vacations we've taken on DOVEKIE. This doesn't include fuel costs to get to the exotic places we cruised. Nor did it include the cost of the groceries we bought before we left... we'd have spent that anyway. Nor does it include the costs of owning and maintaining DOVEKIE.

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

That's \$79 a week... not a day!

And the places we cruised were several cuts above the ordinary: The Saint John River in New Brunswick, described in the Cruising Guide as the Rhine of North America. The North Channel of Lake Huron, which we consider the finest cruising waters in North America. The fabled Bras d'Or in Nova Scotia, where we stayed in the harbors we rated as 9.5 or better on 4 of the 6 nights we were there. Most recently, Lake Champlain, replete with mountains and history. And of course good old Buzzards Bay, our home waters.

That's right, \$79! Pretty good, huh?

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CRUISING SOUTH IN PATAGONIA

Not many cruisers are found in these waters. Probably because they read these excerpts from the Sailing Directions: "the principal feature of the weather here is not the strength of the wind, but the almost perpetual rain. Day after day there is this steady downfall —", "The most dangerous winds are the violent and unpredictable squalls." -Williwaws!

What impressed us most strongly was: "unless the vessel is so fortunate as to arrive in one of those rare breaks of fine weather which sometimes happens. Then it will seem as if this is one of the most interesting of navigable waters, with smooth seas, well-sheltered anchorages and surroundings of the most glorious scenery."

In some of the worst moments it helped to reread the "good part".

Now we are in the "best part" of the area, Beagle Channel. Separating Tierra del Fuego from the southern islands to Cape Horn it is bound by ranges of mountains that give it a micro-climate that supports cattle, sheep, abundant wildlife and the bustling city of Ushuaia, Argentina and the tranquil community of Puerto Williams, Chile with its snug yacht club in the hulk of a steamer that plied these waters for many years. Magnificent scenery still surrounds us, however the shore is not rock and musket punctuated by waterfalls but pastures, forests and bubbling streams dammed by beavers.

Darwin's description of the region is still true, only navigation lights, with their solar panels faithfully tilting north, mark the presence of civilization for hundreds of miles of channels. It was a real treat to visit the two coves that have "nameboard" trees. There we could add MURIELLE to the names of other yachts and ships, some famous ones from the past and familiar ones from the last two years of cruising south of the Equator. In 1,500 miles of channels we met only three other cruising yachts: Swiss ELENA, Dutch MORNING DELIGHT and French CASMA. DANZARIN from British Columbia and BARLOVENTO from Valparaiso were found going our way, but on different schedules. It was exciting to meet and "gam" on the VHF or over a cozy dinner at anchor on these rare occasions.

Our first goal was Puerto Natales, where we could see Torres de Paine National Park, go overland to Punta Arenas and meet our friends, Tom Gast and Uli Popken, who would join us for the route to Cape Horn and Puerto Williams.

We knew from the charts that Puerto Natales was at the end of a maze of channels

and across one body of open water. But no chart study or advice from others reduced our surprise at "crossing" the Andes at sea level. From somber channels, cold rain, black mountains streaked with snow and ice and williwaws we passed through the three mile long tide-wracked narrows of Angostura Kirke into the wide open Golfo Almirante Montt. There we had a beautiful sail with the sun shining on the white-capped waters amidst surroundings of endless Patagonian pampas, castellated brown desert mountains, the sawtoothed ridges of the Andean cordillera behind us and the glacier-capped massifs of Torres de Paine on our bow. It seemed as if when the Almighty made the world, he had a variety of mountains left over and decided a good place for His awesome assortment would be the tip of South America!

Of all the places we have seen, Torres del Paine contains the most spectacular scenery plus amusing flightless bandus (rheas or ostriches) scurrying around and herds of guanacos gracefully galloping over the plains or standing staring at us with their big brown eyes.

We knew adventures awaited us on our passage to Cape Horn, but life seemed easy indeed as we approached the northwestern entrance to the Straits of Magellan. The sun was shining, we had a fair breeze bowling us along through a myriad of islands. Suddenly, the white puffy clouds turned dark and ominous. White spray marked the water ahead of us. We quickly furled the sails and started the engine just before the first williwaw hit us. As we made for the shelter of Bahia Profundo we were struck by 50 knot winds filled with driving hail! Luckily, we had four pairs of eyes

aboard to look for rocks and kelp as we crept through the narrow entrance. Hail at 50 knots is really painful, even wrapped in caps, gloves and foulweather gear. As we made fast to the Navy buoy in a sheltered nook of the bay, we wondered: "How much worse is it going to get?"

Luckily, there was nothing worse, just a continuing diversity.

With four experienced hands aboard, we had hoped for a fast passage to Cape Horn and then a leisurely cruise among the wonders of Beagle Channel. Well, Canal Cockburn had a different plan in mind for us. We spent six days waiting out the weather or only making ten miles a day against stiff winds and steep seas. Once we passed the southwestern tip of Tierra del Fuego to go east, we were treated to sunny skies, beautiful glaciers and million year old ice to cool our drinks.

As we neared Cape Horn, the williwaws found us again. We moored in the afternoon in a starkly beautiful fjord on Wollaston Island to await "good" weather for rounding the Horn. The williwaws and mini-tornados charged down from the mountains, frothed up the water and howled through the rigging. That night, after a long lull, a monster blast hit us square on the port beam and heeled us over till the portholes were in the water! Some beans on the stove spilled, otherwise we were OK. This turned out to be the final blast for a while. We motorsailed around the Cape in sunshine, light airs and a big, confused, lumpy swell from Antarctica. Anti-climatic to have to motor, but what a thrill just the same, as we toasted the Horn and the lonely lighthousekeepers with champagne, a gift from friends in faraway Valdivia.

Knick Pyles

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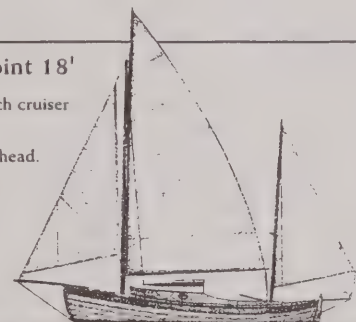
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Watch Where You're Rowing

Several years ago I started rowing in a Yuron Mountain Club rowing boat I had acquired, that belonged to an elderly gentleman no longer able to row it himself and now gone to his maker. I exchanged the lovely if badly run down boat plus some cash to a wood boat enthusiast for a very vintage Martin "Alden Ocean Shell." Since then I have owned several single sculls and shells, and rowed others. All these include an earlier Ocean Shell, two later models, the Martin Trainer, longer and more demanding, the Appledore Pod by Martin, much bigger and heavier but with beautiful lines and sailable, a Laser shell, a Martin kit, "Kittery Skiff," that I built, my Pocock 26 foot racing type single scull, and I still praise the Martin Ocean Shell as about the ultimate recreational rowing machine for the fun sculler.

My early Ocean shell had 42 inch spread riggers, which I lengthened by welding to 62 inches to suit the Martin "Douglas Feather," 9-3/4 foot olympic length built up wood sculling oars (oars are sculls to the "protocolese"). There can be no doubt that the longer oars are better, and I suspect that the 62 to 64 inch oarlock spread is limited only by the sculler's ability to reach the oarlock with his hand from the seat. I was having plenty of trouble rowing. Because going backwards you don't see half the things you are bound to row into. These have included a concrete seawall covered with oyster shells, very noisy, a 5 inch wood post in the middle of the bay, the out drive of a small cruiser, bowed up onto the sand with six people enjoying cocktails, until I hit them that is, and last but not worst, running aground with my Pocock racer at speed onto oystershells. I was rowing in bare feet, and it took twenty minutes to get off the shells, with my hands and feet bleeding. I take shoes along now.

The rear view, or should I say, forward view here, bike mirror seems the answer to rowing going backwards. But the rear view bike mirror isn't quite wide enough, so I made my own using plastic mirror material which is light, brass brazing wire which is bendable, epoxy and a clothespin, cut short to clip onto my glasses. There are also others for sale mounted on sun visors. But the world in a head mounted mirror bounces around like a pea in a whistle, and many scullers simply can't live with that. A mirror mounted on the outrigger is too far away so has too small a visible field, and they get wet so you can't see through them. After I hit the stern drive, I was at a cocktail party and said in some frustration to a neighbor: "I'm tired of rowing into things and am going to invent forward facing oarlocks." I was jesting really, having heard of such contraptions for sale years ago at Abercrombie and Fitch for dingies, but never really considered practical. I was surprised at my friend's answer, that he was quite familiar with forward facing oars. He said that in his younger days he had fished in Reelfoot Lake in Tennessee, the lake that was formed in the early 19th century from the strong earthquake that was centered at New Madrid (pronounced, MAYdrid), a trembler that changed the course of the Mississippi River, forming that lake, of course filled with trees. In later years, the fishing guides used boats with forward facing oars making it easier to avoid the stumps. My friend phoned a sporting goods man in his old hometown, and obtained the name of the supplier of these oar-

locks for me. The company still exists and sells these forwards facing oarlocks. It is the Calhoun Boat Works of Tiptonville, TN, and their catalogue shows a flat bottomed boat, a Briggs and Stratton engine aft driving a propeller to urge the party on to the fishing grounds in short order, a seat for the guide in front of the engine, using forwards facing oars, and the seat for the man with the money and the flyrod forward where he can cast unobstructed. You can buy one of those today. To make a long story short, I phoned, payed for and received a set of the oarlocks courtesy of UPS. I opened the carton with some interest, pulling my feet back as the heavy cast iron pieces fell to the floor. Embossed on one casting was the legend: "Pat. 1884, Imp. 1892" so you see there is nothing new under the sun, at least in Tiptonville, and as far as forward facing oars are concerned. Only yesterday as I write this, I was in Portland, OR, where there are literally hundreds of rowing shells down on the Willamette (pronounced Wil-AM-et) River. The rowers start out before work there rowing in the dark with a hotshot drycell battery and a light strapped to the shell. Maybe that is so the Indians out there won't get them. Anyhow I mentioned my forwards facing oarlock for which I have just applied for a patent to a sculler out there. He pondered a moment, and I saw him making motions as if pushing the oar handles, trying to visualize how you could row facing forwards. The matter just isn't obvious to every man in the street or is it the river, and the patent art goes back to the 1880s, with some very complex devices thought about in several countries, but literally with no one ever having come up with a system that could be adapted to high performance shells. There are things a sculler has learned and does not want to forget, about the stroke, about feathering his oars, about holding the oar at the precise angle of the blade while feathering and pulling with all his might and main, sometimes close to passing out with every erg of energy spent in the highest performance races. So a forwards facing oarlock for single sculling has to be something that the oarsman will do without destroying the hours of training he has gone through to become good. If these things are not carefully considered in the design of the forwards facing rig, you are just not going to get serious people interested in it. And as serious as you can be at 76, I am a serious sculler. All this is reminiscent of the ultralight airplane someone let me fly not so long ago. I was getting ready to check out in a very tricky single seat acrobatic airplane, a Pitts Special, and this ultralight had rudder pedals that worked backwards from the conventional. It came to me after about 8 takeoffs and landings straight along the runway that by flying this thing I was training myself to crack up the Pitts by working the rudder backward, and I said: "let me out of this thing." In a shell about all that would happen to you if it worked wrong, would be to go for a swim, to break an oar, to make an ass of yourself, to get hurt, to destroy all that you had been training yourself to do for the last however many years, all just to see where you are going. Would it be worth the candle to develop a forwards facing oarlock, I kept wondering, remembering the comment of my late wife, that it was a waste of time. Well some years ago I was on a boat anchored in the bay at Newport RI. A guy came along on a surf-

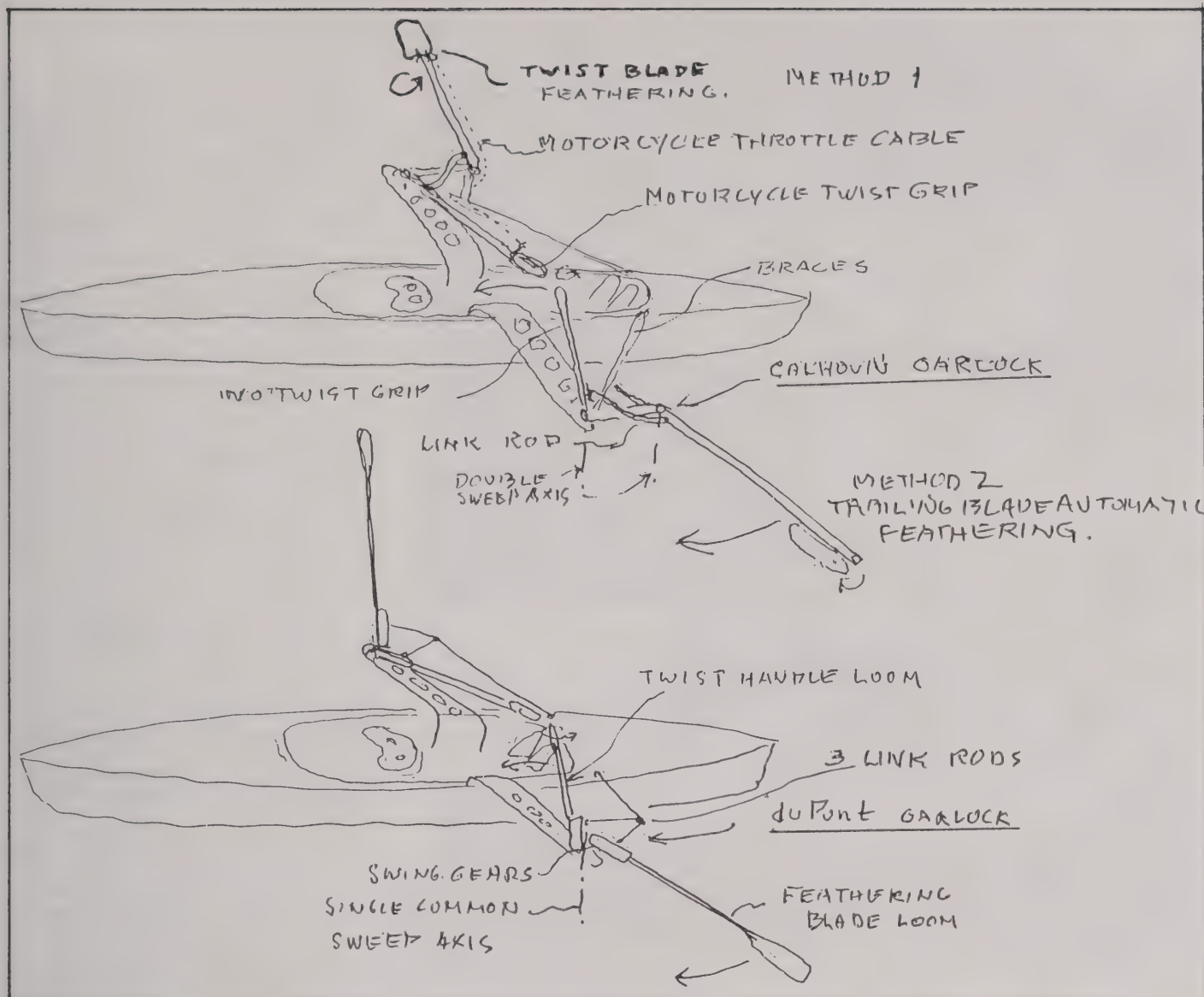
board with a mast and a sail on it. He was standing up, moving about one knot in a light breeze. I said to my friends, "If that isn't the dumbest thing I ever saw!" But it wasn't, was it? Now windsurfers are on every continent but Antarctica, and maybe there for all I know. Millions of bucks have been made from that silly little idea. The windsurfer is patented, it is the fastest sailboat ever invented. I clocked one at Block Island when I drove beside him in my jeep, at 34 miles per hour, and he was just a kid having fun. I found my self wondering,— forwards facing rowing — where might it possibly lead??

I adapted the Calhoun oarlocks to my Ocean Shell, and have rowed it forwards facing for several seasons. Now this particular 1884 device is intended for work, not play. Guides work, not gods work, or is it? It was designed a hundred years ago, never intended for or adaptable to today's technologies. One feature of the forwards facing oar was brought home to me by a neighbor, who was having lunch at a bayside restaurant when I rowed by bow facing. Later she said to me, "what was that silly thing you were rowing yesterday? I never saw such a nutty demonstration." I like to think she was complimenting me on my originality.

As an engineer years ago in a then world famous airplane factory, then in a world famous motorcycle factory, and in the manufacture of high performance contest sailplanes, and in a helicopter development company and holding patents on helicopter rotor and transmission designs, I began to seriously consider how the h— I could really create a practical forward facing oar system. My late wife had told me I was wasting my time. Well I've wasted a lot if she was right.

I made several attacks on the Calhoun oarlock system. I'm not knocking that design, please understand. What I was trying to do was to adapt it to the high performance single scull, and none of my efforts were really any good. I based my tests on rowing over a course of 1.6 nautical miles. I have a course in Florida, for which I launch off my lawn into the inland waterway, and at Block Island I've laid out another course of about the same length. This is the basis upon which I evaluate my prototypes. Up until the latest idea, the one that I have just applied for a patent on, and at this writing not built yet, I have rowed about 30 percent slower with the forwards facing rigs. Why? It is because basically, I could not feather properly. Either it took too much twist to feather so that I couldn't keep it up didn't get it done in time, or I lost stroke at the "catch" unfeathering. Both of these deficiencies limited my ability to make speed along the course. There are other more elusive things that crop up by testing, sleepers one engineer calls them, things you don't find out until you try it. The thing has to digest sand and salt water, be left out all night, capsize and survive, and be manageable around the dock and well as launchable and easily hauled. To size it up, it ain't easy, and it ain't gonna be cheap nohow! But by cracky this one is gonna work, and good!

The reader may be interested in how I came to the idea of my present design. I was lying in bed at my house on Block Island, alone, my wife having passed away several years before. The kids and their kids were not there yet. It was four in the morning, and I lay



awake. I did not feel like going downstairs and eating something, and I don't know how to turn on the boob tube. As I lay there I thought of an articulated forwards facing oar that had only one sweep pin, and this would not only allow me to use the swing gear to feather, but also, it would reverse the rotation of feathering between the handle and the blade. Swing gears are well known, being used for instance by Outboard Marine to operate their twist grip throttle on their folding tiller, and also to drive the propeller on their raising stern drive. It seems so simple as I write it, but it took me five years to think of it. No one else had ever shown anything like it in the patent art, or anywhere else as far as I can determine. I jumped out of bed looking for a pencil. All I had to do was to figure out a linkage that would slave the blade to move the same direction as the handle, now that I had a way to feather.

Presto, a sliding track tied to a couple of link rods, one to each oarloom would do it. Then I thought of a third link rod to take the place of the slider, a more practical idea, and simpler to make. 4 AM. Whammo, I had it at last.. Well, as I say it isn't simple, but it will work. I decline to say how expensive the patent application has turned out to be, and this is partly a hint as to the complexity. But then jet engines aren't as simple as the engine in a Model "T" Ford are they? The jet had to be

thought about, figured out, and finally developed, and who flies an airliner with a Model "T" running it? Does the unconscious mind really work while we are sleeping? Seems it does, in my case.

Let me say that before I thought of this, I had already been granted two other patents on forward facing rowing apparatus, and neither of them is worth a hoot. But patents are very expensive, and you might say, "Why did you waste your money on impractical patents? Only the lawyer won on that one." As a matter of fact, you might consider that all the patents on this idea for one hundred years except the Calhoun oar patent have been a useless expenditure of time and money. About all I can say about it is that I never would have come up with the latest idea, had the others not first plagued my mind for years, and especially had I not been trying for many many hours to write effective patents on forwards facing rowing..

As I write this I am doing the design work on my final Forwards Facing Oarlock. It is exciting. I am sure it is also an ego trip!

Hang in there, you'll see!

While I don't expect the applause before the performance, my friend at the boat yard across the bay said to me when he saw me rowing one of the earlier forward facing oars: "I'll tell them I knew you way back when."

Stephen du Pont



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THIS MAGNIFICENT BOAT

I launched my home built Bolger Micro "Frogger" last November in freezing rain and have been sailing her twice a week this summer. The satisfaction I get from watching heads turn as I sail by in this magnificent boat that I built can only be understood by another boat builder.

In May we took her to Florida on this trailer and accidentally discovered another form of messing about in boats. We found ourselves in rural Mississippi late at night with no motel to be found. We pulled into a campground and slept in the boat, you might call this "land yachting". Water supports a boat better than trailer springs though. Whenever one of us rolled over the whole boat bounced. It seemed strange to awaken in the morning and jump overboard onto dry land.

George Fulk, Tahlequah, OK.



ANOTHER "COCKLESHELL"

I finally finished building my "Cockleshell" and my whole family enjoys it. My wife and daughter had never been in a kayak before and they really enjoy this one. I named the boat for my daughter, "Stacie Marie".

Vince Leech, Boise, ID.

CANOE DOLLY

As I grew older, carrying our 17 foot canoe became more difficult. The canoe is kept in our back yard and must go through a narrow gate. So I planned a dolly to carry the canoe thru this gate on its side.

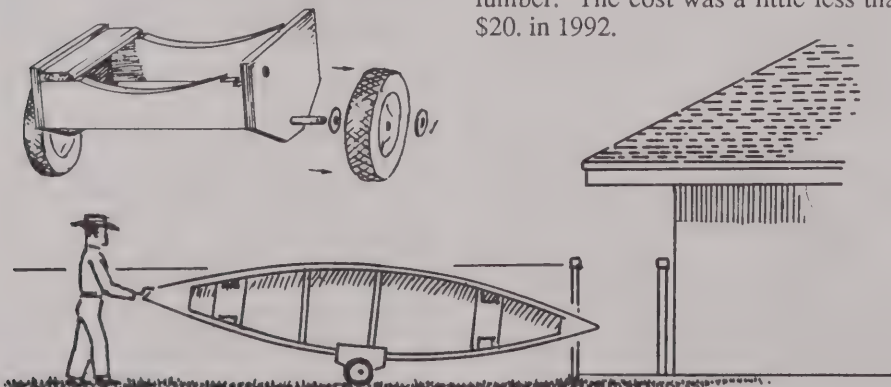
Scrap lumber and plywood were used to make a 12 inch by 15 inch frame. A cardboard pattern was carefully cut to fit the canoe amidships. This was used to

mark the side pieces for cutting. A pair of 8 inch diameter ball bearing wheels from K-Mart and a 1/2 inch steel shaft support the frame.

After sawing the shaft to length, holes were bored in its ends for cotter pins.

I expected carrying the canoe on its side to be tippy, however, testing the dolly revealed the canoe moved easily, and was stable - to my amazement.

If you need a dolly of this kind, it is easy to adjust its proportions for your boat. It is simple to make from scrap lumber. The cost was a little less than \$20. in 1992.



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"Professional Boatbuilder", published by Wooden Boat Publications, is "the magazine for those working in design, construction and repair". It goes to anyone in the boatbuilding trade who is interested free. The April/May 1992 issue, #16, contained an exhaustive discussion on using "customized industrial plywood" in boatbuilding applications as an affordable and reliable substitute for the costly marine grade plywood.

As there has been some discussion on our pages about using plywood in our home builder projects, we asked if copies of that issue could be purchased by non-professionals. Publisher Carl Cramer agreed that they could honor orders for it from amateurs, the cost for the one issue is \$8. Well worth it if you have serious interest in using plywood in any boatbuilding project you may be contemplating. Order "Professional Boatbuilder", Issue #16, April/May 1992, from Wooden Boat Publications, P.O. Box 78, Brooklin, ME 04616.

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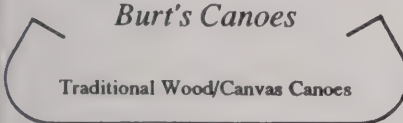
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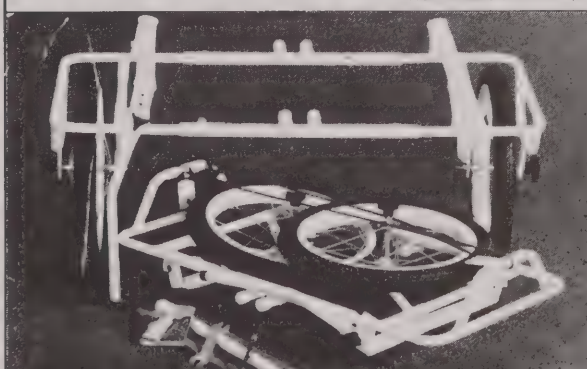
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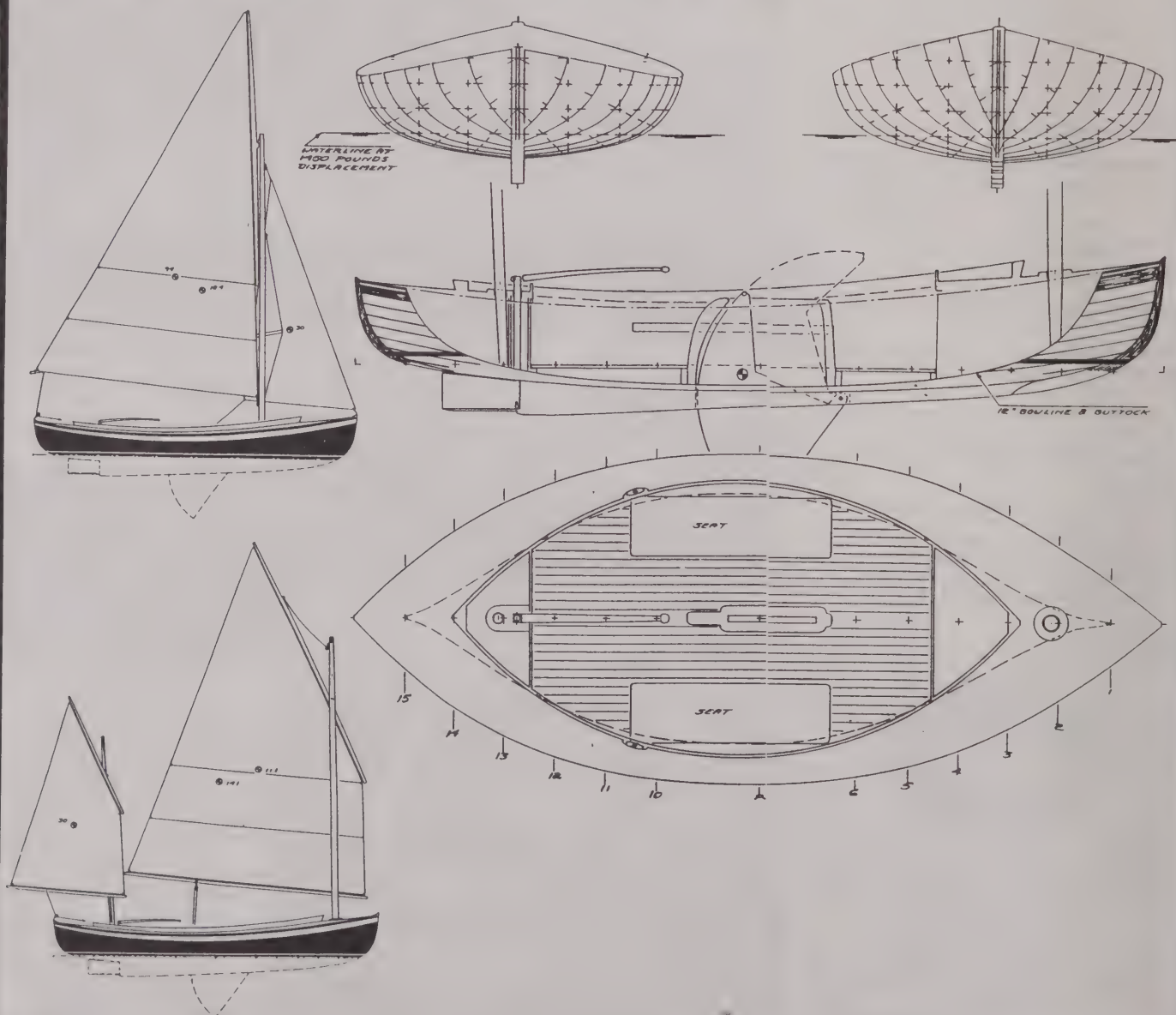


Canoe Yawl Concept

16'0"x6'6"x1'0"

Bill Clements plans to build this boat this winter as a larger sister to his 13' "Nord Vinden" (pictured) using the same glossy glued clinker construction. As built, the top of the centerboard and trunk will be lowered to seat height, and there may be other detailed alterations. The buoyant flaring sides all around will make her a powerful and dry sailer, with fine enough lines at the waterline to row respectably. She's intended to be sailed in an unstrenuous fashion with a minimum of scrambling.

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1884

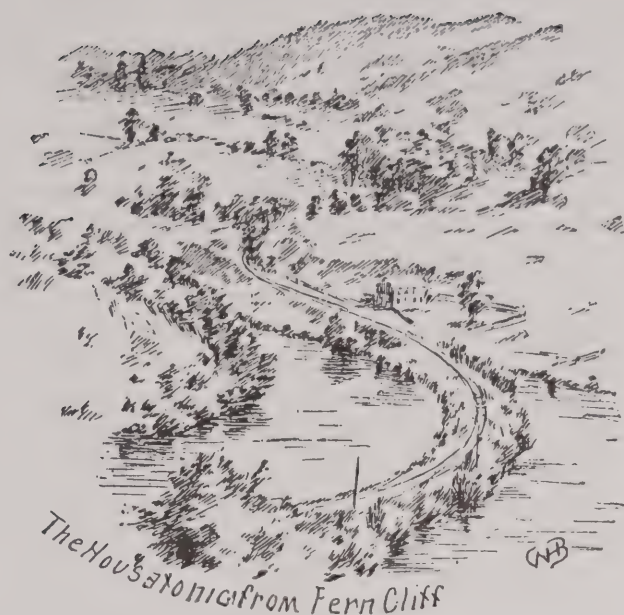
AN AUTUMN CRUISE ON THE HOUSATONIC FROM PITTSFIELD TO THE SOUND.

CHAPTER II.

LEE. — GREAT BARRINGTON.

LEE is an energetic and thriving village, having a much more business-like appearance than other towns along the river. The most striking feature of natural beauty is Fern Cliff, a rugged ledge of granite, crowned, however, with graceful trees, that frowns upon the town just back of the principal street. We remained at Lee two days, and one afternoon attended the annual meeting of the Fern Cliff Association, a society which has for its object the improvement of the streets of the village, and chiefly attending to sidewalks and crossings, and setting out shade-trees and shrubbery. The meeting was held on Fern Cliff, which commands a very fine view of the houses of the village below, and the river and Berkshire Hills. A very eloquent address was delivered by the Rev. Washington Gladden, on The Use of the Beautiful. The accomplished orator spoke in the open air, in the midst of a scene of beauty that was indeed an omnipresent commentary on his theme. There is an association of the same character at Stockbridge called the Laurel Hill Society, from an elevation near by, which has wrought a marvel in the appearance of that beautiful place, and keeps it in a marvelously fine condition. It is to be hoped, indeed, that a society having the same object will spring up in every village throughout the land.

The customary and favorite drive from Lee is to Lenox, distant about three miles. The distinguishing characteristic of Nahant is brown paint, Newport affects the veranda, and Saratoga the broad piazza; but life at Lenox is incomplete unless one lives in a house sided with shingles. There is the old-fashioned colonial mansion, too, and the more modern box, and a great variety of styles besides. Formerly the county seat, the old



Court House and town buildings impart to the village an exaggerated idea of past importance. It overflows with fashionable life through a long season. There is also, withal, a distinctive literary flavor about the town. Hawthorne, Beecher, Holmes, Mrs. Kemble, Miss Sedgwick, Miss Cushman, have all lived there at times; while Longfellow, James, and Melville have dwelt in the valley near at hand. It has, however, as its crowning glory, a constant vision of a broad landscape of valley and mountain, indescribably blended in beauty. The drive is then, ordinarily, to the top of Bald Head Mountain, which commands a fine prospect of the "brilliant and generous" landscape. The view southward is, in truth, superb. Below, near at hand, is Stockbridge Bowl; beyond, rising above fertile upland and lowland, a rolling plain of field and forest, is Monument Mountain, while a range of the Green Mountains guards the valley on the east, and the Taconic range, which mounts high up in air in the Dome, runs along the western side. Then the drive is along the road that leads near the northerly edge of the Bowl, by Tanglewood, made famous as a residence of Hawthorne. It is a small, red house, with a wing on the west side, which was formerly the east wing. Apart from this change, however, and a few slight alterations within, the house is the same as when it was occupied by Hawthorne. On a glass in one of the windows is still preserved the inscription, cut in the author's own handwriting, "Nath'l Hawthorne, March 21st, 1853." There are open fire-places in two of the rooms, but its chief value as a residence is the beautiful landscapes the windows on the south side of the house frame of the Berkshire Hills.

From Tanglewood a road leads direct to Stockbridge, one of the most beautiful villages in the Housatonic valley; and thence one may return to Lee either by a road over the hills or along the river. This drive is, throughout, in a region of fashion. One is, indeed, almost as likely to meet a four-in-hand as a farmer's wagon. Fine

residences are frequent, and everywhere are evidences of careful cultivation.

There is a lonesome drive, however, east of Lee, which is very fine in its way, and in some respects superior to the other. The road leads just north of the village, through a long, steep, woody pass between two mountains to the town of Washington. The original settlers have of late years, though, for the most part, descended into the valley or flown westward, and a foreign population has largely succeeded to the old farms; and now upon the high lands here, remote from city or village, many a son of Erin cultivates his scanty potato patch, grazes his cattle, and views with utmost complacency a noble landscape of tumbling mountains. Then continuing south along the upland to the road from Becket, you turn westward, and from the summit of the mountain, as you prepare to descend, the view is more than simply beautiful: it is grand. The road itself is visible only a short distance as it winds down the side of the mountain, and there is naught else to be seen but a billowy sea of forests, rising and falling in mountain crests until they dash upward in the distant horizon in the misty lights of the lordly Catskills. The striking feature of the scene, due to the singular vantage of the point of view, is the utter absence of anything like civilization, even a cultivated field. You might be among the fastnesses of the Adirondacks or the wilds of Maine, for aught that appears. The road below is winding and steep in places, but from East Lee pretty level and straight to Lee.

On Saturday morning we renewed the voyage. We carried the boat around the west side of the mill and put her in the tail-race just below, and got off at ten o'clock on a swift current of Tiberish yellow. We stopped on the west shore, just below the outlet of the canal, and climbed up the bank, over the refuse of a quarry, to the edge of the excavation which looked like an inverted windowless palace of white marble. It is a singular fact that white marble is frequently used in and about Lee for foundations and walls, seemingly a base prostitution of pure and valuable material. The river is narrow, and winds very pleasantly with a rippling current past the East Lee valley, and then at the mouth of the wider valley which runs between two mountain ranges to Tyringham, pursuing here, for many miles, a westerly course as far as Glendale. The Housatonic is, in truth, a confirmed coquette, constantly flirting with one mountain range or another, and frequently several at the same time.

Our sudden and unexpected appearance was the occasion of stampeding several horses, and quite often an affright to the patient row who usually turned and clumsily trotted away in a state of mild distraction. We rowed very close to two Alderney bossies, however, who stood with forefeet firmly planted in the water and gazed at us with melancholy surprise in their wide-open, innocent brown eyes, curiosity evidently overcoming their fear. After rowing about an hour, we met two boys com-

ing up stream with an effort, in a light outriggered pair oar, who turned about and accompanied us under the railroad bridge, and thence, across the pond, to the dam at South Lee. We put ashore on the east side, and in a few minutes (twelve in all, I believe), with the help of the boys, had carried in front of the mill of the Hurlbut Paper Company, and after sliding the boat over a stone embankment opposite the middle of the west side of the mill, launched her on the river. Just below the mill we entered a westward sweep calmly curving between bordering trees, and pulled away from a steep, densely wooded mountain slope which rises sheer from the east end, and seemed to grow higher and higher with every stroke. A rock peered out of water here and there, but there was a fair current and the going was very delightful all the way to Stockbridge. Just above the village, we passed under a slender bridge which leads to Icy Glen, half a mile distant on the east side, where ice is said to remain all the year round. At one o'clock we pulled ashore under the west end of the bridge which leads from the station at Stockbridge, to the village.

Stockbridge is a singularly beautiful New England village. It is located on a broad and fertile intervalle close to the Housatonic. The principal avenue, which is a little over a mile in length, is nearly straight and nearly one hundred and fifty feet wide in its widest part. It is, of course, well shaded by long rows of trees, and is kept scrupulously clean. The houses beneath the drooping elms are very tasteful, and there hangs about the entire village an air of aristocratic quiet very graceful and becoming. Stockbridge obtains its chief distinction as having been the residence of Jonathan Edwards. The house is still pointed out where he wrote his most famous production, *The Freedom of the Will*. A monument has been erected to his memory in Stockbridge Street. At the lower end of the street, on a slight elevation, is an uncouth, unhewn stone, perhaps thirty feet high, and upon the base the inscription, "The Ancient Burial Place of the Stockbridge Indians—The Friends of Our Fathers. 1734." There are many beautiful residences in and around the village, among others the summer home of David Dudley Field, the well-known New York lawyer, Henry M. Field, the editor, and Ivison, the book publisher. The towns of Great Barrington and Stockbridge, Lenox and Lee, are all indeed fine tributes on man's part toward the adornment of a remarkably picturesque and beautiful region.

We dined at the Stockbridge House, which, like Curtis's Hotel, abounds in old-fashioned colonial bric-à-brac. Among other furnishings are fine ancient stoves for open wood-fires. One is surmounted by a huge iron dome that embodies a strange conceit of the beautiful in ornamentation.

We got under way again at two o'clock, and greatly enjoyed the sail along the winding, watery lane below the bridge. The river is very crooked. At one place we

approached quite close to a church and the stone tower, inclosing a chime of bells, erected in commemoration of the site where John Sargeant first preached the gospel to the Indians, and presented to the town by Mrs. David Dudley Field, and then shot away, leaving it behind forever, as we supposed. The river, however, after wandering a long way eastward, returned again almost to the base of the tower, I was about to say, and the tower disappeared and came into view several times thereafter. Below we passed around the ox-bow. The banks were frequently lined with willows, and were often dense with masses of creeping vines. We pulled by a very cosy landing on the east side, where were moored three boats of a high and dainty aspect. I should think, indeed, that there would be more boating here, as the stream is wide, the current slow, and the banks and all the scenery remarkably fine. The river is superior on some accounts to the Concord at Concord, simply lacking boating cultivation. It flows slowly to Glendale, where there is a dam and mill. We bumped the bow of the boat against a corner of the bulkhead on the west side, directly in front of the tower of the mill, and procuring a wheelbarrow wheeled the boat around. It was only seven minutes from the time we touched the bulkhead before we were again under way in the swift current below the mill. In a few minutes the river makes an exceedingly acute bend, which the railroad follows on the east bank. At the end of the bend is a high dam with a red mill on the west bank below. We landed at the easterly end of the dam and made the carry over it in about twelve minutes. The channel below is quite wide and shallow, and is best navigable on the east side. Just below the mill, however, the various streams unite and pour through a narrow channel, in which are two large rocks set diagonally in the current a little way apart. The oarsman intended to go near the west shore; but the current proved too strong and swept us down toward the rocks with great



South Glendale

force and we passed between them with a rush, and, luckily, without touching. The river below is shallow and rocky. It is not dangerous, but very bothersome. We bumped on rocks, and every once in a while hitting some obstruction, let the boat swing around, so that we

sometimes went bow on, though most of the time, and such was our intention, stern foremost. The Housatonic Railroad crosses the river on a bridge just above the end of the shallows. The stretch of rapids is a short half-mile in length, though a very long one indeed it seemed in reality. Not far below the end of the shallows is a fall, safe to run at almost any stage of water. We plunged through stern foremost in fine style, and then passed between the fragmentary ends of a ruined dam by some miserably old and wretched abandoned buildings on the east bank, going at a lively pace in swift water. Shortly below, — I think it was here, — the river divides into several channels, and we wandered a long time through one, a delightful, narrow, leaf-embowered water-path, where the current ran deep and swift through many a circuitous crook before finding its way to the main stream again.

(To Be Continued)

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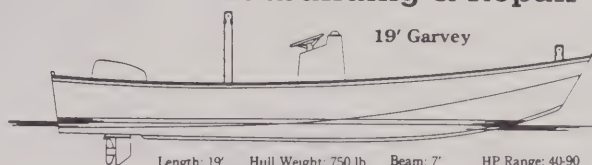
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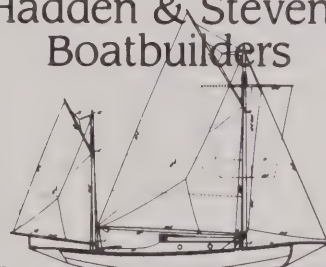
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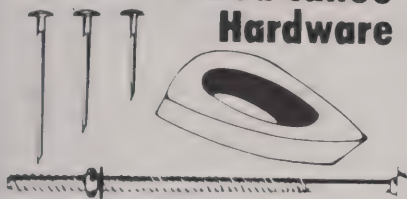
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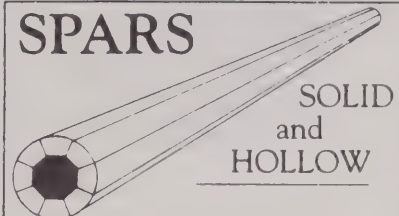
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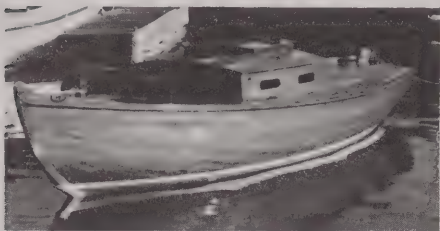


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SOLO CANOE, Sawyer "Summersong", 15'4"x28". All kevlar, 38 lbs. Fast, fun, seaworthy. Structurally perfect, could use paint job. \$600.

DON HURD, Annapolis, MD, (410) 263-5101. (11)

26' MAC GREGOR SAILBOAT, '91, used 2 seasons. Slps 5, enclosed head area, main, jib, cruising spinnaker, genoa, mast raising system, boom vang, cockpit cushions, 8hp Nissan, trlr, water ballast. Like new, grt family boat. School teacher nds to reduce expenses. \$11,000 OBO.

MARK POLLIARD, 2341 Assembly Dr., Charleston, SC 29414, (803) 763-1796. (11)

12' SAILING DINGHY, similar to Bud McIntosh "Merryman". Nds some repair to transom. \$200.

TOM BONALLORSI, 30 Pinkham Rd., Lee, NH 03824, (603) 868-1272 eves. (11)

FREE VACATION aboard my 36' Bristol Channel Cutter sailboat lying near Key Largo. Exchg for electrical and/or any cabinetry wood working skills. Also available for charter.

JOHN SPOHR, Barnstable, MA, (305) 852-0395. (11)



33' L.F. HERRESHOFF "MEADOWLARK" shallow draft leeboard sharpie coastal cruising ketch, blt 1962 under L.F.'s supervision. Cedar & yellow pine on white oak, authentic L.F.H. hardware, 15hp Yanmar diesel (250 hrs), VHF, propane stove, porta-potti, etc. Cabin slps 4 in comfort, 6 in a pinch. Exc cond. Further reduced to \$12,000.

BOB SILVIUS, 20 Wolf's Neck Rd., Freeport, ME 04032, (207) 865-3947. (10)

15-1/2' SNIPE SAILBOAT, 5' beam, FG, jib & main, self rescuing, aluminum spars and cntrbd. Incl trlr w/cover, new spindles & bearings on trlr. Gd cond. \$1,200.

JIM HUTTO, Columbia, SC, (803) 254-7520. (10)

17' MUDHEN SAILBOAT, double ender w/motor well inside lg cockpit. Easy single-hander gaff rig. Galv trlr w/drive-on guides. 30 lb thrust electric motor & Die Hard deep cycle battery. \$3,500.

HAL ZIEGLER, New Milford, CT, (203) 354-0064. (10)

TROPICAL HIDEAWAY EFFICIENCY COTTAGE - KEY LARGO. PRIVATE, BAYFRONT, ENJOY TROPICAL FOLIAGE & SUNSETS. RENT INCLUDES 16' DAYSAILER, TANDEM CANOE, HOT TUB, LAUNDRY FACILITIES. 4 PER. MAX. \$395/WK, SAT. TO SAT.

KEY LARGO SHOAL WATER CRUISES, KEY LARGO, FL, (305) 451-0083. (TFP)

KLEPPER AERIUS II EXPEDITION KAYAK, limited use, all expedition equipment incl sail & custom Klepper compass mount. No repairs, absolutely perfect cond. Will compare w/brand new boat. \$3,000. Will ship UPS.

STEVE HANSON, Rockland, ME, (207) 594-2097. (10)

CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction. FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

GREAT BOATING LOCATION. Gas lit furnished 4 br Victorian island cottage compl w/2 moorings, shared dock, row-boat & Boston Whaler. Some owner financing, \$75,000.

RUSS MEADE, Newbury, MA, (508) 462-8787. (10)

BLUE JAY SLOOP, wood, #1778. Carefully restored, exc. cond. Wood spars, M & J sails etc. Trlr. \$1,400.

TOM CALLIS, Wyndmoor, PA, (215) 233-3913. (10)

AQUATERRA CHINOOK SEA KAYAK, hatches & bungee cords, no rudder, no bulkheads, \$399 firm. Graphite paddle \$99. Both \$459.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 wkdys only. (10)

MISC BOAT STUFF. Bic windsurfer, \$225. Homemade trlr w/rollers for 13' boat, \$99. Galley unit from 22' O'Day sailboat w/deep sink & 2 burner alcohol stove, \$50. Portabote sail kit, \$99.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 wkdys only. (10)

WESTERBEKE PILOT DIESEL, 10hp engine w/reduction gear & panel. \$1,500 firm. FOLEY ENGINES, 200 Summer St., Worcester, MA 01604, (800) 233-6539. (10)

UNIVERSAL ATOMIC FOUR gas engines for parts and/or reblndg. \$350 ea firm. FOLEY ENGINES, 200 Summer St., Worcester, MA 01604, (800) 233-6539. (10)

WOOD/CANVAS CANOES. 15' Loon "My Pal" like new, \$1,800. 17' Old Town, useable but nds some work, \$500. MIKE BORRETT, Verona, WI, (608) 833-0225. (10)

16'x4' GLOUCESTER LIGHT DORY, Bolger VI design. Beautiful fast rowing dory. FG sheathed bottom, chines, stem over marine ply. Oak, mahogany trim. Exc cond. Oars, bronze rowlocks, anchor. Yacht Club trlr rigged to carry dory or 12' Whitehall in following ad. STANLEY FAULDS, Wilmington, DE, (302) 998-1352. (10)

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)

17' STRIP CANOE, been down the Yukon. Stable family boat, victim of UV light. Nds refinishing. Asking \$100. CHARLIE SILFVENIUS, Wolfeboro, NH, (603) 569-4536. (11)

DELIGHTFUL WATER DOME, 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)

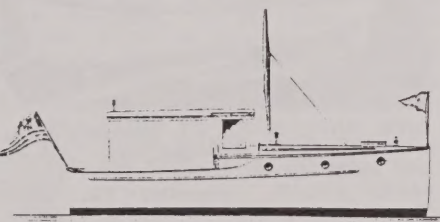
WINTER PROJECTS. Winter is coming and these projects must be gone from here by then to someone who wants to restore them for 1993 sailing (I'll never get the time). 17' Townie sloop, compl w/sails, spars, rigging, etc. Nds new bottom and compl refinishing inside & out, old paint removal, painting, varnishing. 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 HARNS, 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, se-cluded 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)

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

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

FREE BOAT: 20'x8' lapstrake OB hull in gd cond. Requires paint & varnish. R.K. WILMES, E. Haddam, CT, (203) 873-1051. (11)

FREE PLANS & PARTS: 22'x5'6" Atkin sailing dory "Merry Weather" plans, bow stem & frames. R.K. WILMES, E. Haddam, CT, (203) 873-1051. (11)

RANGELEY LAKE GUIDEBOAT, FG over wood, useable as is but could use some work. \$200

CHARLIE SILFVENIUS, Wolfeboro, NH, (603) 569-4536. (11)



21' L.F. HERRESHOFF CUSTOM YAWL, design #102, blt 1985. Cruise in true Herreshoff style. Cedar on oak frames. Mahogany & teak trim. Cabin w/2 bunks, stove, galley. 9hp Yanmar diesel inbd. \$12,000. Trlr option.

DAVID JEWETT, Newbury, MA, (508) 465-5146. (11)

THE LAND OF PLEASANT LIVING. No, the Chesapeake Bay isn't for sale, just 4 acres of beautiful land w/unfinished house in the village of Winona on Deal Island, on Maryland's lower eastern shore. This area has a very mild climate in both winter and summer and there is tremendous potential here for a boat builder or designer, or for retirement. It's reported that the fishing in this part of the Chesapeake is excellent. There is wildlife galore and the people are very friendly too. 5 minute walk to water w/marsh at end of property, and 35 minute ride to Salisbury, MD. It's worth a look for \$75,000.

ANTHONY TOPOLSKI, Eden, MD, (410) 546-1542. (11)

WANTED. "Small Boat Journal" issue #41. GEORGE HULME, 22906 Ward St., Torrance, CA 90505. (11)

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.

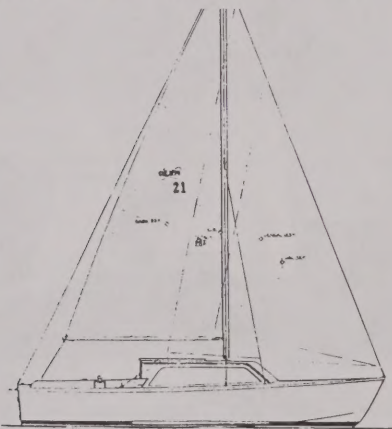
JOSEPH RESS, Newton, MA, (617) 965-7714. (11)

LONESOME BAY BOAT, a modern replication of a 16' 1912 Old Town "Double-Ended Boat". Fast and stable under oar, sail, paddle or small outboard. This is a perfect multipurpose boat for the sportsman, camp owner and family. For its length it is one of the most versatile boats being built today. Light and responsive, its classic early Maine styling and modern materials hull provide you with low maintenance and much pride of ownership. A wide option list enables us to custom build each boat to your specifications.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457 or 643-6001. (TFP)

16' WALTER DEAN ANTIQUE INBOARD LAUNCH. Old, rare and interesting project Located western NY. \$3,000.

STEVE LAPEY, (508) 374-1104. (11p)



GLEN L FRAME KIT, w/compl plans to build 21' centerboard sloop. Brand new, never started, asking \$300.

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

CUSTOM OARS & PADDLES, furniture grade products built to your specifications and patterns, using any commercially available woods. Solid or laminated, straight or spoon, pinned or feathering, each piece is meticulously hand-crafted for the best looks, action and function. From a Maine Beaver Tail to a 15' sweep, our shop can handle all your needs. Options include leathers, various tips and finishes, and Guide-boat or standard hardware. For a quotation call or write with your specifications.

INDIAN POINT GUIDEBOAT CO. 732 Midland Ave., Midland, PA 15059, (412) 643-5457 or 643-6001. (TFP)

17' KENNEBEC CANOE, ca 1900, fiber-glassed, nds minor repair. BO or trade for aluminum or glass canoe.

DONALD KING, Ashford, CT, (203) 487-0797. (11P)

GLOUCESTER LIGHT DORY MOLDS, also stems & transom (from Payson's "Build the Gloucester Light Dory"), \$100. Want to build this famous & lovely boat? The 1st steps are already done for you. I've decided I need a larger boat that will routinely carry 3-4 passengers. The Gloucester is great w/l, also designed for 2 and even takes 3 rowing double.

EDWARD THOMPSON, Somerville, MA, (617) 776-7897. (11)

MOSS "OLYMPIA" TENT, 3 person, 4 season, 8 lbs, 54 sf, expedition quality. Exc cond (1 season), \$350.

SUSAN SCHMIDT, 1403 Carolina Ave., Durham, NC 27705, (919) 286-0369. (11)

FOUL WEATHER JACKET, yellow nylon, "Wilderness Experience", small (woman's 8-10). New \$50.

SUSAN SCHMIDT, 1403 Carolina Ave., Durham, NC 27705, (919) 286-0369. (11)

12' GAFF RIC SLOOP w/bowsprit. A true classic rebt by professional to "as new" cond. Asking \$5,000. Can arrange transport.

R.K. WILMES, E. Haddam, CT, (203) 873-1051. (11)

32' ATKIN KETCH, "Eric" design. Hull restoration nrly compl. Finish her off yourself. Asking \$5,000 to recover our labor. This boat is capable of off-shore cruising anywhere.

R.K. WILMES, E. Haddam, CT, (203) 873-1051. (11)

26' CROCKER FLUSH DECK SLOOP, blt 1955 at Crocker yard in Manchester. Documented. 4' draft, 8,400 lbs displ. Vy lg cockpit sleeps 3, daysails 6 or more. 2 berths. Atomic 4 inbd. Vy gd cond. I am looking for a larger boat, will sell for \$6,900, trade considered.

STAN STOKOWSKI, General Delivery, Sag Harbor, NY 11963. (11)

16' TURBOCRAFT JET BOAT w/trlr, 6 cyl Ford engine runs fine. All FG hull in gd cond. \$725.

WILLIAM RICHARDSON, N. Reading, MA, (508) 664-2044 aft 4pm. (11p)



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)

10'5" WEE LASSIE SOLO CANOE, strip blt '90, red cedar & cherry, caned seat, West System, 30 lbs. Asking \$400.

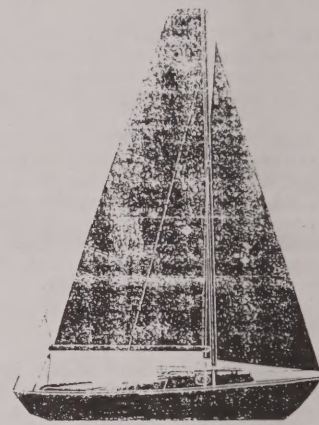
C.J. SCOTT, Philadelphia, PA, (215) 848-2378 (lv message). (11)

PACIFIC DORY 18', Tracy O'Brien 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)

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

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)

12' ARROWHEAD FLATIRON SKIFF, sprit rigged, Sealight thermoplastic construction by Steve Wilce, 1988. Weighs 110 lbs, holds 4 adults. Black sail, oars, mahogany trim. \$800 w/trlr.

PAUL BECKER, Morgantown, WV, (304) 292-2983. (11)

MAINE VACATION CAMP on Bottle Lake in West Grand flowage. New cedar cabin, dock, storage shed, w/or wo/canoe & motorboat. Asking \$50,000.

GRAYDON MC CORMICK, N. Andover, MA, (508) 685-4596. (11)

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 SB#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 vly low consumption rates. Wife says "it must go." at \$2K. JOHN BEIRNE, Ipswich, MA, (508) 356-7485. (11)

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

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)

BULLSEYE WANTED, recent boat preferred. RICHARD FOSTER, Portsmouth, RI, (401) 683-6844 eves, (508) 679-2166 days. (13)

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

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

PACESHIP 20, \$1,500. Eleven other used sailboats, 8' to 23'. FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (11)

USED BOATING BOOKS: "Skiffs & Schooners" by Culler; "Dory Book" by Gardner; "Clinker Boat Building" by Leather; "Clenched Lap or Clinker" by McKee; "Boats, Oars & Rowing" by Culler; "Building the Skiff Cabin Boy" by Kuhlgi. All for \$50. Also many wood-working books.

JOHN MC LAUGHLIN, Long Beach, NY, (516) 432-9116. (11)



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

18.5' SEA OX, 1984, dual console, Mercury 115hp electr, 1984 trlr, Hummingbird depth finder, Loran C. Exc cond. \$6,995. FRANK CLOUSE, Worcester, MA, (508) 791-4766 wklys only. (11)

10HP SUZUKI SPRINT OB, 20" shaft. \$499.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 wklys only. (11)

CANOES FOR SALE. Restored classics: 18' Kennebec, 17' St. Louis, 16' Old Town. \$1,200 ea plus tax. 16' Chestnut Cruiser, \$850; 17' Old Town HW, \$700. Both nd paint & varnish. 16' Old Town OTCA, \$600 canvassed. We also do complete & partial restorations.

THE WOODEN CANOE SHOP INC., R#4, Bryan, OH 43506, (419) 636-1689. (11 & 15P)

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)

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)

SEALUTION SEA KAYAK by Wilderness Systems. FC, orange deck w/white hull, blue safety lines, scant scratches. Cover, 2 Werner paddles, spray skirt, life jacket (large), bilge pump, car top carrying accessories. Used a couple of weeks last fall. Unrelated back injury necessitates sale. \$1,600.

JOEL PLASTRIDGE, 20 Nautilus Rd., Gloucester, MA 01930, (508) 282-0454. (11)

RHODES MARINER SLOOP, C/B version in gd shape w/trlr.

ART PETERSON, Box 720, Marudy Dr., Asbury, NJ 08802, (908) 735-5462. (11)

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.

SACO RIVER BOATWORKS, Saco, ME, (207) 284-6913. (10P)

20' SAILBOAT, "Elver" design, 1983, cond superb, cedar strip-plank, just refinished. Sprit sail yawl, Harken hwdre, 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 vly 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.

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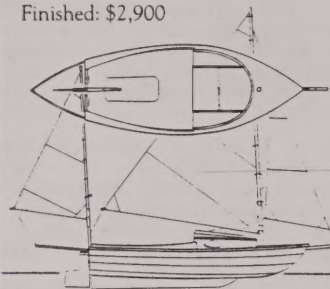
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