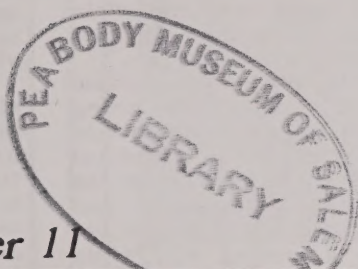


Twice a Month!



messing about in **BOATS**



Volume 10 - Number 11

October 15, 1992

ANTIQUE
RACE BOAT
REGATTA
'92



1000 Islands
Clayton, New York
Aug. 20 - 23, 1992

COMMENTARY



**messing
about in**

BOATS

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Publisher & Editor, Bob Hicks

Our Next Issue...

Will pretty much be all the articles I promised for this issue that didn't make it when I got carried away with the coverage of the Antique Race Boat Regatta. Reports on events will include the "Cedar Key Small Craft Rendezvous" from Hugh Horton; the "10th Annual Mighty Merrimack Race" by Frank Durham; "A Different Kind of Mess-about" by Dennis Stephens; "Steam Up at Lee's Mills" by Nate Carey; and "200 Years of Steamboating in Pawtucket". Adventure stories will include "Canal Boating in Wales" by Hugh Watts; "A Race in Zoe" by Andre Venables; and another adventure of the "Magic Pearl", "The Loss of Cy Hat" by Matt Maloy. Projects reviewed include "Bivalve, a \$2,500 Elver" by Richard SantaColoma; "A Four Year Trimaran" by Dick Randall; "Launching a Second Story Sharpie" by Bob Brown; and "Nobska Gets a Steam Power Plant". And designs; at last Joe Thompson's "Hogtown Bayou Cruising Wherry" will appear, along with Phil Bolger's "30' Racing Powerboat". Maybe this is still more than I can fit in?

On the Cover...

Antique race boats get up and go, a great action shot from the full color cover of the program book for the "Antique Race Boat Regatta '92" held at the Antique Boat Museum in Clayton, New York, in late August. We got carried away in this issue with coverage of this unique event.

This issue devotes quite a lot of space to the Antique Race Boat Regatta held in late August at the Antique Boat Museum in Clayton, New York. We don't do much about the antique and classic motorboat scene, it's outside the mainstream of my interests in messing about in boats. The occasional coverage of a boat show with all the beautifully restored old powerboats serves to remind us that this is another way to enjoy boating. The Raceboat Regatta had a bit more significance to me, and I would have loved to have gone to it, but the four day round trip was not possible at that time. So Walter Fullam organized some photos and background materials which I have put together for this issue.

Racing in any form, physical or mechanical, develops a strong bond between its participants and the chosen game. For those of mechanical bent, the advent of the automobile and powerboats, and early aircraft, provided a new opportunity to go racing with other than human, wind or animal power. The motorheads lost no time, at the turn of the century cars and powerboats were being raced, and they still are today. Is it just nostalgia though, or is it really true, that those earlier days without today's prevalent technology doing everything for you had a human element that has been eclipsed today by the overwhelming technology? Somehow the people who raced any sort of artifact, powered or not, in earlier times, seemed more heroic.

Today I prefer to paddle or row or sail, and I ride a mountain bike on land for recreation. But I used to be in motorcycle racing for over 25 years and I know the tug that racing engines can exert. I grew up when a comic strip called "Gasoline Alley" was popular in the papers, and its chronicling of the life and times of some young people who were totally engrossed in working on their old cars in their backyard garages set a lifestyle an ordinary working person like me found appealing. As a result I've always done all my own work on cars, boats, motorcycles. Until these new computerized engines ar-

rived and no longer were accessible for tuneup and repair by the backyard mechanic.

The Raceboat Regatta featured a lot of lovely boats that were not the products of manufacturers and sophisticated technologies. Even the big unlimited hydroplanes were built by small shops and powered by huge engines taken from aircraft. The boats were a good example of utilizing equipment originally designed for another purpose, and after World War I, used aircraft engines, at the time the most powerful lightweight engines available, could be bought war surplus for \$100. Outboard engines soon achieved sufficient power outputs to offer racing to the less affluent who would race.

The overall public infatuation with the gasoline engine, as manifested in the automobile, is no longer with us today in this era of the appliances which we still refer to as automobiles. The same can be said for powerboats, and the disdain the sailor displays for the "stinkpotter" expresses this fading of an old flame. And, like today's cars, today's powerboats offer none of the individuality and character that once was so appealing to so many. Despite all the advances of technology, or rather perhaps because of them, the fun of owning and driving a motor vehicle, on land or afloat, has been taken away.

Nostalgic ranting? Perhaps, but I see the growing interest in sports and activities that require one to provide motive power or significant controlling efforts as the backlash to this displacement of self by technology. And for those still hopelessly addicted to the motor vehicle as recreation, people who will never take up sailing or rowing or paddling or bicycling or hiking or cross country skiing, the collecting, saving, restoring and enjoying of bygone old powerboats, cars, aircraft, farm tractors, provide an ongoing opportunity for my appreciation of the history of this century of vastly increased mobility for all of us. And so I do indeed love those old raceboats, though I'll never own one.

ABOUT LATE DELIVERY

We continue to receive phone calls from readers concerned when the expected arrival of the next issue of "Messing About in Boats" doesn't happen at its anticipated time. This past summer we backslid in our efforts and several issues have gone out later than normal, prompting these expressions of concern.

Not to worry! If a month goes by, then call. Or if you get a succeeding issue with one missing in between. We will replace any you do not receive, but give them a chance to reach you, understanding that we may be behind schedule again.

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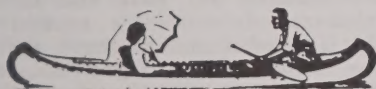
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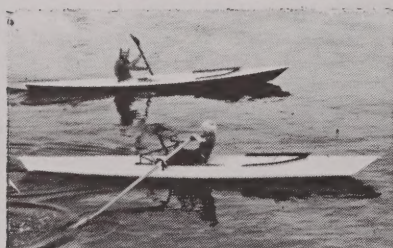
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**Your
 Commentary**

CONSIDER SCULLING

I would like to ask that you consider a future article on sculling and stand-up rowing; not so much the techniques, per se, but rather what vessel features and characteristics are needed or desired in order to use these methods of propulsion.

I have written to the designers of several small craft asking if their boats could be sculled or rowed standing up and have received replies such as, "no, oars would be too nearly vertical," or "don't know of any skiffs that row well standing up," or "draft is too shallow to be stable."

What is it that makes a boat a good candidate for these techniques? I find that after a couple of hours of kayaking my buttocks, legs and toes start numbing and wanting a change of position. The same occurs in a rowing shell. I would also enjoy these techniques for their providing me the ability to see where I am going, not where I have been.

Bruce Given, 5801 Luck Ln.,
 Virginia Beach, VA 23464.

CHEAP POWER ADVERTISING

The July 15th issue carried an advertisement for cheap power from small air-cooled motors which brought to my mind an ad in "SBJ" about ten years ago offering similar information. I mailed the \$10.95 and received a few vague pages suggesting that maybe I could do this or maybe I could do that. Maybe a Lawn Boy would make a good Seagull! I stewed.

Lots of folks with small skiffs search for some such kind of docile inboard power and might respond to such an ad. I suggest that perhaps a postcard first inquiring into exactly what one's \$10.95 will bring would be a good idea.

David Graves, Wheaton, MD.

DREAM OF THE GREAT VOYAGE

I know there must be readers of this magazine who have had the dream of a "Great Voyage" in a small sailboat for as long as they can remember but never did the deed. Such a voyage, especially a circumnavigation, has been a mental companion of mine since my childhood in the early '60's. Now at age 37 I want to get to it.

Unless lightning strikes, several ways at once, I cannot do this alone as personal difficulties are formidable. I'm broke, and not even sure what to do for a job. And I have arthritis in my back and hips. I am, however, skilled in a fair range of small boat matters and am stubborn.

So, if you have some interest in a "Big Trip", especially around the world, and want to chew on some ideas, let's correspond. Or if you are going to go, or know someone who is, and a crew member is needed, write to me.

Fair warning. I like boats that are out of the ordinary. Enough clorox bottles have bumbled around the globe. And, I'd rather spend my time on the water than in the boatyard, where I've already done too much time. Although the highly practical quality of gear is essential, and sweat is the trade off for no money, I don't want the boat and its details to distract from the spiritual quality of the experience.

Let me hear from you.

Bill Robinson, c/o Jim
 McGuire, 1415 The Plaza, Charlotte, NC 28205.

TIME FOR SERIOUS MESSING ABOUT

Now that I've turned 65, with Social Security starting, it is time for me to do some serious messing about in boats.

My little shop (The Small Boat Shop, S. Norwalk, CT) has been a real joy to own but now I am looking for someone with a love of small boats, and some capital to invest, to continue running it with the same spirit of fun and friendliness towards our past and future customers. I would be around to help if needed and we have a fine shop manager who might also remain if treated with care and kindness.

I probably would not have to retire if you published your magazine only once a month as I have suggested. Since you insist on twice a month, I need the extra time so I can read every single issue and still have some time left to spend on the water.

Ed Rogers, The Small Boat Shop, 144 Water St., S. Norwalk, CT 06854



PELICAN #1 PRESERVED

San Francisco Pelican #1, "Chloe Maru", built in 1959, is now part of the small character boat fleet at the Wooden Boat Foundation in Port Townsend, Washington. She was presented to the Foundation by her owner, Richard Conrad, at the annual September Wooden Boat Festival, and will be there on display and for occasional sailing in appropriate events. The Pacific North-

west Pelican Fleet is the largest in the nation, so "Chloe Maru" is back in the midst of her flock.

The 25th Annual Smith Boat Shop (where many, many Pelicans have been built) Regatta in late August attracted 44 Pelicans, some of them shown in the photo. I was there and it was great!

Muriel Short, San Francisco Pelican Boats, 203 Hawthorne Ave., Larkspur, CA 94939.



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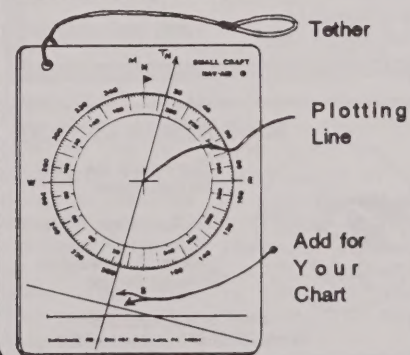


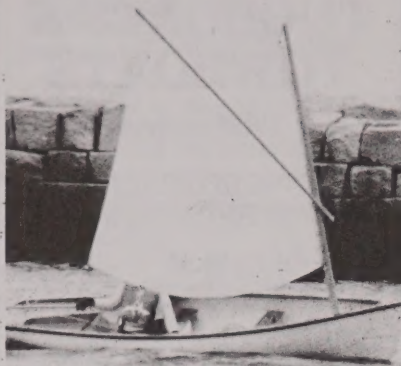
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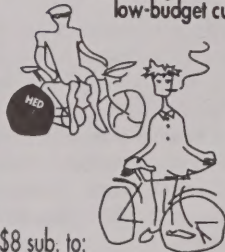
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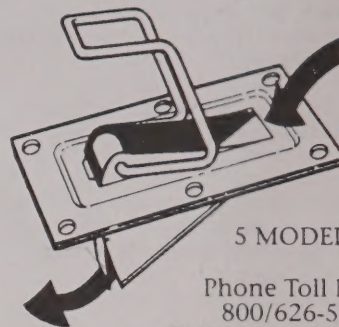
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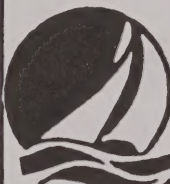
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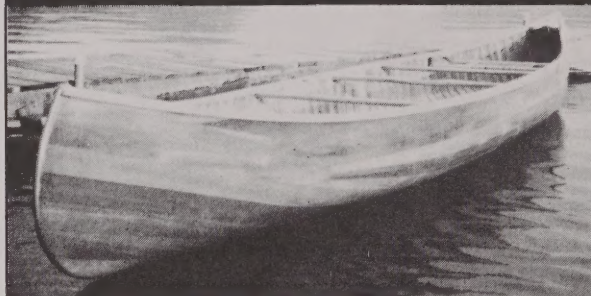
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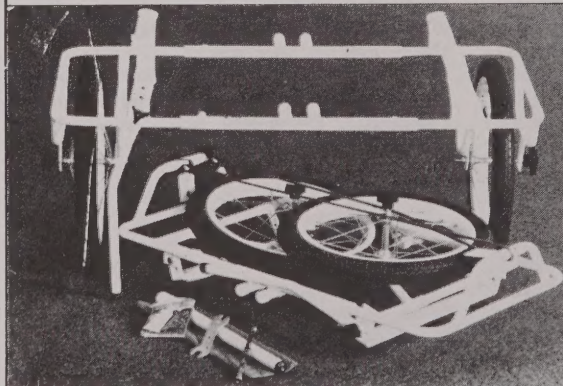
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ANTIQUE
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**1000 Islands
Clayton, New York
Aug. 20 - 23, 1992**

Sponsored by The Antique Boat Museum and The Antique & Classic Boat Society. American Power Boat Association (APBA) Sanctioned Event.

Printed in U.S.A. Photo: Rick Austin

The Antique Boat Museum at Clayton, NY, undertook this year to sponsor a different sort of "Antique & Classic Boat Regatta", one devoted exclusively to old time racing powerboats. The event took place in late August and its appeal

was so strong that over 100 classic raceboats and some 5,000 spectators turned out. While looking at the boats was a major focus, as is the case with the typical antique and classic boat show, watching many of them in action doing "flybys"



"MISS US 1" - 1957

Builder: Staubacher, unlimited class racer designed by Dan Arena, powered by Rolls Royce HS 3000, V-12, 1,650 cu. in.

Owner: George Simon.

Holder of the existing world record for propellor driven boats at 200.419mph, set by Roy Duby in 1962.

offered a hint of how it once was when these gorgeous and powerful craft gathered for real racing. The speeds and the sounds must have tweaked the nostalgia chords in any old time racers and race fans who were there.

Something that powerfully appealed in bygone motor racing was the variety of designs developed and built, and powerboating offered an unusual opportunity to marry huge powerplants and gorgeously designed and built wooden hulls to house them. Function was paramount, going fast the objective, but many of the boats were beautifully built, in many cases the joinery and detailing went way beyond the needs of utility. Most of the boats were the individual efforts of small firms and not factory produced "production racers", so the result was a fascinating diversity.

The 100 or so boats that were at Clayton in August exemplified this particular appeal, from tiny outboards to 3,000 horsepower world record holding unlimited hydroplanes. Motor racing had room for anyone with a mechanical bent in the first half of the century, a full range of opportunities existed. While the expensive big unlimited hydroplanes provided the most dramatic racing, local outboard clubs gave everyday guys the chance to get into the game. The poster for this event, the creation of which was detailed in our July 15th issue, even had as its central focus a young man who won an intercollegiate outboard race in 1930.

Herewith we bring you some selected photos from Walter Fullam and John Maddrell of what was to be seen at Clayton. We also have a look at one low cost one-design class from 1950, and a failed raceboat that spent 60 years on the bottom of a lake before being salvaged and restored. And Walter Fullam brings us an original report on that once-in-a-lifetime happening when Ivy League colleges indulged in an intercollegiate powerboat race.

Any readers who are really powerboat race fans and who did not attend the Clayton event might find the superb program book worth ordering. This 32 page (plus covers) 8-1/2"x11" horizontal format program has complete listings of all boats entered with 70 photos of most, and brief histories. The front cover of this issue of "Messing About in Boats" is a reproduction of the full color cover on the program. And the back cover of the program catches in full color the moment when "Liberty the Second" emerged from 60 years in the mud on the bottom of a Pennsylvania lake. The price is only \$5, from The Antique Boat Museum, 750 Mary St., Clayton, NY 13624.



"SNAIL" - 1926

Builder: Gar Wood, Baby Gar, 33', Liberty power, 12-cyl, 500hp.

Owner: Howard Miller, Vergennes, VT.

Raced on St. Lawrence River by Edward Noble of Alexandria Bay, NY, she was refurbished in 1985-86 by Turcotte Brothers of Cohoes, NY.

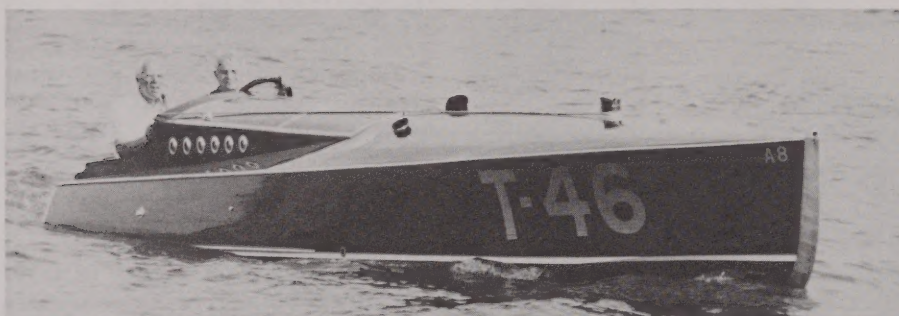


"WINGS" - 1929

Builder: Ventnor, custom sweepstakes racer, 30', original hull, Kermath power, 12-cyl, 580hp.

Owner: Ralph Baker, Lexington, SC.

Winner of Gov. Larson Gold Cup 1929 and '31; winner of Ocean City, MD, free-for-all (3 times). Known as Atlantic City's "Mile-a-Minute-Flyer", which won 15 of the 16 races entered, piloted by Walter Haines.

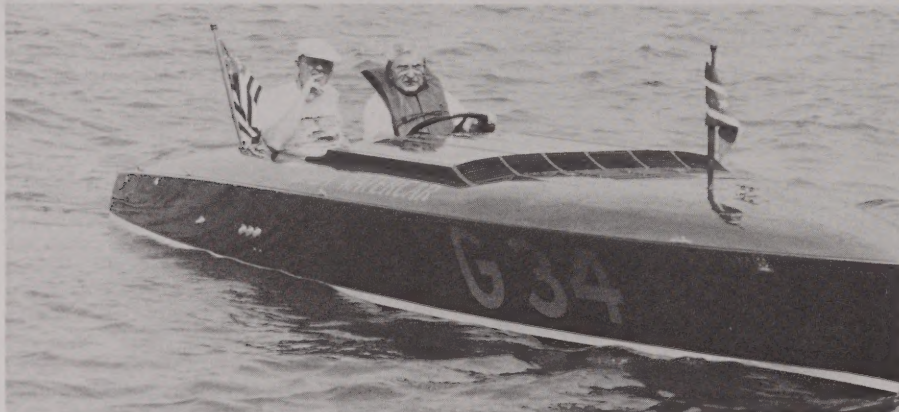


"BABY HORACE III" - 1926

Builder: Dodge, sweepstakes boat, 26', original hull, GM power, 8-cyl, 320hp.

Owner: Joseph Fleming, Ramsey, NJ.

Designed by George Crouch and originally powered by a Packard 550hp engine.



"BABY WATERCAR" - 1926

Builder: H.E. Dodge, Gold Cup raceboat, 26', original hull, Chevrolet power, 8-cyl, 330hp.

Owner: David Coffin, Sunapee, NH.

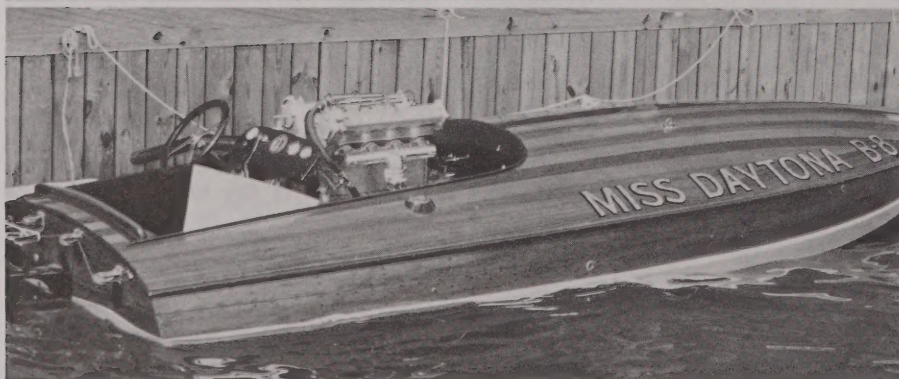
Restored in the '80's, has documented racing history from the '20's. Original 24-cyl Duesenberg engine has been replaced.

"MISS DAYTONA -1929

Builder: Bruno Beckhard, racing hydroplane, 16.5', original hull, Miller Marine 151 power, 4-cyl, 250hp.

Owner: Philip Sharples, Tubac, AZ.

Found in 1945 in a corner at Hutchinson Boatworks in Alexandria Bay, NY with an unpaid repair bill of \$250, the price Sharples paid for her with no engine. Originally raced in 1930 as a supercharged 151 cu. in. single-step racing hydro at Palm Beach.



"MISS COLUMBIA" - 1986

Builder: William Cooper, Gold Cup Replica, gentleman's run-about-raceboat, 27', Packard Gold Cup, 6-cyl, 400hp.

Owner: Philip Sharples, Tubac, AZ.

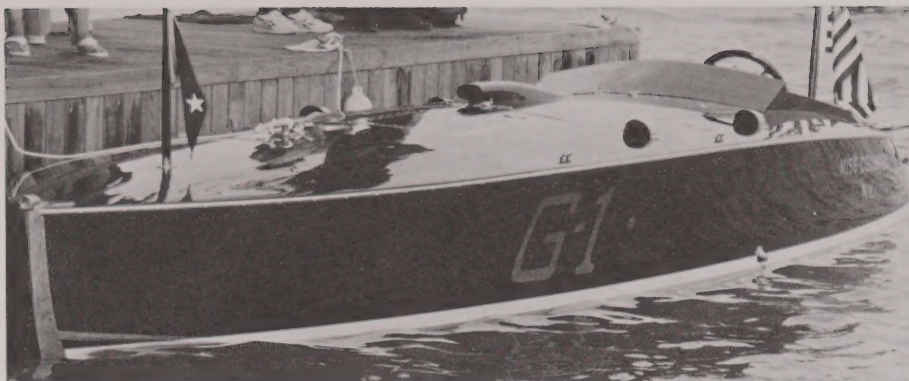
Replica built over four years to original plans of George Crouch, with an identical Packard Gold Cup engine to original. The original won the first two heats of the 1924 Gold Cup race, and was built at the Nevins Boat Yard for the Columbia Yacht Club of New York.

"JEEZ-O-PEETS" - 1937

Builder: Ventnor, three-point hydroplane, 225 cu. in. Ford flat-head power, 8-cyl, 150hp.

Owner: Douglas Morin, Bay City, MI.

Raced by Larry Longnecker of Iowa in the Mississippi Valley Racing Association under the name "Jana". Restored in 1990 by Morin Boats.



"THUNDERBOLT" - 1931

Builder: Century, hydroplane, 14', original hull, Chevrolet power, 6-cyl, 135hp.

Owner: George Kreissle, Sarasota, FL.

One of six in existence, single-step hydroplanes best noted for their participation in the Albany-Red Bank Regatta in the early '30's.



"JUNO" - 1937

Builder: Ventnor, "suicide" hydroplane, Gold Cup racer, hull #306, 20', Packard power, 6-cyl, 350hp.

Owner: George & Peter Kreissle, Sarasota, FL.

Originally one of a dozen "suicide" boats built in Atlantic City for the Chinese government for use in the Sino-Japanese War. Powered by a Lycoming engine, she was to carry a 500 pound bomb in her bow at speeds to 64ph. This particular boat was left behind in the plant and later converted to accept a 621 cu.in. Packard engine. Jack Rutherford raced the untested boat in the President's Cup Race in 1937, upping the one-mile Gold Cup Straightaway record for unsupercharged boats held at the time by "El Lagarto" from 72.727mph to 84.606mph. In 1938 she won international recognition in Venice, Milano and Vid Viveroni, Italy.

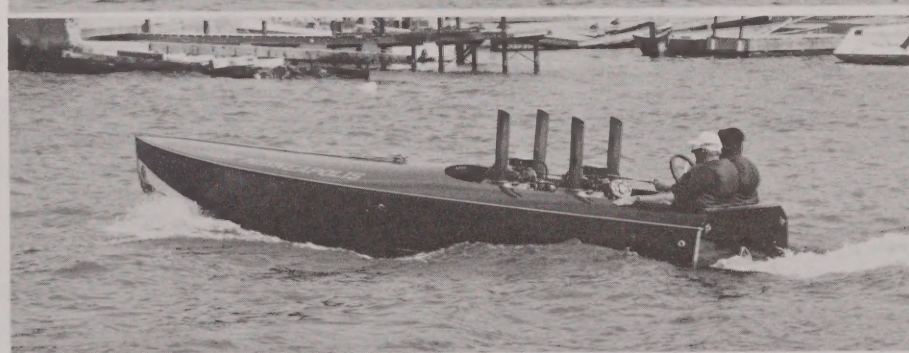


"MISS MINNEAPOLIS" - 1990

Builder: Ken Bassett, Onion River Boatworks, single step hydro, Gold Cup, 20', engine by Wing Motor Co., 16-cyl, 450hp.

Owner: Michael Bowman, Miami, FL.

This replica was copied from photos of one built by Chris Smith for the Minneapolis Athletic Club and raced in the 1916 Gold Cup Race by his sons. The original won the cup and subsequently broke the mile-a-minute barrier with a speed of 61.083mph.

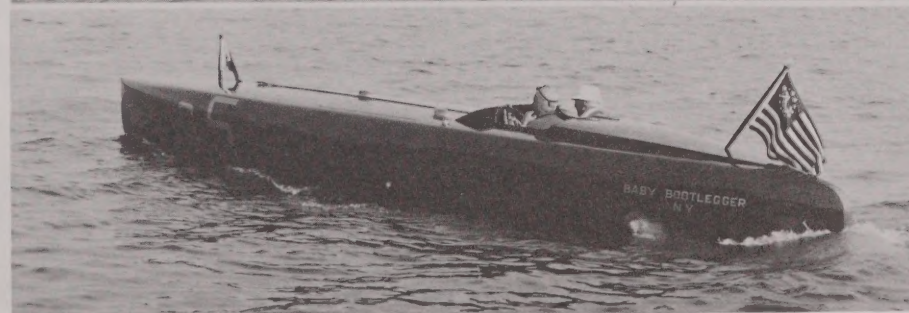


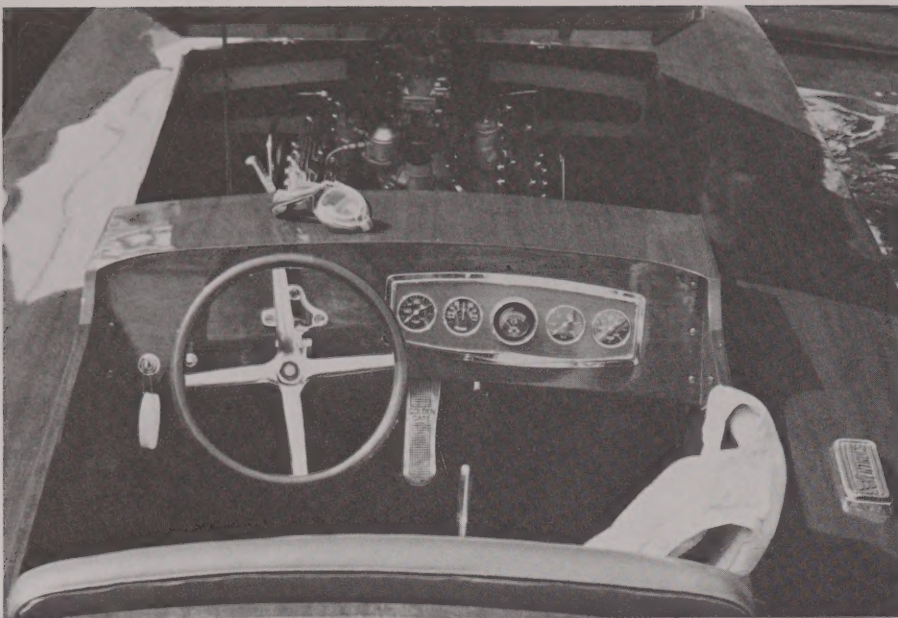
"BABY BOOTLEGGER" - 1924

Builder: Henry Nevins, Gold Cup raceboat, George Crouch designed, 29.8', original hull, Wright-Hispano-Suiza power, 8-cyl.

Owner: Mark Mason, Laconia, NH.

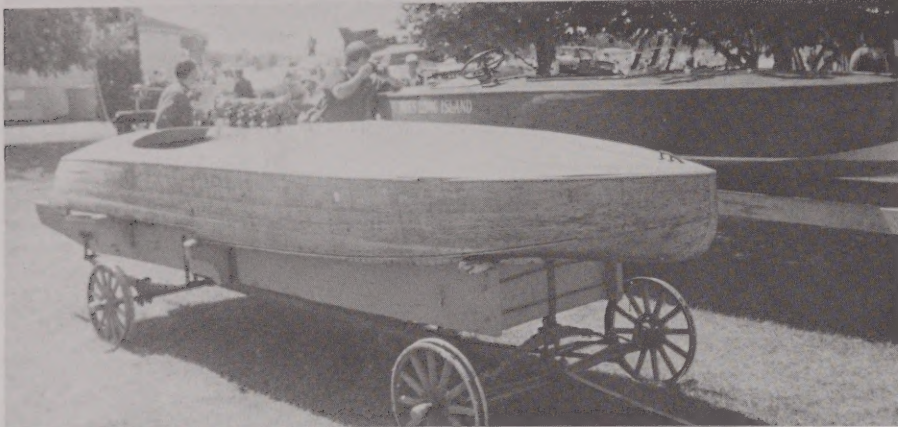
Won the Gold Cup in 1924 and '25, the Dodge Memorial Trophy in '25 and the first heat of the Gold Cup races in '26.





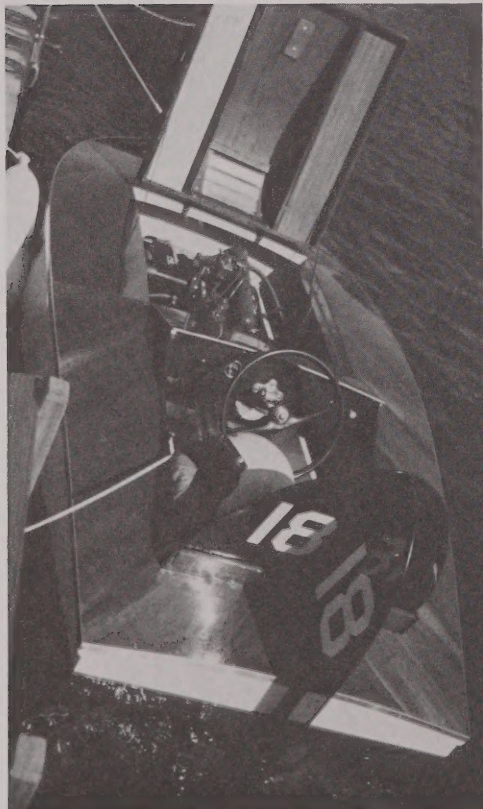
DETAILING

Race boats were built to win but they were not just machines. The workmanship on these wooden boats was usually superbly done, with bright finish usually the case. This photo shows the cockpit of a typical racer, tidy, neat and well organized, but also beautifully detailed and finished.



NOT ALL WERE RESTORED

This unrestored bare hull is a Mississippi Valley Circuit racer of the 1930's, set on a homemade trailer of the type used for local transportation.



DANBURY FAIR RACER

Powerboat racing had enough appeal in 1949 for 14 of these special inboards to be built just to race in a moat built over the horse race track at the Danbury, Connecticut Fairgrounds, an event that took place only that year. Power is a 48 cu. in. Crosley. This one was restored by MSC Inc. for owners Gene and Sandy Forstner of Wisconsin Rapids, Wisconsin.



OUTBOARDS - THE GRASS ROOTS RACING

"SCREAMING DEMON II" - 1951

Builder: Swift Woodcraft, re-built by Stewart Sill, hydro model UH-091, Mercury power.

Owner: Stewart Sill, Jr., So-dus Point, NY.

A total rebuild of a boat owned and raced by Sill in the '50's. It is 90% new construction to exact specs of the original as built by Swift in Mt. Dora, FL.

"HONEY BEA" - 1949

Builder: Willis Boat Works, flying saucer B-runabout, Mercury power, 2-cyl, 10hp.

Owner: Stewart Sill, Jr., So-dus Point, NY

Original owner/driver Jack Peterham drove her in 1949 in Albany to New York Marathon Race, led class until two miles from finish where a broken clamp bracket caused him to not finish. He went on to win many marathons and closed course races.

"BABY ROWS" - 1955

Builder: General Marine, Zephyr D-Utility runabout, 13', original hull, Mercury power, 4-cyl, 40hp.

Owner: James Brellos, Rochester, NY.

Originally owned by Joe Michelini of Chicago and raced in "36" Class, repowered in '55. Restoration took four years.

"WEE TEMPO" - 1948

Owner: Duane Chalk.

No information provided in program, a good photo illustrating just how small these speedsters were.

"HORNET XXV" - 1955

Builder: Neal Boat & Motor Co., C-hydro, 10.5', Johnson power, 2-cyl, 49hp.

Owner: William Tenney, Crystal Bay, MN.

Won numerous races all over the U.S. from 1955-58. Raced at Monte Carlo in 1956 as part of the Prince Rainier/Grace Kelly wedding festivities, as well as at Carrara and Sabaudia, Italy.





FIRST EASTERN INTERCOLLEGIATE OUTBOARD REGATTA

Walter Fullam of Princeton, New Jersey, is best known today amongst small boat people for his efforts at keeping interest alive in paper canoes. But in bygone days he and his brother raced outboard motorboats, and his interest in old time powerboat racing has not faded. He set up the display pictured at Clayton to present as much of the story on that 1930 Intercollegiate Outboard Regatta as he could round up. Walter has supplied us with this copy of the race report from the Colgate University publication "Salmagundi".

The 1931 Regatta mentioned at the conclusion of the article never happened. Walter says most of the committee had graduated. Overall winner Crawford, featured on the 1992 poster, transferred to the University of Miami and subsequently disappeared from the scene the following year. Ah, that one brief fleeting moment of glory! Stewart Nunnally, who finished second, went on to race nationally however.



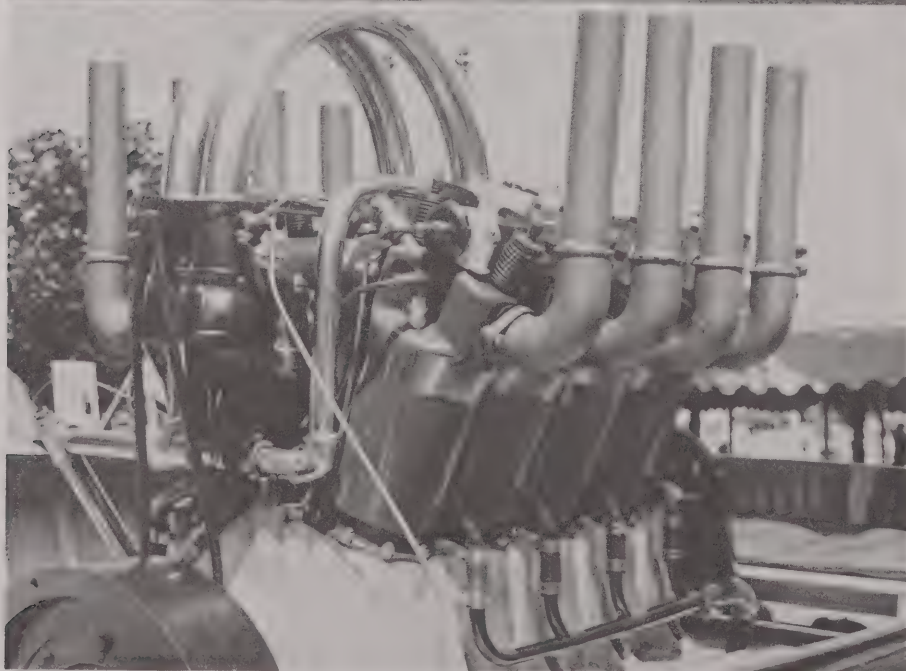
UP FROM THE BOTTOM

On display at Clayton, and pictured on the back cover of the program, was "Liberty The Second", a boat that had spent 62 years on the bottom of Conneaut Lake in Pennsylvania. Today it is the property of the State of Pennsylvania and displayed at Lakeland Museum in Conneaut Lake Park.

"Liberty The Second" was built in 1921 but flipped over in a 1922 outing on the lake after reportedly going 78mph, and sank into the mud bottom upside down 50 feet down. The hull's design was blamed for the mishap, the problem was, according to one of those who restored the boat, that, "it couldn't turn."

Two divers spent five years diving to the lake bottom looking for the boat before finding it in 1985. When they brought it to the surface with the help of the local volunteer fire department, the Pennsylvania Historical Commission stepped up and told them it was state property, and offered them a choice of spending thousands of dollars to restore it to historical standards, or drop it back to the lake bottom. Local citizens formed the Liberty Foundation and raised the \$40,000 it cost to restore the boat and keep it in their community. A spokesman for the group stated that, "the state really isn't a villain, it just wanted to make sure someone would take care of the boat."

"Liberty The Second" is powered by a 350hp 8-cylinder Liberty aircraft engine, and is now the only known operating Liberty 8 in existence.



First Eastern Intercollegiate Outboard Regatta

ONE of the most outstanding features of spring activity in the college was the organization and sponsoring of the first Eastern Intercollegiate Outboard Regatta, which was run by the Outing Club, an organization which is no longer active, at Skaneateles Lake, May 16 and 17. Fourteen colleges in the East sent twenty-seven racers to the course, racing for the first collegiate outboard records.

Illustrative of the event success, three world records were established during the week-end, one of which was made by a Colgate driver, William Crawford, who also won the Chris-craft trophy for individual point-scoring honors. The Colgate team consisted besides Crawford, of Carl and Paul Arlt and Howard Clapp. These four men won for the university the J. H. Reuter trophy for team honors. The Colgate Relay Team also won the Samuel A. Kane trophy, a beautiful thirty-three inch gold cup.

Plans for the event, which was the first of its kind in collegiate circles, were the outcome of a desire of the Outing Club Council to expand its work into spring sports. A committee consisting of E. Prince Danforth, chairman, G. Reynolds Rowe, Regatta Manager, and the president of the 1930 club, L. B. Reuter, worked on the project from early winter until the time of the races. Most of the work of the organization, publicity and policy was in the hands of Rowe. Publicity was scattered throughout the country, especially in the eastern states where most interest was prevalent. The result was a regatta with entries from Cornell, New York University, Colgate, Syracuse, Brown, Toledo, Princeton, St. Johns, Dartmouth, St. Lawrence, Hobart, Rutgers and Rensselaer Polytechnic Institute.

Over twenty thousand spectators from all parts of the central New York State area crowded into the town of Skaneateles for the week-end and were thrilled with the excitement caused by these little boats, their seemingly impossible speed, and occasional spills throwing the daring drivers into the chilly waters of the lake. Three boats caught on fire and quick rescues were necessary. Not only were there spectators in the town, but newspaper men from as far away as New York and Philadelphia were present to witness and publicize the first collegiate regatta.

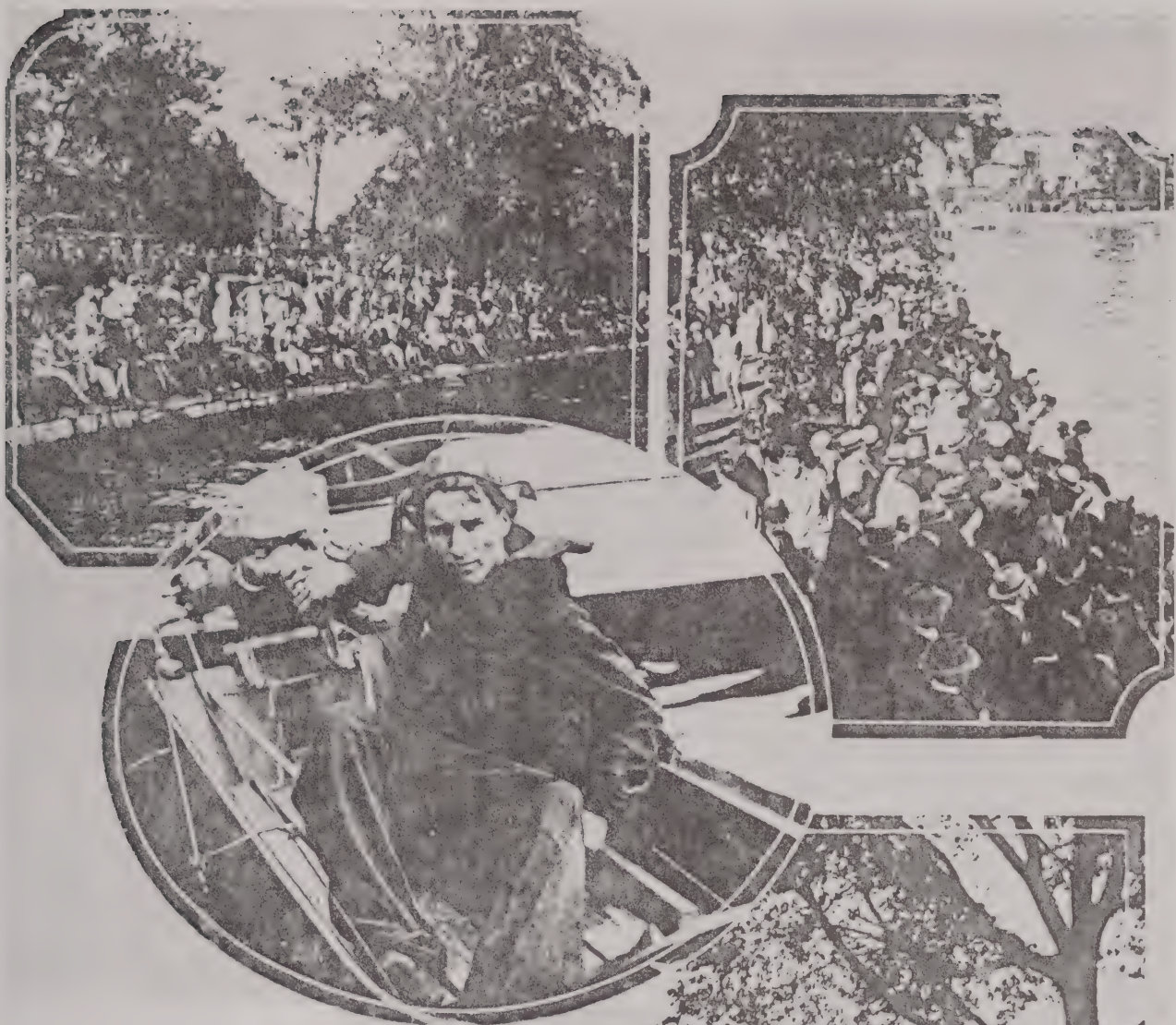
William Crawford, the outstanding Colgate driver, was the star of the meet, taking first or second place in each event in which he entered his speedy crafts. With Carl and Paul Arlt who raced home-made boats with no little success, and Howard Clapp who entered but one race which proved to be disastrous to his motor, and Crawford, the Colgate representatives easily won the honors of the week-end. Syracuse was second with a team of three men including Stewart Nunneley, who set two world's records and lost out in individual scoring honors to Crawford when he was unable to enter one race because of motor troubles. Dartmouth was third and Brown fourth.

Trophies valued at about \$4,000, and numbering thirty-four, were distributed to the drivers. The outstanding of these included eight College Humor trophies for first places, eight Johnson Motor awards for second places and as many plaques for third places. L. B. Reuter, president of the Outing Club last year, and his father, J. H. Reuter, presented trophies bearing their names, as did the Syracuse Post-Standard and the Syracuse Journal. The Samuel A. Kane trophy for the relay race is one of the largest cups awarded in the outboard racing trophies and is valued at about \$750. The regatta was sanctioned by the American Power Boat Association and National Outboard Association, permitting the establishment of world's records should they be made.

Plans for the 1931 regatta are rather indefinite as the date of going to press is previous to the announcement of final plans. However, the dates have been set for June 19 and 20 to avoid conflict with university regulations concerning classes and cuts, which last year made it impossible for many interested men to enter from other institutions.



Danforth, Reuter, Rowe,
 Colgate Regatta committee - - -
 Contestants from 15 different
 Universities - - - Crowd waiting
 for the jumping exhibition - - -
 Stewart Nunally, Syracuse,
 second to Crawford, Colgate - - -
 Tuning up for Class D finals
 - - - Crawford receiving his gas
 free, (for advertising purposes
 only.)



Spectators to left - - - Spectators to right - - - Bill Crawford, Colgate '33, first place and high-point scorer - - - Three up, one down - - - Opening it up in home stretch, Class C preliminaries - - - Unidentified contestant from Middle-west University.



**ON DISPLAY
INDOORS**



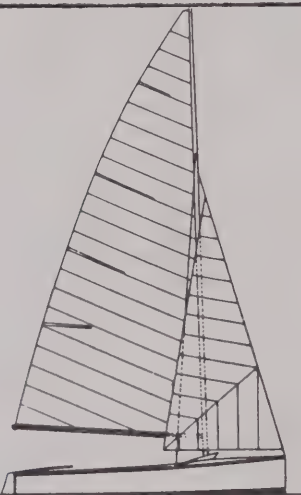
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A Snapshot History of "Skylark".

Canadian One Design Class.

Racing Inboard Runabout.

Designed by Earle C. Barnes, N.A.
Toronto Ontario Canada Circa 1950.

Length 15 ft. Beam 5 ft. 7 in.
Minimum Racing Weight 1200 Lb.

"SKYLARK"



Purpose: A low cost Racing Inboard Runabout Class, that was specifically designed to provide a simple and affordable inboard racing boat. It was an ultra competitive class of boat that could be easily home built and raced by the average working man or non- professional boat builder and racing enthusiast.

Power: Original motor selected for power was the popular and then readily available stock Ford V/8 flat head automobile engine of 239 cu. in. displacement. These motors were later allowed to use racing cams, racing pistons, dual point distributors etc. The rules eventually were altered further, to allow stock 283 cu. in. Chevrolet and 292 cu. in. Ford overhead valve motors to be used.

"Skylark" was a tough competitor and after a few seasons of fine tuning became runner up, then captured the Canadian One Design National High Point Trophy for four years 1960-1961 & 1963-1964. She was withdrawn from competition after some C.O.D. owners were able to promote (by a very narrow margin) the use of expensive overdrive gear boxes and repositioned the motor to a rear V drive configuration. Trying to make these boats into California style Drag Racing boats, caused the prohibitive and costly end to this competitive "working man's" racing boat class.

During their 15 year tenure with the Canadian Boating Federation, the Canadian One Design (shortformed to C.O.D.) became one of the most popular inboard racing boats in Canada. Statistically, almost 100 of these were built. After much research, "Skylark" is thought to be the only surviving example of this class.

Originally built Circa 1954 in the basement of Lloyd A. Smith in Highland Creek Ontario. Lloyd Smith a tool and diemaker by trade was introduced to the C.O.D. class by being the riding mechanic for brother-in-law Joe Fossey Sr., in Joe's High Point Winning Boat "Miss Highland". Not satisfied with flying in the right seat as the co-pilot, Lloyd decided to build his own boat and offer some real competition for the class.

"Skylark" was restored and repaired during the spring and summer of 1992 by Joe S. Fossey of Washago, Ontario, with Joe Fossey Sr. of Barrie, Ontario, acting as the crew chief and advisor on the project. The 1992 Clayton Antique Raceboat Show was surely a super catalyst and deadline to meet.

By the nature of their simple design and some owners "home-build" interpretive boat building skills, many of the C.O.D.'s built were not exactly "pretty or beautiful racing boats" to look at such as "Baby Bootlegger" or the "Miss Canada" series. They were all quite rugged looking, with reliability and safe performance being the most desired feature.

There were a few real show boats built for the class by recognized Canadian boatbuilders. Several had gleaming mahogany decks with sculptured fiberglass cowlings and dashboards filled with expensive gauges etc. Strangely, few of these ever became race winners or even consistent high performers? The old adage remembered of "built for show and not to go" rings in our ears.

"Skylark" bears the usual visual "scars" and structural repairs caused by many years of fast competitive racing. In striving to remain "high point" winner, it often means hasty weekly damage control repairs to stay in the running. This boat has also had an engine change up to the stock 283 cu. in. Chevrolet motor, which leaves many extra holes and notches in the stringers.

An interesting technical point is that original class rules required these boats to be made of "good one side" marine fir plywood. At that time, good one side meant just that, no factory surface repairs or patches to the good side? This year after weeks of futile searching in marine and specialty lumber yards it could not be located anywhere, therefore the necessary deck replacement was made with common G.I.S. 1/4"mahogany plywood.

"Skylark" has been stored for about 25 years and made one brief appearance at the 1984 A.C.B.S. Toronto Chapter Gold Cup Raceboat event. At that time a bottom frame let go in very rough water loosing some plywood. This embarrassment severely tested the boats floatation material again plus Lloyds ability to swim. The bottom was repaired again after that unfortunate incident.

There is little doubt that the Canadian One Design class was originally inspired by the very popular American "Crackerbox" class, racing in the American Powerboat Association. These boats being naturally "Wild and Woolly" always put on a great show on the rough water courses usually spending more time "in the air, than on the water".

Thanks for your patience and listening to a little a reminiscence about our past boat racing experiences and a colourful, we think unforgettable class of One Design "Workingman's, race boat". It is not likely that we will ever see this type of competition again.

We would be pleased to answer any further enquiries that you may have about this class of boat. Happy and safe boating to you,

Joe S. Fossey (owner) and J.J.(Joe) Fossey Sr.(Crewchief) care of 305 Duckworth St. Barrie Ontario Canada L4M 3X5. Tel.705-726-6600

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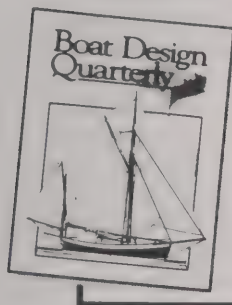
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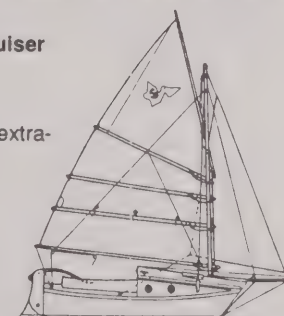
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BUILDING "TOAD HALL"

an ongoing series

by David N. Goodchild

Part 3

THE BUILDING METHOD

As I considered the somewhat unique structural design parameters (that I outlined in last month's installment), other equally interesting ideas began to percolate to the surface.

Most boats are built either right side up or upside down. Both methods present some problems. If the boat is built right side up, work at the garboards and under the turn of the bilge can be awkward, especially if fiberglassing is to be done. If the boat is built upside down, some work is facilitated, but the over-turning can be a problem, and by necessity all interior work must needs be postponed until the over-turning is accomplished.

It will be recalled that in last month's installment we looked at what I consider to be a somewhat unique structural design with a central column, from which the boat is literally cut out much like the parts of a model airplane are punched from the background of balsa sheets. It occurred to me, upon some reflection, that it might be possible to pivot this central column (a single flat panel measuring 18' by 7") between supports at both ends, and thus be able to rotate the central column, (and thus the entire boat) a full 360° at will, and thus have the best of both worlds---a boat built both upside down AND right side up.

I believe that this idea was suckled by my interest in the restoration of antique motor cars, since a chassis frame serves the same purpose. Here, the vehicle is stripped of engine and suspension and the body is bolted to a frame which rotates 360° between two vertical supports. Work can then be undertaken on all surfaces with a minimum of difficulty.

BUILDING THE CENTRAL COLUMN

The central column is made up from two layers of 3/4" ABX plywood. It is NOT marine ply, and in fact very little in this boat comes from the marine store! The AB grade of this exterior ply needed to be special ordered but the price was actually less than some standard BC plywood found in more upscale lumber yards, since I was able to find a small yard willing to dicker. The 10 sheets of AB was nice stuff with seven plies, good outside surfaces and few voids.



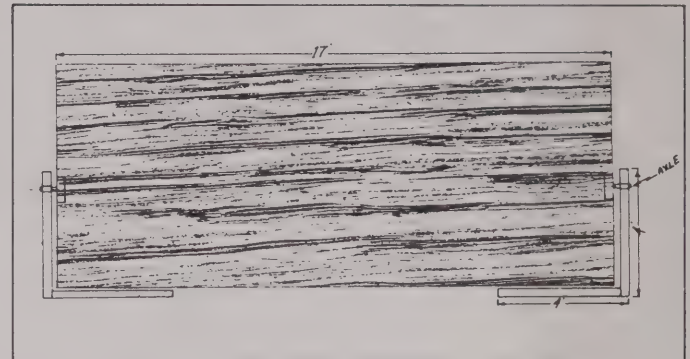
Planned Lay-Out of the Panel

After cutting one panel lengthwise into two pieces 2' x 8', I laid out the panels to stagger the seams, arranging them with the 8' dimension to the vertical. This created a panel 8' x 18'. I then used a chalk line to divide the panels into six inch squares. After rolling on the epoxy I drove a drywall screw into the intersection of each square (560 in all)! When the resin had kicked off, I trimmed a one foot slice from the 8' dimension to arrive at a panel measuring 18' X 7". This would allow about 6" at each end of the boat and about one foot above and below the sheer and the keel.

THE BUILDING FRAME

The drawing and the photographs below illustrate the design and construction of the end supports.

With the help of a friend with an arc welder, I first welded up two frames from 3" steel angle. These formed an upside down "T" to which a third angle was welded at right angles to form one of the support legs which would face into the building area. Onto each upright, I then welded



The Building Frame

a piece of steel plumbing pipe at right angles as is shown. I welded a piece of 1 1/4" angle at the intersection of the bottom of the pipe and the 3" angle so as not to put all the strain on the pipe weld.

When first considering how to attach this panel to the uprights, I anticipated having to build a steel surround to support the panel, but I decided that the panel would be able to support itself; at least while vertical. I wasn't sure about how well it would support itself while lying horizontal, since I anticipated that it would be pretty limp in this plane.

As the final element of the supporting structure, I made up and drilled four more short pieces of 3" angle and welded another piece of pipe and angle to two of them, in the same way I had done the uprights. I bolted one pair onto each end of the panel, which was by now epoxied together, and using jacks and concrete blocks managed to insert the two pipe ends



The Panel/Support Attachment

into the two waiting pipes which were welded to the uprights. I put a cap on the end of each pipe to prevent them from slipping out of the tubes while rotating the panel. This was a prudent safety consideration but has proven unneeded, since the panels seem to want to press into the supports rather than draw apart.

To counter the possibility that the panel would be too "whippy" in the horizontal position, I bolted a 2x4 to each of the four panel edges. When I took away the supports, the panel was satisfactorily stiff. In

fact, once it was inside the garage and equipped with safety chains from the ceiling, I could walk upon it in the horizontal position with no problems.

I had built the panel outside of the garage on the apron, but with casters on the bottom it was possible to wheel it into the garage with lit-



Panel Ready to be Mounted



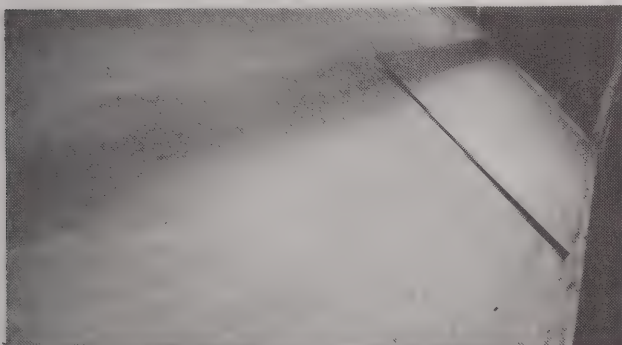
Mounted on Supports and Ready to be Rolled into Garage

tle difficulty. Since the structure is self-leveling to a great degree, I could see that this would work as a completely portable boatbuilding structure. The Central Column keeps everything square and level, and is completely unaffected by variations in level of floor or apron. It would even be possible, (for small boats like "Toad Hall" at least), to add trailer wheels and move the boat quite easily.

The building frame as we will call it from herein has worked out perfectly! I am able to rotate the central column (and thus the boat) to any position in which the work is most comfortable. This has proven especially valuable in sheathing the interior compartments. By using this method, only one of the three possible planes remains vertical, and this is only the face of the athwartship bulkheads. This economizes on resin since working surfaces can be swung to the horizontal so that it does not drip and assures full wet-out with no resin starvation on the sheathing. Further, it facilitates the speed of construction, since the boat can always be swung to a position that is the most comfortable and therefore the most efficient. It's surely my boat-building method of choice!

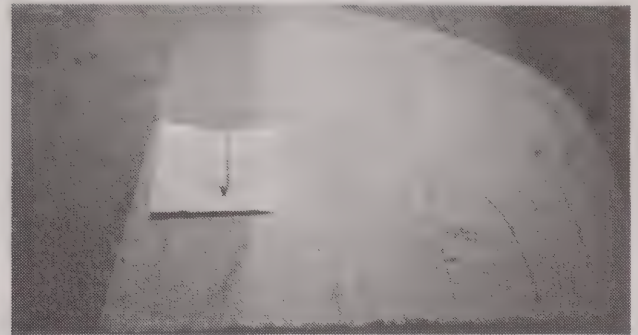
Finally, when I was lofting the boat, the central column made a hell-u-er drafting/lofting table.

LOFTING



Boat as Drafting/Lofting Table

There was no table of offsets with the lines plan as contained in the WoodenBoat reprint, and it is doubtful that a table of offsets was even produced for this boat in the nineteenth century. It is also questionable as to which surface the lines plans were drawn--to the inside or to the outside of the planking? However, comparison of the drawing scale to the specifications indicated to me that the boat was drawn to the outside



Lofting the Moulds



Lofting the Profile

of the planking as is conventional today. In the nineteenth century however, it could have been done either way I understand.

I chose a simple expedient to transfer these lines to the material which I would use for the moulds and for the profile on the central column.

I blew up the plans about 500% on an oversize Xerox machine used for engineering drawings and blueprints, then overlaid them with squares based on a scale dimension of six inches. I then drew the same six-inch squares on the full-sized material and plotted the curves, using a batten to fair the lines. I did this for both the moulds and for the profile. For the profile I laid out a long batten to fair the curves and drew them in on one side of the column. For the moulds I laid them all out together on a single piece of 1/4" luan underlayment for each of the port and starboard moulds and then cut them out one-by-one in turn to use as templates. As each mould outline was cut out it was then transferred to scrap material for moulds that would eventually be removed, or to 3/4" ABX plywood for those moulds which would remain in the boat as bulkheads. At this point I was ready to attach the moulds to the central column.

NEXT MONTH

We will mount the moulds, strike in the sheer, and make the tanks.

David N. Goodchild

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	LOAF LEACH FOOT	THROAT	TO CLEW	HEAD	REMARKS
FOREMAIN	21'2"	36'9"	23'6"	30'3"	10'3"
FOREMAIN	17'11"	20'6"	11'0"	22'1"	11'0"
MAIN	28'0"	21'1"	10'9"		
JIB	30'0"	20'6"	13'5"		
JIB	30'0"	21'5"	12'11"		
MAIN	28'0"	19'9"	10'8"		

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Bolger on Design

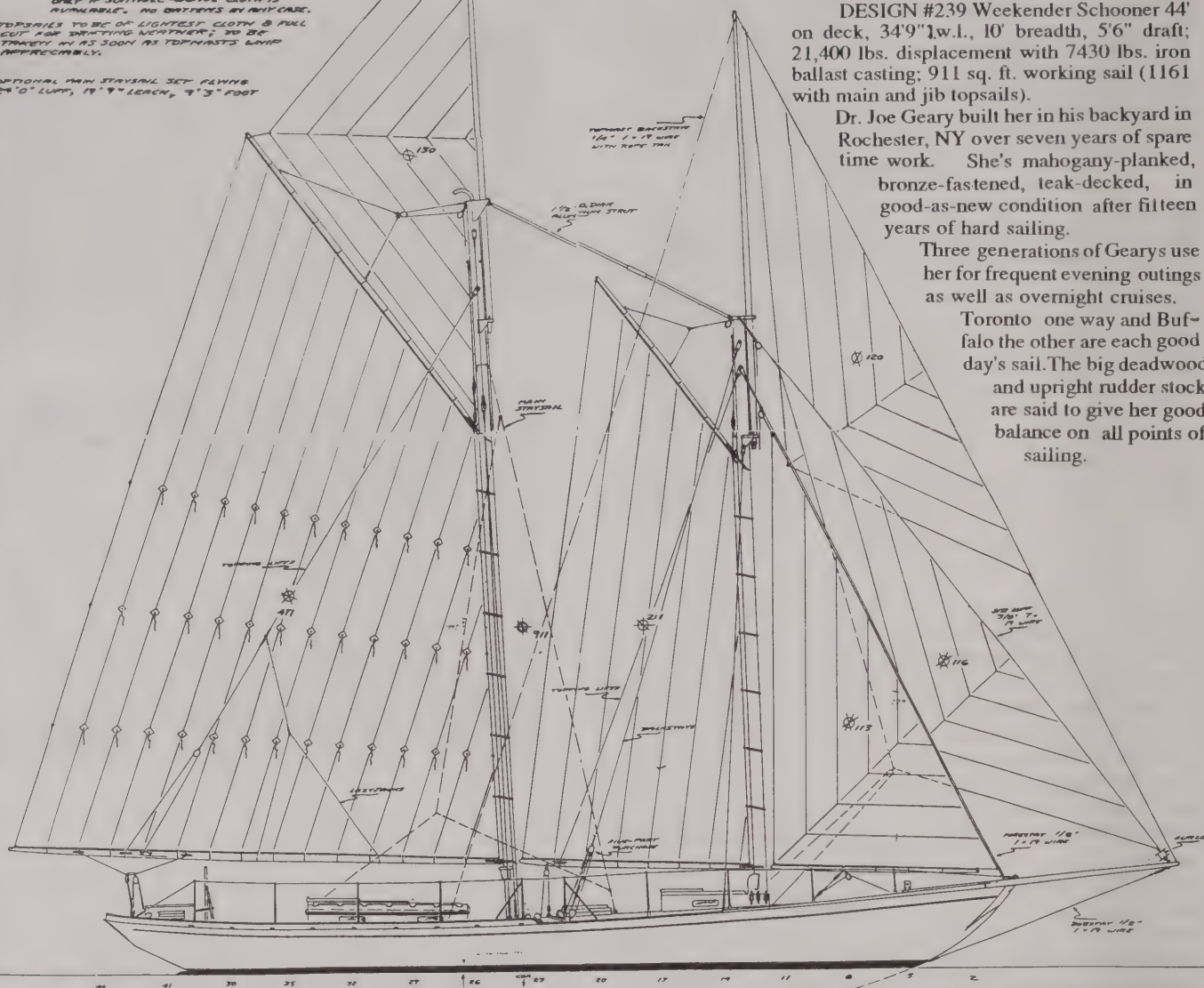
Weekender Schooner

DESIGN #239 Weekender Schooner 44' on deck, 34'9" l.w.l., 10' breadth, 5'6" draft; 21,400 lbs. displacement with 7430 lbs. iron ballast casting; 911 sq. ft. working sail (1161 with main and jib topsails).

Dr. Joe Geary built her in his backyard in Rochester, NY over seven years of spare time work. She's mahogany-planked, bronze-fastened, teak-decked, in good-as-new condition after fifteen years of hard sailing.

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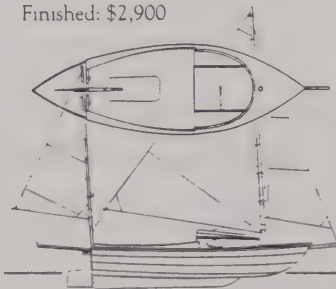


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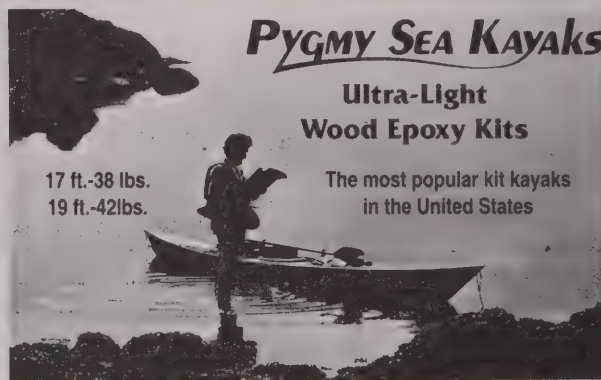
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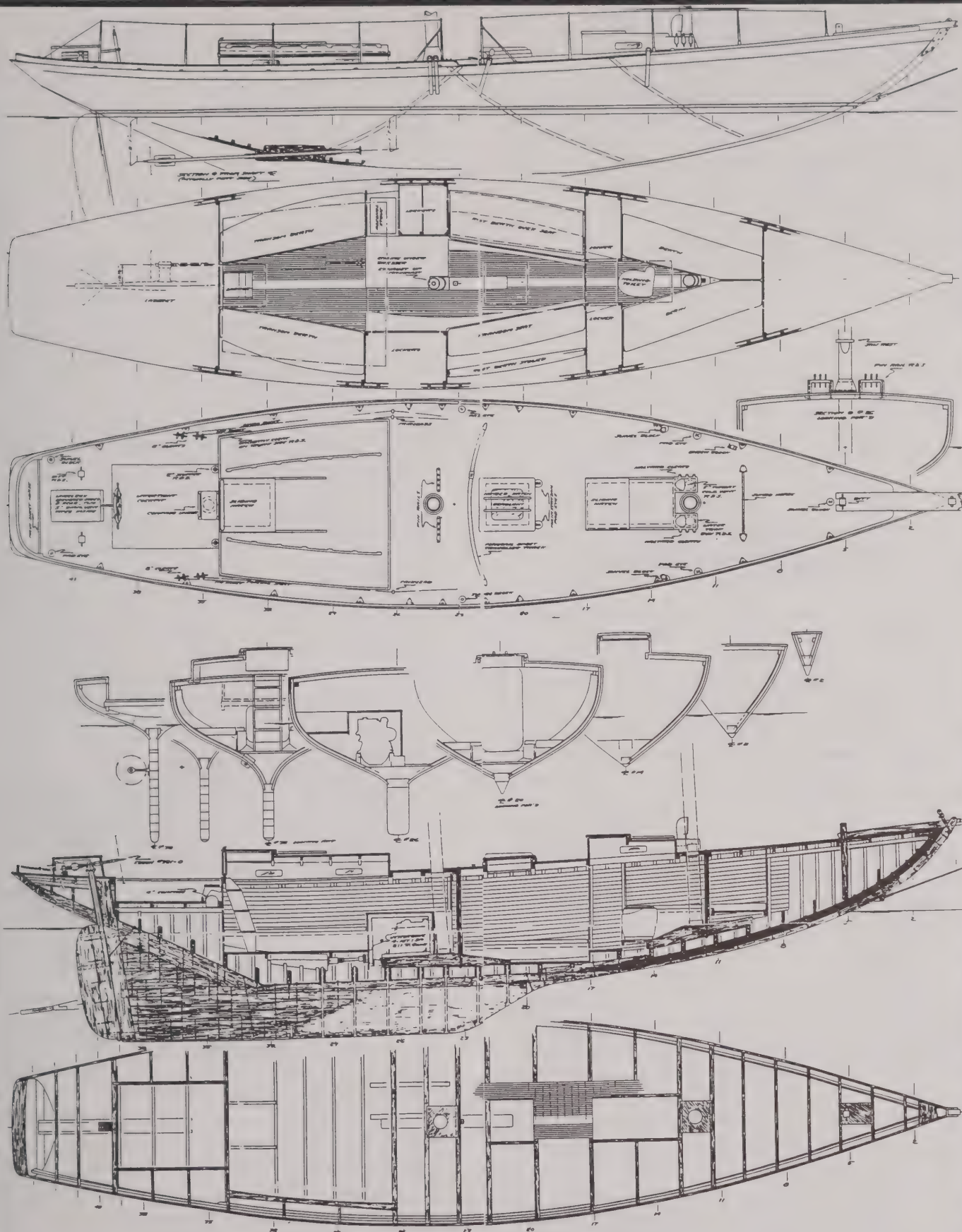
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AN AUTUMN CRUISE ON THE HOUSATONIC FROM PITTSFIELD TO THE SOUND.

CHAPTER II.

LEE. — GREAT BARRINGTON.

The river rounds the northerly end of Monument Mountain and then half way along its westerly side, until stopped at the dam of the Monument Mills, at Housatonic. The mountain, covered with a scraggy growth of trees, rises precipitously from the water. Near the summit are rugged façades of rough granite. The summit, which is in the middle of the valley, commands a wide, circular view of great beauty. The elevation derives its name from a tradition that an Indian maiden, blighted in love and unable to overcome her passion, sought relief and eternity by jumping from one of the cliffs. Her body was interred where it was found, and above her grave was built up "a cone of small, loose stones." Every visitor thereafter, even when all her dusky compatriots had vanished from the scene, added, as in duty bound, a stone to the pile, which at length became a monument of imposing dimensions. A veritable iconoclast, however, put an end to the venerable custom a long time ago, by scattering the pile to discover what was beneath, and, most proper retribution, found nothing for his trouble. The mountain itself, which had always within memory been called Monument Mountain, is now, indeed, the single eternal memorial of her sad fate.

The story is very happily embalmed in verse by Bryant.

Hawthorne compares Monument Mountain, clad in rich and diversified autumnal foliage, to a huge, headless sphinx wrapped in a Persian shawl.

We landed by a clump of willows on the west shore, and at the village store found a team, upon which we were carried, with the boat, across the bridge and around the end of Cone's Mill, where, after a delay of only twenty minutes in all, we put in the tail-race and swiftly floated into the pond above Cone's new mill, which is about half a mile below the other. We landed at the west end of

the dam, and without much trouble hauled the boat over a gravel embankment, and after sliding her down the lower side, started on. Only a slender stream of water was pouring over the dam, and we found the channel below very shallow in several places; and just above a wire fence we had to take the boat out and lower her by means of a cord at the bow and another at the stern, into the end of the tail-race. The mill comprises two large buildings of brick, with stone trimmings, and it is altogether the handsomest mill structure on the Housatonic. I should think all the dams at Housatonic might be carried by on the west side; but they are so near together, and the carries would be, the first so long, and all so troublesome, that it is a saving of time and vexation to get a team.

And now, without fear of further obstruction, we were fairly on our way to Great Barrington. The river seems to pursue a diagonal course over the Great Barrington interval. We pulled as rapidly as possible, as the shades of evening were beginning to fall, and the cool air was an inducement to keep a-going. The sun after a while disappeared in a cloud of fire behind the Taconic dome which towers two thousand feet above the valley, leaving the slope in view, a solemn mass of darkest green, while Monument Mountain, at the other end of the valley, stood out in a purplish glow, clear and distinct in the still air. I remember no river scene, indeed, of greater beauty. The stream itself, too, was very beautiful. The banks on either side sloped down to the water's very edge of smooth turf, oft broken, however, by a clump of trees or



masses of clustering vines; and we occasionally passed a little inlet, usually guarded by a martial array of cat-o'-nine-tails. Later, the water was smooth as polished black marble, and reflected, with gloomy accuracy, the dark banks and the floating boat whenever we ceased to row. We came to the first bridge, which is just above the dam at Great Barrington, as a tuneful clock in the village was chiming the hour of seven. We tied the boat fast near the west end of the bridge, and having stowed our heavy

baggage at a curious, old, rambling, tumble-down house close by, we found shelter at the Berkshire House, a very substantial hotel.

There is a stateliness and dignity about Great Barrington as great in reality as its high-sounding name would imply. It is a rare combination of New-England thrift and New-York opulence. Beecher, it is, I believe, who once declared that he never entered the village without wishing that he was never to leave it. Here Bryant practised law before finally straying into journalism and the more congenial field of literature.

Great Barrington is in the midst of a fine region for drives. The road to the top of Monument Mountain is deservedly in favor, while one of the finest drives in Berkshire is through North Egremont, and then by way of Hillsdale, a town just over the border of Massachusetts, in New York, to Bash-Bish Falls, in Copake. The crest of a hill just above Hillsdale commands a magnificent view of the Catskills and an extensive view of the Berkshire hills, whose broad slopes, blooming with cultivation and beauty, roll upward, in the far distance, beyond a fertile expanse of territory where the valley is widest.

There is another way to Bash-Bish: through South Egremont, and thence over the mountains; and this is perhaps the most picturesque drive of all. The view of the Taconic range, as one goes westward over the country, which is comparatively level, to the foot of the mountains, is especially fine. The Dome of Mount Everett, alone, remains unchangeable upon its huge, buttress-like foundation, as one draws near; but elsewhere, the mountains break, from time to time, into new and beautifully varying shapes. The view of the Taconics is essentially the same over the Hillsdale road, but the way, as one mounts upward through the valley between the mountains, especially if the day is warm, is, upon the whole, rather more agreeable, and very attractive withal. The music of a brook alongside the road at length dies away, however, and as you emerge from the thick woods, you come upon the now quite famous Goodale Sky Farm, airily perched high up on the mountain-side, where there is a most enchanting view through the verdurous walls of the long valley up which you have just come, and over a beautiful landscape beyond to Greylock, fifty miles distant. Soon thereafter, the head of the valley terminates upon the table-land of the town of Mount Washington, which is surrounded on every side by mountain tops, which peer up here and there, above the edges of the plain, as if they were playing a game of bo-peep.

Soon descending, however, from this high and charming region, the delight of the ubiquitous summer boarder, one hears again, from amidst the shady recesses through which the road, for the most part, wanders, the accompaniment of a running stream, or sees it tumbling over its rocky bed; and opposite Eagle's Nest, just above the head

of the Bash-Bish ravine, is a superb view of the towering Catskills, which, as one gazes through the framing walls of the valley, rock-ribbed on one side and densely wooded on the other, look in the distance, beyond the broad and beautiful expanse of country intervening, like blue barriers of eternity.

The name Bash-Bish, which was originally bestowed upon the falls by the Indians, signifies, it is said, Wild Waters. A hotel has been built near the foot of the falls, at the head of the ravine, which is indeed altogether a delightfully wild mountain nook.

(To Be Continued)



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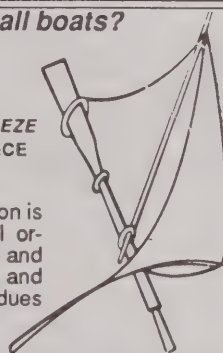
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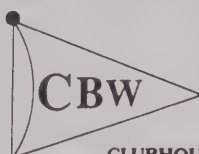
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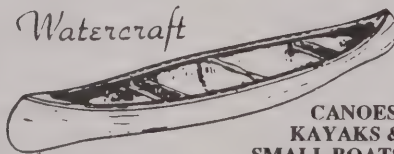
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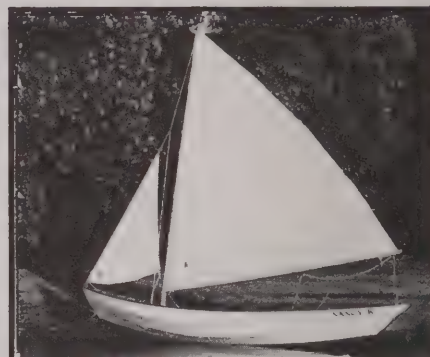
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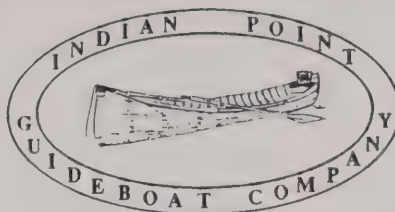
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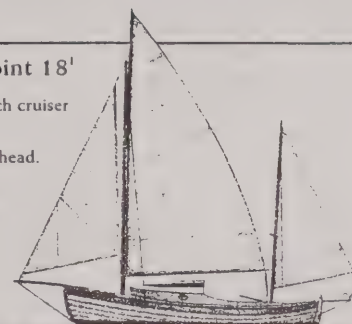
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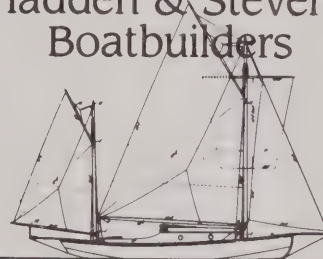


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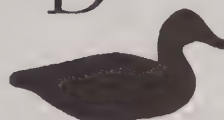
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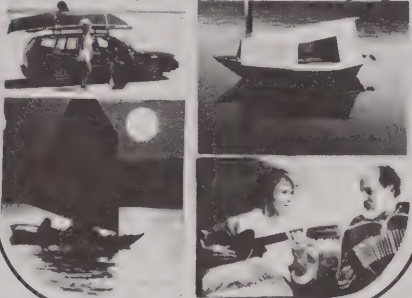
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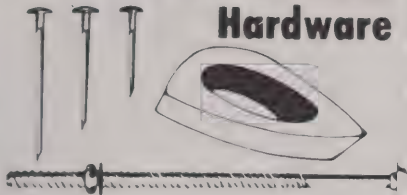
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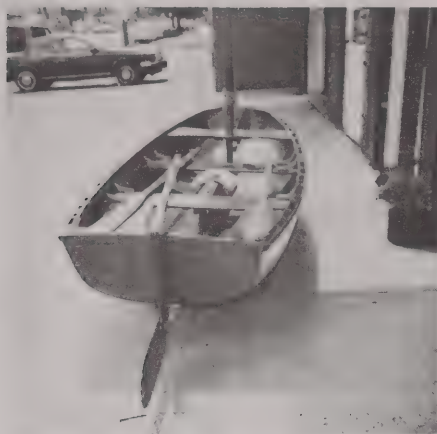
We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4" - 1-1/4". Prices: \$7.50 - \$10/lb. Send \$1 for sample packet.

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Classified Marketplace



10' NORWEGIAN PRAM (strip dinghy), fully equipped display model. Never used, sacrifice half cost. BILL FISCHER, Bayonne, NJ, (201) 436-1354. (11)



20' TEAK LADY SLOOP, all teak, wooded & revarnished in & out. Better than new. \$12,000/offers. FULL SEA, Greenport, NY, (516) 734-7409. (13)



28' L.F. HERRESHOFF "ROZINANTE" KETCH, FG hull, mahogany house, new Awlgrip, self-bailing cockpit. Cruising layout below. 8hp Vire inboard on centerline. Exc cond throughout. \$10,000/offers. FULL SEA, Greenport, NY, (516) 734-7409. (13)

24' PETE CULLER "SHARPTOWN" BARGE, narrow, elegant centerboard sprit yawl, sails/rig exc, hull nds some work at sheer & on decks. \$300. FULL SEA, Greenport, NY, (516) 734-7409. (13)

CANOE SAIL RIGS. One to fit Grumman canoe & Sportboat, gunter rig (short easily raised mast), 65 sf, w/varnished mahogany leeboards, rudder w/lines instead of tiller. Designed for fittings built into older Grumman's. \$125. One to fit ANY canoe, clamps to gunwales, incl mast step, aluminum leeboards & rudder w/lines, tall ltwt mast. \$100. EDWARD THOMPSON, Somerville, MA, (617) 776-7897. (11)

CLASSIFIED ADS ARE FREE TO SUBSCRIBERS. EACH AD WILL AUTOMATICALLY APPEAR IN TWO CONSECUTIVE ISSUES. FURTHER PUBLICATION OF ANY AD MAY BE HAD ON REQUEST. AS OF THE SEPTEMBER 1, 1992 ISSUE, A ONE-TIME CHARGE OF \$8 WILL BE MADE FOR ANY PHOTOGRAPH INCLUDED WITH ANY AD TO COVER THE COST TO US OF THE NECESSARY HALFTONE. NON-SUBSCRIBERS MAY PURCHASE CLASSIFIED ADS AT \$.10 PER WORD PER ISSUE. TO ASSURE ACCURACY PLEASE TYPE OR CLEARLY PRINT AD COPY. MAIL TO "BOATS", 29 BURLEY ST. WENHAM, MA 01984. PLEASE NO TELEPHONED ADS.



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

BULLSEYE WANTED, recent boat preferred.

RICHARD FOSTER, Portsmouth, RI, (401) 683-6844 eves, (508) 679-2166 days. (13)

22' THOMPSON, beautiful 1972 deep V runabout, one of several blt as rescue/patrol boats on Lake Superior. Brightwood restored by Brooklin Boatyard, new cushions, teak floor, tanks, cover. A beautiful comfortable, extraordinary boat in Deer Isle, ME. Ailing motor free. \$3,800.

GEORGE ZENTZ, Concord, MA, (617) 489-3411 days, (508) 369-8091 eves. (11)

WANTED: Xerographic copy of article by Ben Fuller in "Small Boat Journal" #45 (Oct./Nov, '85) entitled, "Sculling: A Lesson in Oarsmanship, Part 1". BRUCE GIVEN, 5801 Luck Ln., Virginia Beach, VA 23464, (804) 479-4207. (12)

WANTED. Dolger "Black Skimmer", or plans to build it. Any info appreciated. GUS HEDDEN, Center Tufonboro, NH, (603) 544-3025 aft. 5pm. (11)

14' STURDEE CATBOAT, incl 4.5hp Mercury OB, Lady Bee galv trlr. BO. ED BURR, Amston, CT, (203) 228-9650. (11)

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)

WANTED FOR O'DAY DAYSAILER: 17' donated hull nds mast, sail, rudder & tiller. For use by inner city youth boating program on Christina River in Wilmington, DE.

TOM COLGAN, Camp Dimension, Wilmington, DE, (302) 475-7061. (12)

17' WEST GREENLAND SEA KAYAK, wood/epoxy constr. Expedition equipped w/fore & aft bulkheads, lg cargo hatches, retractable skeg for tracking in adverse winds, deck bungees & neoprene spray skirt. A wicked good deal @ \$975.

ROB BRYAN, P.O. Box 475, Woolwich, ME 04579, (207) 443-8656. (12)

WANTED: NAUTICAL LIBRARY. Live-aboard sailor lost all his lifelong collection of nautical books (in storage in Homestead, FL) to S.O.B. hurricane "Andrew". If you can help me replace my "Boats on Board" library please send what you can give.

CHRIS SPOHR, SV "Maggie May", c/o Manatee Bay Boat Yard, 99 Morris Ln., Key Largo, FL 33037. (12)

WANTED: Used sails for O'Day Widgeon, also a rudder.

CHIP MILLER, Montville, CT, (203) 437-3387. (11)

SELKIE SEA KAYAK by VCP, w/nylon spray skirt, \$750.

BRUCE GIVEN, Virginia Beach, VA, (804) 479-4207, 4-9pm best. (12)

NORTHILL ANCHOR, stainless steel, 24" shank w/folding flukes. \$75.

BRUCE GIVEN, Virginia Beach, VA, (804) 479-4207, 4-9pm best. (12)

TROPICAL HIDEAWAY EFFICIENCY COTTAGE - KEY LARGO. PRIVATE, BAY-FRONT, 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)

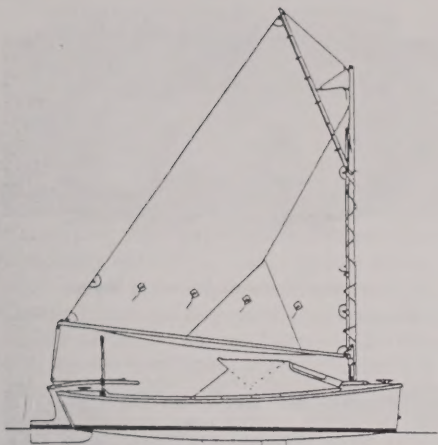
PACESHIP 20, \$1,500. Eleven other used sailboats, 8' to 23'.

FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (11)

BOAT STUFF. 2 bunk cushions, new, trapezoid shaped 18"x72"x26", 3" thick foam. \$50. Upright start mechanism for 7.5/9hp Honda OB, gd for transom mount OB on sailboat. I will ship it freight pre-paid.

HANS WAECKER, P.O. Box 6, Cliff Island, ME 04019, (207) 766-2684. (12)

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)



17' FLORIDA BAY MUD HEN, '83. Shallow water gaff sharpie. Tanbark main w/2 sets reefing points. Full canvas & many extras, incl fitted rack for 3 gal gas can & Danforth on bowsprit/anchor roller. Plus '88 Holsclaw trlr w/ custom bunks/rollers. \$3,500 firm.

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

FREE BOAT to good home. Bolger designed "Rondo II" 3-masted sharpie schooner, sound & sailing but nds cosmetics. Grt boat for a club, youth group, etc. On the Chesapeake. STEVE LUKACZER, Washington, DC, (703) 642-1466, lv message. (12)

KNOCKABOUT SAIL, 11'luff, 8' foot, 13' leech. In new cond. \$150. LEN CLARKSON, New Bedford, MA, (508) 993-0719. (12)

25' RHODES IDLER SLOOP, 1957, Swedish blt mahogany/bronze, new main & genoa 1988. 12hp Westerbeke diesel 1988. 2 berths, head, galley, self-bailing cockpit. Fine small cruiser in excellent shape. \$6,500. FULL SEA, Greenport, NY, (516) 734-7409. (12)

CLASSIC CHESTNUT CANOE, 17' "Voyager", wood/canvas (green), gd cond w/paddles. Original owner, BO. KATHLEEN CORRIGAN, Southport, CT, (203) 256-8145. (12P)

18' CAPE DORY TYPHOON, full keel, complete ready to sail, \$2,000. TOM MC GRATH, 11 Severance St. Lynn, MA 01904 (no phone). (TF)

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)

17' EASY RIDER TOURING KAYAK, expedition model, FG, white w/blue sheer-line, pretty & vy stable. Incl rudder, 2 paddles & accessories. \$1,900. NANCY LUBAS, Rockport, MA, (508) 546-2874. (TF)

11'6" HERRSHOFF DINGHY, Columbia dinghy replica. Authentic construction, featured on "Boats" cover (2/15/92), Cedar over oak, riveted lapstrake. Ready to sail, 2 available at \$3,500 & \$4,500. DAN SECOR, 45 Cranberry Ln., E. Brewster, MA 02631, (508) 255-5925. (12)

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)

16' CRAWFORD SWAMPSCOTT DORY, 1986 sailing model. 100 sq ft sprit rig, 4hp Suzuki w/electrics, Shaw & Tenney oars, Shoreline trlr. All in exc cond. \$5,000 or BO.

FRED YALE, Guilford, CT, (203) 458-6243 lv message. (12)

12' SKIMMAR SAILBOAT, 1973, sloop rig w/jib & main, 7.5hp Sears OB & trlr. \$900 or BO. MUST SELL., ALAN BRODD, N. Smithfield, RI, (401) 769-6030 anytime. (TF)

CATBOAT GAFF SAIL by Smith of Fairhaven, dacron in vy gd cond. 14'6" luff, 12'6" head, 17'6" foot, 25'11" leech, 21'10" diagonal, uses hoops. \$450 cheap. Could be cut down. Also have a dacron Sunfish sail.

WILFRED HILTON, S. Dartmouth, MA, (508) 993-5361. (12)

ANTIQUE BOX COMPASS, mahogany, 7-1/2" square, 4-3/4" card, bronze gimbal, E.S. Ritchie & Son #67222. \$400.

WILFRED HILTON, S. Dartmouth, MA, (508) 993-5361. (12)

16' BOLGER "WINDSPRINT", w/rudder, daggerboard, spars, rigging & 113 sq ft dacron sail. BO over \$550.

HANS WAECKER, P.O. Box 6, Cliff Island, ME 04019, (207) 766-2684. (12)

TANBARK GAFF SAIL, approx 240 sq ft (exact dimensions on request), dacron, vy gd cond, used less than 1 season on 17' Herman/Wittholtz (Cape Cod Shipbuilding) catboat. BO over \$480.

HANS WAECKER, P.O. Box 6, Cliff Island, ME 04019, (207) 766-2684. (12)

NEW BOAT OR CAR SHELTER, 13'x24', 6' entrance clearance, galv steel frames, clear HD reinforced plastic cover. Still unwrapped. Original cost \$938, BO over \$750.

HANS WAECKER, P.O. Box 6, Cliff Island, ME 04019, (207) 766-2684. (12)

22' O'DAY SLOOP, 1975 shoal draft fixed keel w/6hp Johnson. Cabin w/enclosed head, slps 4. 3 sails incl 150% genoa. Compl galley, VHF radio, anchor, compass, sail cover plus much more. Well maintained, all in gd cond. Easily trailered, a great small family cruiser. In water & ready to sail, moored at Stonington, CT. A lot of boat for \$3,000. REAL BEDARD, Willimantic, CT, (203) 423-4837 eves aft 8pm. (12)

19' DRASCOMBE LUGGER, rugged CB yawl made in England. Brown sails, new jib, teak trim, OB, oars, trlr, tent, cover, much more. Gd cond & fully equipped. \$4,000.

JOHN ROMMELFANGER, Lexington, MA, (617) 862-1925. (11P)

14' PACIFIC PELICAN blt by O'Connell's Boat Shop. Marine ply, epoxy & FG. Lug rig, roller furling jib, full fitted cover, bimini, sails, spars, OB bracket, kick-up rudder, trlr. Exc cond.

ED STECHER, 2824 Shannon Dr., Punta Gorda, FL 33982, (813) 637-1369. (12)

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)

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)

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

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)

KELLS 21' SAILBOAT, 1974, swing keel, cuddy cabin, fully equipped w/compass, porta-potti, safety gear, dinghy. MUST SELL, \$3,100 w/brand new 1992 Tohatsu 8hp OB or \$2,400 w/o. Will discuss winter storage. Mooring available. ALAN BRODD, N. Smithfield, RI, (401) 769-6030 anytime. (TF)

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)

20' NIMBLE CANOE YAWL, 1' draft, green hull, tanbark sails, 5hp 4-stroke in well. Cruise ready, trlr, cover, many options. BO.

DOUG BACON, Woodstock Valley, CT, (203) 974-3505. (12)



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. Tlr 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)

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)

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 wkdys only. (11)

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

16' GLOUCESTER GULL DORY, fiberglass, Bolger design built by Edey & Duff. Indestructible rowing delight for work (harvesting mussels) and pleasure (touring or towing). This dory even appeared in a seaside wedding as the getaway vehicle. Carries a prodigious amount of people/gear and if capsized maintains 3" freeboard. Gunwale protected by canvas covered rubber rail puddening all around. White gelcoat topsides, dove grey interior, form fitting rowing seat, teak appointments bow & stern. Incl painter, bronze oarlocks & varnished 7' ash sweeps w/leathers. Can deliver. Asking \$950.

EMILY MORSE, 43 Siscowit Rd., Pound Ridge, NY 10576, (914) 764-4217. (12)

15-1/2' CHRIS CRAFT INBOARD, 1931, w/4-yl Gray, 1st yr for this model. Also 15-1/2' 1954 Lyman w/30hp Mercury, exc cond, left hand center steering model. ERWIN LAITENBERGER, Rochester, NY, (716) 594-8533 aft 6pm. (12)

17' KENNEBEC CANOE, ca 1900, fiberglassed, nds minor repair. BO or trade for aluminum or glass canoe. DONALD KING, Ashford, CT, (203) 487-0797. (11p)

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)

10HP SUZUKI SPRINT OB, 20" shaft. \$499. FRANK CLOUSE, Worcester, MA, (508) 791-4766 wkdys only. (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)

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/1, 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 RIG 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)

20' DEAN SUNNYSIDE CRUISER, turn of the century classic in genuine original cond. \$450 or BO.

RICH MORGAN, Audubon, PA, (215) 631-1645. (12)

"WOODEN BOAT" BACK ISSUES, #42, #47, #51-#53, #55-#61, #65, #66. \$35 ppd.

RICH MORGAN, Audubon, PA, (215) 631-1645. (12)

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)

WANTED. Trlr for Lightning sloop, weight 700 lbs.

J. ALLYN BRADFORD, Cambridge, MA, (617) 354-7913. (12)

CANOEES 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)

FOLBOT SAIL RIG, mast, sail, leeboards, rudder, in gd cond. \$125.

J. ALLYN BRADFORD, Cambridge, MA, (617) 354-7913. (12)

"TOM'S TOWNIE", veteran of years of adventures, collectors' item, complete, as is cond, \$500.

TOM MC GRATH, 11 Severance St., Lynn, MA 01904 (no phone). (TF)

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)

There is nothing— absolutely nothing—

half so much worth doing



as simply meaning about in boats.

MESSING ABOUT IN BOATS? Do it in top quality, 100% cotton, silkscreened T-shirts featuring original drawing and famous quotation from "The Wind in the Willows". Short sleeve \$16.50, light blue or tan: S,M,L,XL. Long sleeve \$21.00, light blue: M,L,XL. THE DESIGN WORKS, Dept. MC, P.O. Box 3394, Silver Spring, MD 20918. (EOT)

19' SQUARE STERN GRUMMAN CANOE, 1989 \$500. 1982 4hp short shaft Evinrude OB, \$350. Need 15-30hp short shaft Evinrude/Johnson OB. Consider trades for one or both of above items depending on value.

TED JOY, S. Windham, ME, (207) 797-5700, lv message. (12)

15' SALISBURY POINT SKIFF, blt 1982 at Lowell's. Sliding seat w/9'8" Plantedosi spoons (can be rowed fixed single or double). Sprit rig w/daggerboard for sailing. All in grt cond. Asking \$3,000. CHRIS FARIS, Rings Island Rowing Club, Salisbury, MA, (508) 462-8043 in AM. (12)

PLEASE HELP OUR YOUTH MOVEMENT. Our Sea Explorer program (BSA) needs your used rowing and sailing craft. We teach restoration, seamanship and ecology on the Merrimack River to area youth (14-19). All donations are tax deductible. Boats will be made available to those wishing to explore the Merrimack River estuary. Help us provide a rowing/sailing resource for the boating community at large and an educational opportunity for our kids. For more information about donating boats or using our resource, contact us.

RINGS ISLAND ROWING CLUB, 6 Fourth St., Rings Island, Salisbury, MA 01952, Chris Faris, (508) 462-8043 early AM, late PM. (12)

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

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

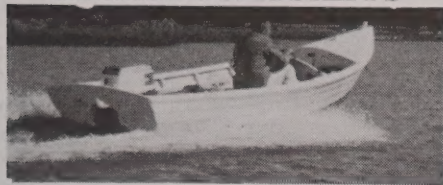
BRITISH ADMIRALTY CHARTS, hundreds of them, Europe & western Mediterranean. Also sails, hdwre & more. Inventory. EMILY MORSE, 43 Siscowit Rd., Pound Ridge, NY 10576, (914) 764-4217. (12)

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)

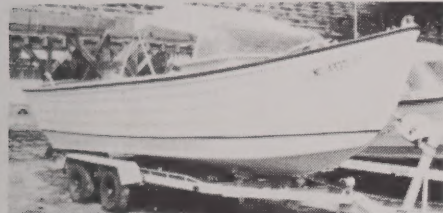
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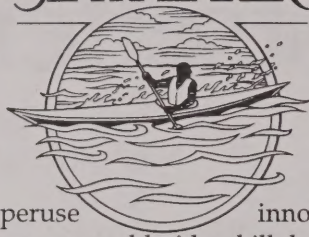
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Physical Properties:

Pounds per gallon: 9.2
Flash point: 200°
Color: Sun Dried Straw
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WATER BLOCK HARDENER FAST

General Description:

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

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

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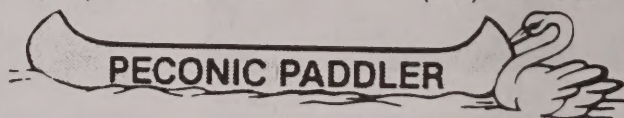
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Physical Properties:

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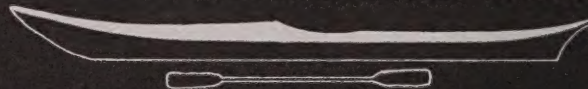
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