

Twice a Month!



messing about in BOATS

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messing
about in

BOATS

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Our Next Issue...

Will feature the Oarmaster Trials that didn't make this one as I didn't have all the data I wanted to do it right. Also featured will be John Clough's fabulous photo coverage of the Madisonville, Louisiana Wooden Boat Festival, some very nice boats to be seen there. We'll fit in Rags Ragsdale's tale of kayaking California's Lower Rogue River (cruising style, not hero stuff) and Iver Lofving tells about what happened on "One Short Sail" during the summer. Designs will include Phil Bolger's 20' commercial fishing boat and two from down under designer John Welsford of New Zealand; a 14'7" daysailer and a 15'6" lightweight dory. Along with these we'll review Bernie Wolfard's new "Common Sense Designs" catalogue. And there'll be more of your projects too; Dennis Bradley's Minnesota Micro, Don Duquet's picnic table Snowshoe and Al Rakas' "Popular Mechanics" strip canoe.

On the Cover...

Can it be time for snow already? Well, by the time you see this it may very well have happened. But messing about in boats can go on as this Barry Donahue photo of the Cape Cod Vikings off for a winter row demonstrates.

COMMENTARY

Bush signs bill to phase out boat-owner user fees

WASHINGTON (AP) — President Bush signed a bill yesterday that phases out a federal user fee on boat owners by 1995.

Imposed two years ago as a way to pay for Coast Guard services for boat owners, the boat tax imposed \$25 to \$100 fees on boat owners based on size of their boats.

The Boat Owners Association of the United States based in Alexandria, Va., said the boat tax affected 4.1 million boat owners.

Administration officials predicted they would collect \$127 million through the fee in 1991, but instead collected only \$18 million.

The association said many boat owners had refused to purchase the user fee decals as a form of protest.

Effective immediately, all boats 21 feet or less in length no longer have to display the user fee decal, the association said. The maximum fee on boats 21 feet to 27 feet would be

\$35. On boats 27 to 40 feet, the fee maximum would be \$50.

On Oct. 1, 1993, all boats 37 feet and less will become exempt and on Oct. 1, 1994, the levy will be repealed on all remaining vessels.

"Seventy percent of all boats have just been made exempt from the user fee requirement and over 95 percent will become exempt in less than a year," said Richard Schwartz, president of the 435,000-member association.

The fee was imposed in the belief it would help raise money for the Coast Guard's activities, but critics said the money was deposited in the Treasury and never benefited the Coast Guard.

The bill, part of legislation imposing trade sanctions on countries that defy a U.N. ban on drift-net fishing, was signed by Bush as he began a final day of campaigning that took him from New Jersey to Texas.

Well, the announcement reprinted above is a nice little gesture from our recently not re-elected president, that stupid "user fee" is to go bye-bye, starting right now for any boat under 21'. Why it is being kept on for two more years on larger boats is not clear, perhaps they just hate to let go despite the demonstrated total failure of the scheme to bring in the big bucks the proponents envisioned.

Our legislators apparently really figured anyone out there who owned a boat was a fat cat fair game for an added tax bite. The paddle and oar power folks managed to get their boats recognized as low budget recreation and escaped the tax, but small sailboats and outboards over 16' still had to kick in the \$25 minimum. The actual cash impact wasn't so much the aggravation as the implied rationale behind this, and the fact that the money was NOT going into any sort of boating safety or service programs run by the Coast Guard. It was to help pay for the multitude of pork barrel projects our congressmen enact for the folks back home to provide that new commodity, "jobs" for those who will vote them back into office again in appreciation.

The luxury tax on boats costing over \$100,000 certainly didn't impact on most of us as potential owners of such craft, but it did hit

the boatbuilding industry very hard and caused many of our everyday people to lose their jobs. So not only did the tax money not come in as luxury yacht construction shrank drastically, but the unemployment programs had to take on the several thousand out of work boatbuilder employees laid off.

Well, I just bought another boat and it won't have to have that \$25 sticker that runs out December 31, 1992, replaced for next year. In the last issue I got carried away on this page with enthusiasm for the Cape Dory Typhoon that reader Paul Schwartz took me sailing in. Not just in words on this page, either, for as it happened, Tom McGrath had just sent in an ad to sell his Typhoon, which he had purchased last spring damaged from that "No-Name Nor'easter" we had in October, 1991 here. Tom fixed it up and spent the summer sailing it to Maine after quitting his job in disgust.

Well, I had just about enough cash after selling off some of the projects I had around here which were never going to get finished, so I bought the boat from Tom. I look forward to scraping off the 1992 decal Tom had to purchase. A symbolic gesture that will provide a fleeting moment of satisfaction at bearing witness to the demise of one of the host of bureaucratic burdens we must carry today.

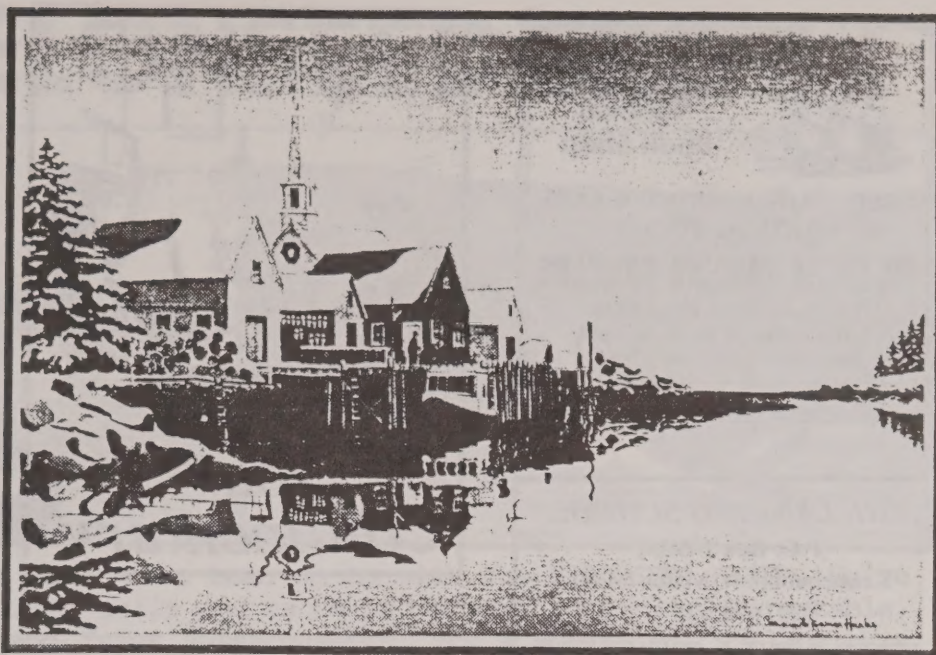
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Your Commentary

ST. MICHAELS MEET

In early October we enjoyed our 10th Annual Mid Atlantic Small Craft Festival at the Chesapeake Bay Maritime Museum at St. Michaels, MD. This has got to be one of the premier small boat meets on the east coast. This year was certainly no exception. In fact, I believe we had the best variety and quality of small craft we have ever had.

We certainly enjoyed seeing all the old familiar faces. By the end of the weekend I had finally managed to remember names and faces from past years and even put some of them together. We also were delighted to see a number of new faces and hope to see them back in years to come.

As usual, this was a great family affair. It is especially fun to see the kids growing up and participating more and more in the boating activity. After all, that is just what this meet is all about, getting the next generation interested in small craft.

Two years ago, after some growing pains, the Museum staff decided to re-establish the "steering committee". This is a handful of participants who help plan and augment the event. I believe this has helped to improve everyone's attitude and has helped the participants feel it is as much our event as it is the Museum's. The feeling we got from the Museum staff, under the direction of John Ford, was certainly one of welcome, and I sincerely hope they enjoyed the weekend as much as we did.

This year I have accepted the position of chairperson on the "steering committee", and would be happy to receive any comments or suggestions that anyone might have for improving future events.

John England, HCR 67, Box 337, Urbanna, VA 23175, (804) 758-2721.

IS TOM LEAVING US?

Seeing Tom McGrath's "Talkin' Townie" and Typhoon up for sale worries me. I hope he is not giving up his sailing adventures and writing about them. His unique writing style and illustrations are as entertaining as anything I have ever read and I recommend his books to all as great gifts.

Irwin Schuster, Lynnfield, MA.

ED. NOTE: Tom is selling off assets so he can acquire a catboat with modest live-aboard accommodations so he can carry on with his further adventures. His chronicle of last summer's cruise to Maine in the Typhoon "Damn Foole II" will begin early in 1993. It is fittingly entitled "McGrath's Coast of New England" and I leave it to you to guess what past book we serialized it will resemble. The Typhoon now belongs to "Messing About in Boats", see my commentary in the Nov. 15th issue. Talk about serendipity!

THAT RACEBOAT EXPERIENCE

The October 15th issue feature on the Raceboat Regatta at Clayton, New York, made me recall an incident back in 1935. I was a 15 year old returning with my family from the Chicago World's Fair via Canada and we had stopped overnight at Lake George, New York. There, late on that afternoon, I saw some of those raceboats powering around, and one nice man offered to take me for a spin, which my parents permitted.

It was an impressive, smooth, fast ride, the boat was a two-step hydroplane owned and driven by Guy Lombardo. I think it was named "El Legarto".

Bill Chewning, Richmond, VA.

RACEBOAT REGATTA HAD REAL MEANING

Your October 15th issue had real meaning for me as I was one of the lucky ones to attend the Raceboat Regatta in Clayton last summer, and seeing the cover reproduction of the program cover and the report and photos from Walter Fullam and John Maddrell brought me right back there again. You had some great photos, I only regret that they didn't get one of my racer, but then I don't really think she's what anyone would call one of America's great vintage raceboats.

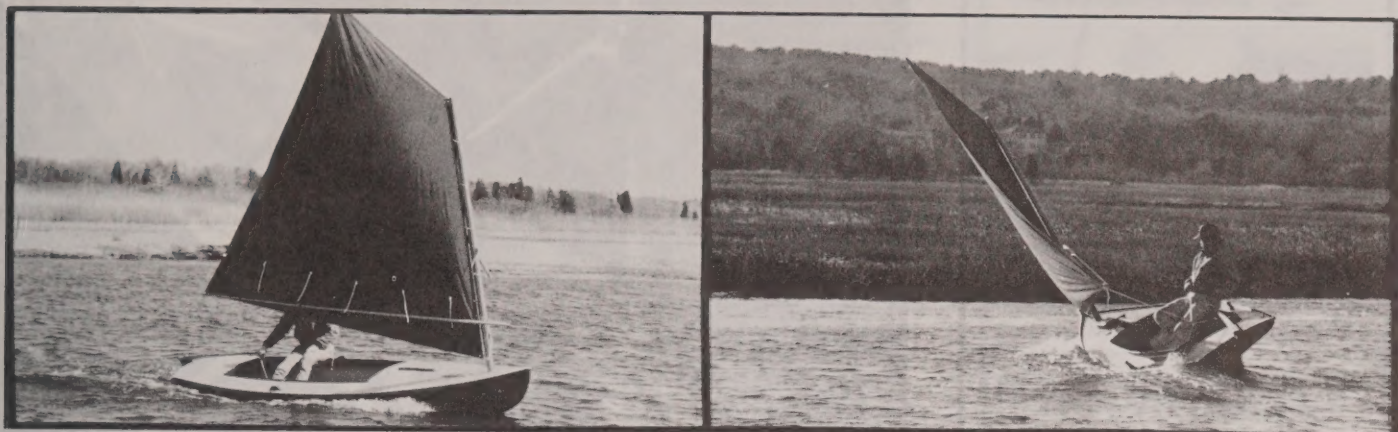
Wilson Wright, Tallahassee, FL.

BURSTING GARAGES

I continue to look forward to receiving my copies of "Messing About in Boats", as my garages too are bursting with projects, some of which I hope to finish.

Jim Tomkins, Grand Island, NY.

The MELONSEED SKIFF



It's time to update you on what we've been up to with the MELONSEED SKIFF. We've had regattas, rallies, moonlight sails and races in Marion, Osterville, Barnstable, Orleans, Duxbury, Scituate and Essex Massachusetts, Tom's River, NJ, Philadelphia and Key West. In three and a half years we have delivered 57 boats (built in nine delightful colors) to satisfied customers in seventeen states coast to coast. The MELONSEED is fast. We recently swept our division of the Constitution Cup for the fourth year in a row. "Sail Magazine" just photographed and reviewed the MELONSEED for an upcoming article, joining "Soundings", "Small Boat Journal" and "Messing about in Boats" in applauding its performance, construction and appeal.

Owners of the MELONSEEDS have been lavish with their praise telling us that "it is the best boat, regardless of size, I have ever owned" and "I proudly spend tremendous amounts of time answering questions from onlookers about my MELONSEED wherever and whenever I go sailing", or "The boat exceeded my fantasies and expectations in every way".

The MELONSEED SKIFF is a remarkably seaworthy and stable boat, swift and responsive, very easy to rig, launch and handle, extremely well built and obviously beautiful. We all can't afford to own a big boat..but we can own a good boat! That's the point of all this. If you are seriously interested in a new boat, feel you deserve something special, and if would like to save some money too, then read on.

WINTER SAVINGS PROGRAM

Let's be honest, winter is truly the cruel season in the boat business. You aren't always as busy as you'd like, you can't go sailing as often as you wish because of the weather, and in spite of the fact that you were too busy last summer you still didn't make enough money to charter a boat in the Virgins for a month. Who said life was fair? But...we had a great year building the MELONSEED SKIFFS in 1992 and feel very confident about sales next spring. You can help us keep right up to speed over the mid winter slump, and help yourself to a substantial retail cash savings of over \$1100!! Here's the deal: Order for construction in mid-winter and we will throw in a free galvanized trailer (or comparable credit towards shipping), oars, hardware, life preservers, a custom built half model color matched to your boat mounted on a handsome teak backboard, and..you'll beat the end of the year price increase too.

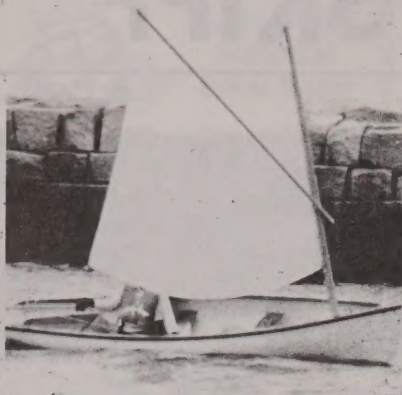
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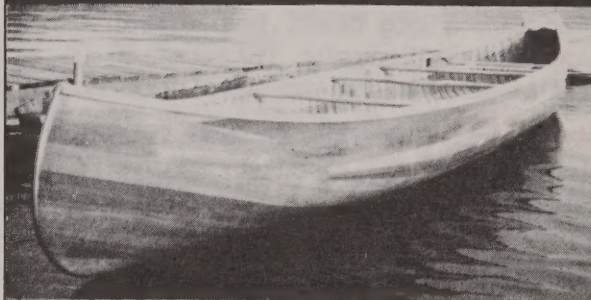


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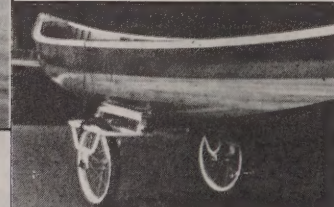
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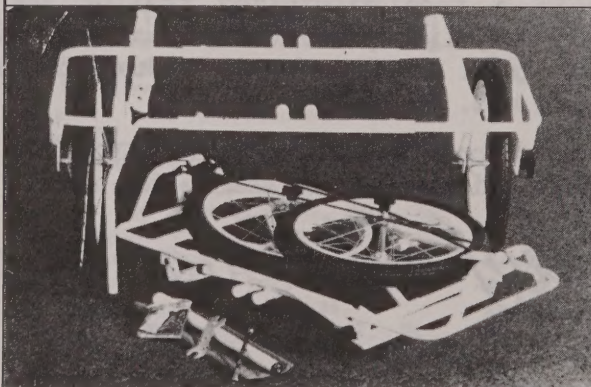
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GOODBYE TO CHET.

I regret to inform you of the passing of Chet Farrell on November 1st at the age of 82. Born in Newfoundland, he came to the Boston area as a boy. He worked in several boatyards on the North Shore, including the former Graves yard in Marblehead. He learned his trade from his father and uncles, and saw fit to pass on what he knew to a number of us here on Cape Cod.

His last boat was a Culler designed sailing canoe for a local doctor. In true Farrell tradition he built the hull in two layers of 3/16" cedar which he milled from scraps that most of us would have found no use for. He could build more boat for the money than anyone. When his body became too weak to work, we finished the boat for him and took great pride in launching and delivering it with him.

Chet enjoyed "Messing About in Boats" and shared his copies with many of us. We will miss him, his knowledge and his wit. We hope that his spirit will live on on your pages.

Leslie Beavan, S. Dennis, MA.

"HAWKEYE" & "MICROTRAWLER"

In response to inquiry about the apparent similarity in design of "Hawkeye" (Sept. 15th issue) and "Microtrawler" (April 15th issue), "Hawkeye" is about four feet longer than "Microtrawler" (27%). She's a utility whereas "Microtrawler" is a cruiser. They have no parts in common and the assembly system is quite different. They both have the step sharpie hull shape as does the smaller "Bee", a shape which I will probably be using in some other-wise unrelated designs.

Phil Bolger, Gloucester, MA.

MC KENZIE DRIFT BOAT

I refer your readers to an article on the McKenzie River drift boat in "Wooden Boat" #52, May/June, 1983. Note that it is the McKenzie River in Oregon, NOT the MacKenzie River in the Northwest Territories of Canada.

Muriel Parry, Mitchellville, MD.

GOODBYE TO CHET

I'm sitting here tonight drinking a home brew and writing to you because Chet Farrell passed away yesterday, Sunday, November 1st, at his home in West Dennis on Cape Cod. He was 82.

Chet was a wonderful guy as well as an expert boatbuilder, carpenter, sailor, teacher and friend to those of us who knew him. I first met him years ago when I worked at Pease Boat Works in Harwich. He would come through the shop and scrounge around the piles of scraps, knees, fittings, nails and the like and say, "put it on my tab." He'd come in and ask for a pint of varnish or a "cup" of paint or glue.

We'd give him assorted scraps and pieces when he asked for firewood for his shop stove in winter. More than once I would bring him a truckload of wood scraps from some job for firewood and return later to find that he had built a boat from this wood!

Chet used to love to tell stories about his friend Pete Culler. Chet really liked and respected Pete and his work and he used to love to say, "Pete used to say..."

This past June, a number of us who were Chet's friends helped him finish a 17' canoe designed by Pete. It is featured on page 26 of John Burke's book on "Pete Culler's Boats" and he built it for a Dr. Johnston of Wequaket Lake. Chet was pleased to see his last boat completed.

Chet's widow would like to find someone who would like to buy his 23' scow (Chet called it a bastardized Dutchman). The boat is in West Dennis next to the Bass River Bridge. Anyone interested can contact me for details.

Richard Thomas, 11 Bass River Pkwy, Bass River, MA 02664.

HILARIOUS COMMENTARY

Your commentary in the October 1st issue was a hilariously accurate description of many of us who enjoy "Messing About in Boats". I am definitely hooked on your magazine and after the first intense reading of major features I follow on and discover the skipped details such as the ghost of Uffa Fox's sailing canoe that is Dan Leonard's sailing kayak.

Colin King, Corvallis, OR.



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Seven 38' gigs at Brest await the 1992 Atlantic Challenge.

THE ATLANTIC CHALLENGE 92

A Glimpse

The Irish crew at the ready, note the neatly flaked oars.



By a stroke of good luck I happened upon the scene just as the A.C. people were in want of a judge for one fraction of their multiple event contest.

Devoted *Boats* readers will recall that the Atlantic Challenge is a biannual affair conceived and promoted by Lance Lee to foster international goodwill and understanding. The use of traditional boats and the development of seamanship are incidental but clearly the perfect tools, and, given Lance's background, the inevitable ones.

The three member jury, of two rotating members was under the charge of Tina, a Dane, and a perfect gem of a girl. I knew her from Dournenez four years ago. The other member for this event was a Norwegian.

But enough of background. Let's plunge into the swirling crowd, ferrying left and right trying to catch eddies, nearly trotting to keep up with Tina's purposeful stride. Through the tunnel we pass right beneath the ancient fortress and into the cliff-bound valley of the Penfield, the forbidden heart of the French naval base.

THE EVENT DEFINED

The boats (38 ft. ten oared gigs) each in their turn would approach a stone stairway against the high quay, pick up a high-ranking passenger, convey him some two hundred yards thither, passing portside around a large mooring buoy, thence back to the deck of a boat lying some 30-40 ft. off the quay. Time did not count, only technique, and style.

The stairway extended out from the wall perhaps five feet, and, at discharge, it was necessary to be close alongside the boat which had a deck about 4 feet clear of the water.

The honored passenger was a most excellent Frenchman who gallantly bought the jury a round while we waited for the boats. First up were the Americans. This might be considered

a disadvantage but the rest of the contestants lay off where they couldn't profit from watching the action.

1. Americans: Backed in but blew off, worked back in and grabbed step but lost it. Went back out for another approach but were too far out so threw line to passenger. Well, we Americans are egalitarian above all else.

On the way out they were slow to get all the oars going and were not in sync. At the turn the inside bank didn't back water. Coming out of the turn they were only pulling four oars, then two. Why?

They got the passenger off in fairly good shape then managed to get out with the cox and crew pulling along the hull, but didn't get out far enough and were too slow getting the oars deployed and so drifted back and got mixed up in the anchor rode. To be charitable, there was room for improvement.

2. Norway: Good control when backing down to steps but had to have several people lean way out to get hold of steps. Rowed out slowly but with good sync. Inside held water on the turn but they still went quite wide. Looked good coming back but, HORRORS, they put him off at the steps again.

Safely ashore, they gave him a shouted salute. Nice touch. How do we score this one? And their man on the jury.

3. Ireland: Man in bow with boathook at attention—looks sharp. Not wearing lifejackets but they are neatly arranged on thwarts (is there a rule?) Bow oar used to bring bow in—good. Oar sync equal to Norway. Ran way wide on the turn, both ranks rowing. Man in bow maintained position so that he is looking backward most of the trip.

They got a couple of oars crossed up while alongside but were perhaps the best of all in using the oars to move the boat in close quarters.

4. England: Using PFDs as cushions. Brought the boat in well but the cox was giving

Jim Thayer

far too many orders, a steady stream of—it seemed to me—carping advice. They put a man ashore with a line. That is much the best way to do it I think, and they were the only boat to do so. However, the boat got too far in and the guy with the line should have been the one to pull it out. Instead, much of the work was done by a poor girl hanging way over the side.

The inside bank held water on the turn but the entire crew rested a good bit on the way back. Why? The man in the bow slouched at ease. On landing they came in too close and the cox had to fend off. The whole crew walked the gig down the side of the boat. Used one fender. Generally good use of the oars to manage direction.

5. France: PFDs at random on floorboards. Came in bow first, too fast, stern bumped. Departure was well handled. Good sync. Inside held oars clear of water for much of turn. Why not hold water?

On the return they came in fast but handled it very well, just using boathooks fore and aft. Most gigs had their own men on the boat to handle lines. They got away cleanly. Generally impressive.

6. Canada: The Canadians are brand new players and only had their boat a few weeks before they wangled it aboard an air force plane for transport to France. They were the only crew with cox distinct from the steersman. A pretty slip of a girl, she could concentrate on keeping an eye on things and giving orders.

Whether by design or luck they came in very nicely at an angle to the steps so that all the oars could be kept in the water. Unfortunately the skipper herself had to hang over the side to grab the steps. She seemed to spend possibly too much time presenting the passenger with a bottle of wine.

With all oars in the water they got away handily. On the turn the inside held water, then backed. On the offloading the line handling was a little sloppy and the offside crew didn't look too alert when not actively involved. All in all an impressive performance for a new outfit and undoubtedly a force to be reckoned with two years hence.

7. Denmark: The Danes were impressive four years ago, and in a boat that they had never seen before. Now, with three years work in their own boat, they unquestionably set the standard.

In the beginning, rather than just piling into a boat and flailing about as most might do, they thought the thing through and did a little research. They were most fortunate in having an ex-artillery major who dug around in the library and came up with a manual from the time when these boats were leading edge. The key discovery was the method for getting the oars in the boat. Before the Danes each oarsman attempted to get his own oar aboard and stowed. With ten people waving ten or twelve foot oars about there was a certain appearance of anarchy as well as risk of injury.

At the command there is a loud clunk as the oars are jumped out of their ports and trailed alongside. Then the crew as a team quickly lift them aboard. They go out the same way.

Like the Canadians they came in at a large angle and kept their inside held water at the turn. The bowman was at attention and always facing the right way. For the offloading they came in lined up right, got the fenders over, shipped oars snappily, got the lines aboard and fended off fore and aft with boathooks (handles outboard). There were minor flaws but clearly the winners.

This is not official but I think we ranked them as follows: 1. Denmark, 2. France, 3. Canada, 4. Ireland, 5. Norway (that terrible boo-boo), 6. England, 7. U.S.A.

A BIT OF COMMENTARY

From the beginning Lance envisioned these events as tests of skill, seamanship fitness, and style rather than brute strength. The crews are mostly young people, male and female, with no conspicuous gorillas. The Americans tend to do well at the straight speed rowing but fall off badly at the more sophisticated boat handling, due perhaps to our inbred jock mentality.

From a distance the Danes might appear to be regimented automatons. Do you suppose

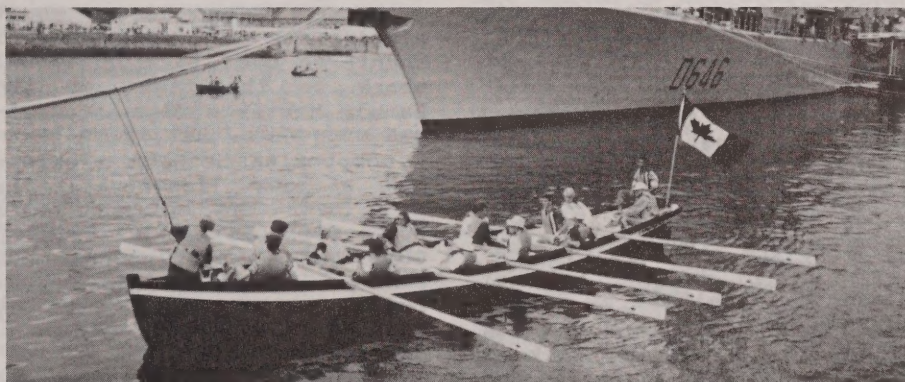
they sleep in their life jackets? Up close however they are a happy bunch and I suspect have as much fun as any. I wouldn't expect them to be equaled anytime soon.

One might argue that the Europeans have the advantage of homogeneous, close-knit groups, whereas the Americans come from all over the country and lack opportunity to practice together. True enough, but Canadians labor under the same handicap and their performance was impressive more so for rank beginners.

I had intended to outline a perfect performance but I fear that I have gone on too long already. I must confess that it is much easier to command a boat from the quayside than from the sternsheets.

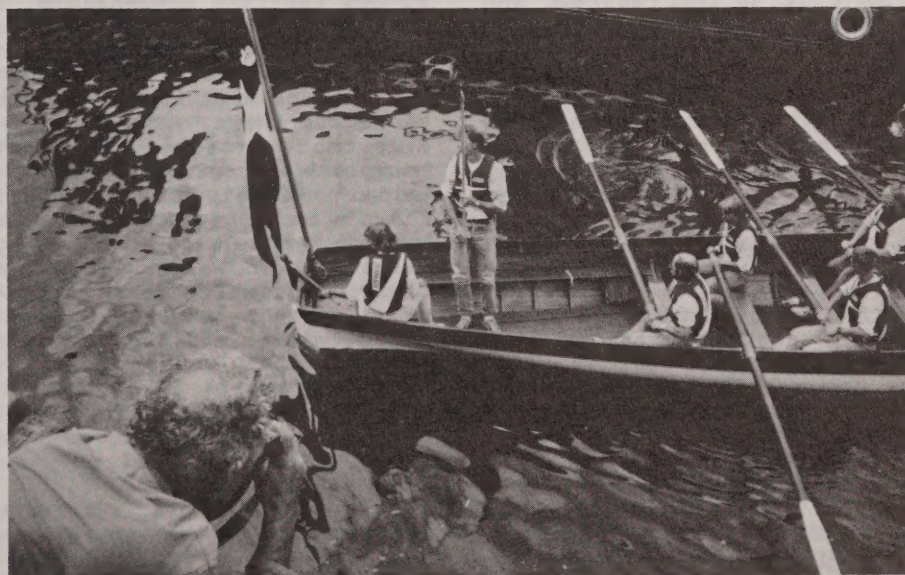


The British bright finished gig was a beauty.



The Canadians hang off a hawser awaiting their turn.

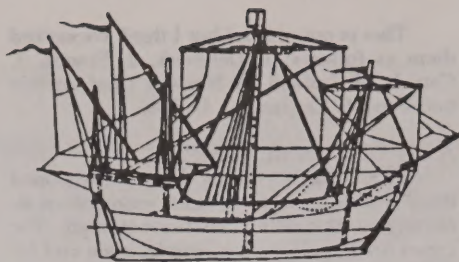
Lance Lee photographing the Danish crew as they arrive at dockside in good shape.



"Mystic Seaport. Mystic Seaport, Mystic Seaport, this is the caravel NINA..." It was a clear, no-nonsense woman's voice speaking down-home American English. Coming abruptly over the VHF, the message woke me up from a day-dream at the helm of CHATTERWUG, my Nimble 20, and I listened with growing curiosity as the voice requested docking instructions. Though I am cynical about the hoopla surrounding the quincentennial of the Columbus voyage, this incongruous communication hit me with the pleasant jolt that a science fiction addict gets from a clever twist in a time-travel yarn. The caravel NINA in Fishers Island Sound!

It was the early afternoon of a pleasant weekday in late July, and I recalled seeing an odd silhouette through the haze earlier that day, apparently an out-of-the-ordinary craft close by the Dumpings and headed east. And I remembered some talk about the replicas of the three vessels of Columbus's first voyage, which had been featured at the Fourth of July parade of tall ships and classic sailing vessels in New York harbor, visiting New London as part of their extended tour. It would have been a good day, I thought, for one of those replicas, which appeared on the TV screen to be none too seaworthy, to ride the outgoing tide to Noank and then motor up the river to the Seaport. I had ghosted in that direction myself in my little yawl that morning and was now trying to make my way back to the gap between Pine Island and Bushy Point in very light airs. When it became clear I was losing my race with the string of lobster buoys abeam, I gave it up for the day, and motored back to my mooring at Spicer's. I forgot all about the NINA until, driving home, I spotted some quaint vessels flying the colors of Spain and sporting the cross of St. Sebastian on their brailed up square sails at the New London Municipal Pier.

A day or so later at Spicer's dinghy dock, while debating whether to venture out into the impending rain and fog, I recalled the Columbus replicas and thought it might be interesting to check them out. I considered sailing down the river, but when the fog closed in on Pine Island, I abandoned the notion and headed for New London in my pick-up. After luckily finding a free space outside the municipal parking lot, I headed



Niña

THE NINA REPLICAS AT NEW LONDON AND MYSTIC SEAPORT

by Jim Lacey

toward the pier. Despite the weather, I discovered, quite a crowd was on hand. To the left there was a gauntlet of tents purveying junk food, souvenirs, and other trinkets. Directly in front were temporary chain-link fences separating those who had paid the entrance fee (\$5.00--absolutely no refund) from those of us who had not. We were assured by a young man with credentials on his lapel that this was indeed a good time to see the ships, as there was only a 45 minute wait. Uneasy about playing the part of a rube, I sauntered over to a hexagonal shack to the right by the Harbor Master's digs, a curious structure that seems to be a compromise between a gazebo and a mock lighthouse. The sign over the entrance said FOR SPONSORS AND INVITED GUESTS ONLY. That sounds more like it, I said to myself, immediately switching into my reporter-for-Messing-About-in-Boats mode.

Inside, I helped myself to some literature and was eventually joined by a salt in his fifties, a retired navy man, as it turned out, who also was sporting credentials. I asked him about the NINA's visit to Mystic Seaport, and he replied that she hadn't left the dock all week, as far as he was aware. After an amiable chat, I signed the guest book and was given a complementary ticket. On the pier, there was a considerable crowd, kept in some order by barriers of yellow tape on stanchions, which formed pathways to the vessels. As I stood in line waiting to board the NINA, it occurred to me that this was a nice event for kids, one at which they could fill up on junk food and go home with memories of the famous fleet of 1492.

I had decided to visit the NINA only--to solve the mystery of the VHF transmission and also because histori-

cally she had been the best of the three vessels, both the smallest and the swiftest. According to the account of Columbus himself, the PINTA leaked excessively, and the SANTA MARIA was painfully slow. After the SANTA MARIA went aground and broke up off Haiti on Christmas Day, 1492, the Admiral took command of the NINA, the sweetheart of the flotilla. Though her official name was the SANTA CLARA, everyone called this trim little vessel the NINA, which might be translated LITTLE GIRL. As I waited on line, the drizzle turned to rain to the annoyance of most adults and the delight of the children. I retrieved my heavy weather gear from my duffel, and got into my Gloucester-sea-captain-in-a-gale mode. The downpour, as it turned out, did not become much more than a gentle summer rain.

My initial impression of the replicas--that they were a bit tacky--was reinforced upon closer inspection. As I mounted the plank, it became apparent that the NINA had been painted chocolate brown, and that the paint was beginning to peel. The deck camber and the sheer forward were extreme, and I wondered if the builders, following a century-old tradition recently refined by José Maria Martinez-Hildago, had not too literally copied the stylistic details of ships as they are rendered in renaissance drawings. Hull dimensions and details about decks and rigging traditionally have been extrapolated from hints in the Columbus log and educated guesswork. Unlike the gussied up versions built for the 1892 celebration, these replicas were as austere and unadorned as the originals presumably were, being ordinary fishing and cargo vessels, two of them impounded by royal authority and the other leased by the Admiral. The wrought-iron fasteners, hemp rigging, and linen sails suggest that some traditional materials were used in their construction.

The mystery of the vessel identifying herself as the NINA and asking for docking instructions at Mystic Seaport was solved by a Spanish officer, who was battening down the main hatch against the rain with the help of two kids. "We have stayed here all the time," he explained. "The NINA from Brazil is at the Mystic Seaport." There were two NINAs, then, within a few miles of each other along the Connecticut shore! From the

deck of the Spanish NINA, I momentarily regretted not having sailed down the river, for just this side of the channel about a hundred yards in the offing there were a handsome dude schooner out of Mystic with about a dozen guests and, even closer to the pier, a brave little daysailer riding the swell. As I made my way through the gauntlet of vendors at the end of the pier, I could not resist a handsome bilingual edition of a book about the design, construction, and voyages of the quincentenary Spanish replicas.

Since it was still reasonably early in the day, I decided to drive to Mystic Seaport, to see if the Brazilian NINA was still there. Crossing the Gold Star Bridge in my Ranger, I felt justified in not venturing out in CHATTERWUG that morning, for the suddenly dense fog had so shrouded the entire view that I could not see a thing from the bridge, not even the water directly below.

The Brazilian NINA was tied up to the dock at the south end of the Seaport, adjacent to the area used for construction and boat repair. She rested on the water like a sleek heron, with none of the tall, toylike tippiness of the Spanish replicas, which looked more like three plump ducks in a pond. She was smaller than the Spanish NINA, had less freeboard, and sported four, rather than three masts, two of them rigged with lateen sails. Before boarding I chatted with the young man welcoming visitors, a Canadian college student who was having quite an adventure as a member of the Brazilian NINA's international crew of eleven. My professor-talking-with-student mode was perhaps the least likely I had assumed that day considering my garb, despite the fact that I earn my living teaching literature at Eastern Connecticut State University. Once on board, I was struck with the beauty of the hand-hewn timbers of tropical hard wood and the solid, seaworthy feel of the vessel, which suggested she could take care of herself offshore, even in a blow. Going aft, I introduced myself to Sally Polk, the NINA's executive officer, who was selling tasteful black on white souvenir T shirts and caps at modest prices. Though constitutionally disinclined to do anything expected of a tourist, I plunked down ten bucks for a nylon cap with an elegant line drawing of the



Niña

Length overall	88 feet	Length on deck	66 feet
Beam	16 feet	Draft	7 feet
Sail area	1,919 sq. feet	Displacement	70 tons
Designer	John Patrick Sarsfield		

The design of the original Columbus fleet remains a mystery to this day. Not even the Spanish archives contain records of design plans for the Niña, the Pinta, or the Santa Maria, assuming written plans ever existed. The original Columbus fleet was comprised of generic fishing/trading ships of the era, and later conscripted for the Discovery voyages.

Over 5,000 miles from Spain, in the village of Valencia, Brazil history has been re-written. For the first time in over four hundred years, an exact replica of a Columbus era ship, the Niña, was built using design and construction techniques dating to the fifteenth century. These ship building methods brought to the New World by the Portuguese are still being practiced by master ship builders in this one remote area in Brazil.

Combining these fifteenth century building techniques, with the continued analysis of historical, ethnographic and recent archaeological records of 15th and 16th Century shipwrecks have ensured that this ship represents the latest thinking of the day. The Columbus Foundation's Niña has been hailed by experts as 'the most authentic Columbus era replica ship ever built.'

The Niña over thirty-two months in construction, was built completely by hand and is rigged as a four-master.

John Patrick Sarsfield, an American engineer and maritime historian, conducted the design research used by the Columbus Foundation. John personally supervised the construction of the Niña replica in Brazil until his untimely, tragic death on July 11, 1990.

NINA on the crown. After all, there had been no charge to come aboard and I'm a hat fancier in any event.

"Was it you I heard over the VHF the day before yesterday, hailing the Seaport for docking instructions?" I asked Ms. Polk.

"That was me, all right," she replied, and we talked about some of the circumstances of that day. The Brazilian caravel had made her way out of Fishers Island's West Harbor that morning, where the crew had spent some time visiting with family of the Captain. So the oddly-configured vessel I'd seen in the vicinity of the Dumplings had been the NINA after all. When I mentioned I might write up something about reproductions of the NINA for *Messing About in Boats*, Sally wandered off to see if she could come up with a copy of the press kit they had prepared for local newspapers, leaving me in charge of the T Shirt store, cash box and all! In her absence, I answered a few questions about the Columbus voyage and the NINA, but try as I might, I couldn't find a

customer for the T shirts. Before leaving, I promised to send Sally, who is in the chartering business in Tortola during the season, a copy of this yarn, if I ever got around to writing it.

The press kit was very informative. The Brazilian NINA had been designed by John Patrick Sarsfield, an American chemical engineer and maritime historian who spent considerable time in Brazil. His research into shipbuilding techniques of the fifteenth century enabled him to realize that the so-called "Mediterranean moulding" process survives today among Portuguese vernacular craftsmen in remote Brazil. This, along with insights provided by recent archaeological excavations of fifteenth-century vessels that had sunk in the Americas, led him to conclude that the Martinez-Hildago tradition is

incorrect. Technical points aside, the fact that none of the vessels in the Martinez-Hildago tradition could sail anywhere near as well as the actual flotilla of Columbus and had to be escorted--towed, that is--on offshore passages, argues fairly convincingly that the traditional method of designing these replicas is flawed. Sarsfield's NINA, which was used in the Paramount movie "1492" filmed last winter, is the first replica of a caravel to have made an unescorted open ocean passage of more than four thousand miles. A recent article in the journal *Archeology* calls this caravel "an exercise in experimental archeology" which has resulted in what "may well be the most authentic replica yet" of a generic caravel such as Columbus employed.

As for me, I stalk the Eastern campus, with my white nylon cap pulled down to my ears, an incarnation of Coleridge's ancient mariner. Pity the colleagues and students who venture to inquire about that cap with its elegant line drawing of Sarsfield's caravel, for I will rehearse the whole story, not sparing them a single detail!

Jim Lacey

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How small can small get in minimal cruising sailboats? Well, Martin Pook of Dorset, England, has gotten the definition down to 8' LOA with his diminutive single berth "Wren". Martin's glossy four-page brochure really explains the concept best so I've extracted from it the page entitled, "About the Design" for your edification and enjoyment. Should you wish to obtain a copy of the entire brochure or otherwise correspond with the designer, you can do so by writing to Martin Pook Design, 11 Greenhill Close, Colehill, Wimborne, Dorset BH21 2RQ, England. He seems like our sort of boat guy.

THE MICRO CRUISER by

Martin Pook Design.

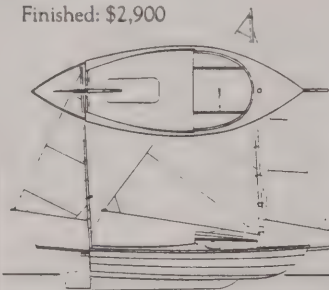
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Some Comments on the Design

Some time ago, Larry Rumbol showed me some sketches of a boat he'd thought of. It was an eight foot sailing cruiser. I have to say that although I was intrigued by the idea at that time I had many other things happening and I thought little more of it. However, times change and in late summer, 1991, I had little to do and little in prospect. So he brought the idea up again. I remembered his sketches, they had shown a micro cruiser with a cabin and single sprit sail.

To start with, what sort of hull would it need? Well, it would need to be pram shaped to give space and buoyancy at the bow, stable, capacious, and have some reserve buoyancy when heeled and be shapely but simple for the home builder. Pretty tall order for eight feet! So I wandered home and there sitting on my pickup, which I use instead of a trailer, was 'Puddleduck', the tender to our 'Wild Duck' cruiser, 'Jemima'. I had built this, based loosely on an American design, the previous year and although it is of framed construction, whereas we were thinking in terms of stitch and tape, it fitted the bill almost exactly

We had the hull but what of the rig? Initially I decided not to use the sprit because I felt that to get enough sail area the centre of effort would be too high, and reefing difficult. On such a small boat and particularly one designed for cruising with the prospect of being away overnight, I felt that a flexible sail plan was essential. This led to the adoption of a yawl, well almost ketch, rig so that the sail area of 27 sq. ft. was low aspect, horizontal rather than vertical. On such a small boat this would remain balanced even when heavily reduced by removing, or simply scandalizing, the main. Even so, to get enough area I had to use a bowsprit and a bumpkin. The masts were fairly steeply raked and simple leg of mutton shapes used for main and mizzen, rather like a Chesapeake Bay Skipjack. The raked masts mean that as the boom swings outboard it rises, and since when running the daggerboard could be raised it does mean that the boom clears the top of this. Thus in the event of an accidental gybe the sail would not be jammed on the weather side of the boat. The fore sail would have to be on a roller, because if you merely used a downhaul it would end up in the water and I could see someone trying to get to it over the cabin top and that would lead to disaster. It seemed to me that if you were going to furl it you might as well do the job properly and reef it. Another bit of gear to be designed!

With so much up top, with a high freeboard and a cabin there had to be something below the water or it would just go sideways. In this case I went for high aspect so that the boat has plenty of grip on the water. A centreboard was out of the question because one of the design parameters was that you should be able to sleep aboard,

albeit with the boat hauled up the beach because I think the motion when moored might be a bit too much! Well for me anyway. A daggerboard or leeboards then. If we ever produce a Dutch version then we'll probably fit leeboards but in England even an external daggerboard is a trifle outre. It is external so that you don't have an unpaintable trunk intruding into the hull and if you hit anything hard then little damage will result. In order to make this work safely I decided it should have roller guides and up and down hauls and so we have

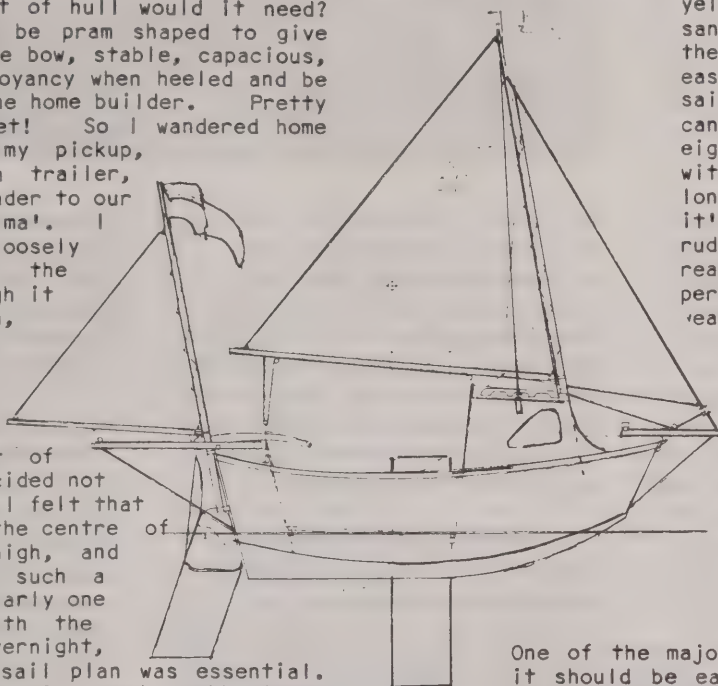
yellow for down - into the sand - and blue for up - into the sky! And these can be easily operated from your sailing position. Well you can't get that far away in an eight footer! Together with a gently curved side (longitudinally, vertically it's flat) and a generous rudder area we have reasonable windward performance and a light weather helm.

Stability is very good and to help with this 70lb of ballast can be added, either built in or loose. The basic boat without ballast was pronounced as being more stable than an Optimist, and with ballast considerably better

One of the major considerations was that it should be easy to launch and recover and be easy for anyone to beach. The biggest factor in this is weight and this has been contained to under 150lb even with the ballast. This should make it perfectly possible even for 8 year olds to pull it far enough out of the water to be safe until an adult can be co-opted to help.

So why a cabin cruiser? Well there are all sorts of good reasons. Firstly, one doesn't exist so there must be a market however small! But for camping, either alone or in convoy, the "saloon" - you knew I'd call it that sooner or later - provides permanent dry shelter for your gear and for you if need be. It also makes a good base from which a boom tent can be set.

The boat attracts a lot of attention from children, but it was originally conceived as a boat for one adult. This doesn't mean that it's unsuitable for children, but of course they must be supervised. The design has received as much consideration as many larger boats and the intention is to give as much pleasure as safely as possible. To this end buoyancy may be built in or buoyancy bags fitted fore and aft. We do stress safety, all boats are inherently dangerous and should be used within their limitations.



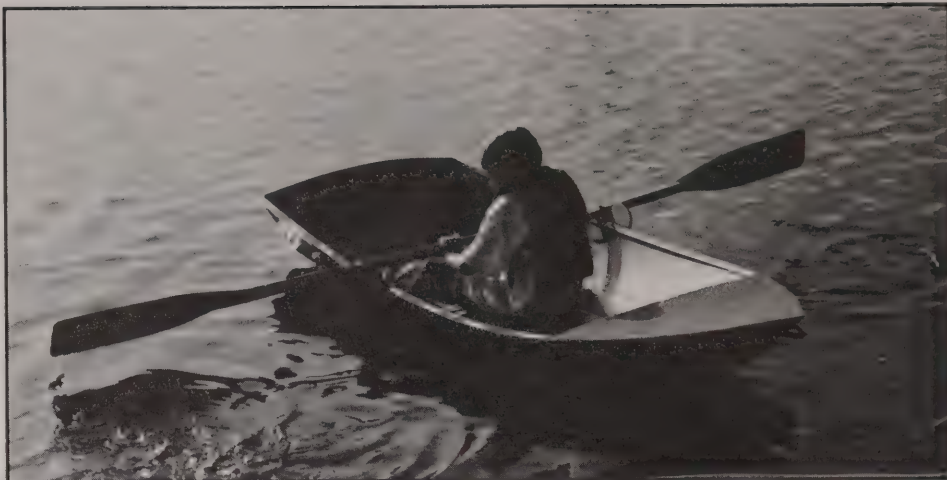
The Julie W

A Very-Light Skiff for Kids

Design and Commentary by
Joe Pallazola
1420 Grant Street
Berkeley, California 94703

SPECIFICATIONS:

Length over all	7' 8"
Beam	3' 5"
Depth of hull amidships	13"
Draft loaded	6"
Weight	26 lbs.



While I was vacationing with my family in Gloucester, Mass. two years ago, my 12-year-old niece Julie said she wanted a boat. She'd rowed a friend's inflatable dinghy, and paddled a canoe at summer camp, and now she thought it was time she had her very own boat. Knowing of my interest in this subject, Julie was talking to the right guy. I thought it was a splendid idea, and got to ruminating about how to satisfy the requirements I deemed necessary for this project.

Among these were affordability (i.e., cheap, and therefore "disposable" when Julie outgrew it), simply and quickly built (to fit into my typical two-week annual visit), light weight (so a couple of kids or a single adult could lift and carry it), low-maintenance finish, satisfying performance and good looks. To these I added a couple more: built-in flotation (for peace-of-mind) and the need for just one full sheet of plywood. (I confess I ended up using a few scraps of leftover ply, in addition to the one sheet specified, in building the prototype, so I failed to meet that requirement. Close, but no cigar!)

I proceeded to make rough sketches of prams, skiffs, short canoes and kayaks, but all were too time- and/or material-consuming, or just plain nondescript and uninspiring, to suit me. For this project I wanted to experience the satisfaction of producing something pretty, not just a utilitarian rowboat for kids.

Sometime prior to this project I had noticed Glen-L's "FAST-G" designs in that company's ads in boating mags. These are attractive boats made by stitching and 'glass-taping pre-cut plywood panels. One of the photos in the

ads shows (approximately) how the ply is shaped to make such a craft. Using cardboard from empty cereal boxes, I wielded scissors and masking tape to fashion disposable models, refining the pattern with each attempt. After three or four of these I had what I thought was a nice-looking hull. I put the model (and concept) aside and didn't do anything more with it for a couple of years.

Then, in the midst of thinking about Julie's boat, it occurred to me that this might be an opportunity to scale up my cardboard model into a real boat. When I returned home after my summer visit in Gloucester, I set about building a prototype of the boat I intended to make for Julie the following summer, in order to work out the details before building one for my niece..

I untaped my cardboard model and flattened it. Then I scaled the pattern up to fit a standard 4x8 sheet of plywood (I used 1/8" lauan for lightness). To maximize the length of the boat, seeing that I was working within an 8' material constraint, I made the sides as long as possible while leaving (most of) the transom to be added later, rather than making it part of the original panel. This allowed for an overall length of 7' 8" on the assembled hull, a reasonable size for a kid's boat.

In designing this boat I wanted to produce a shape that was moderately stable at rest (to inspire confidence when boarding) while being easy to row. To these ends I made the bottom dead flat at the transom and arced it into a shallow vee shape about 1/3 of the distance toward the bow, changing from there to a sharp vee-section

forward. The sides go from a moderate flare at the stern through progressively more flare amidships; they become contiguous with the bottom as they approach the bow (i.e., the chines fade out and disappear).

When rowing, by trimming the boat so that the bottom of the transom is just clear of the water, the immersed part of the hull is mostly vee-shaped in section, fading to a shallow arc at the stern. It's an easy shape to row, and it tracks well and carries way nicely between strokes. (The flatter sections aft aid in keeping the boat upright while boarding or disembarking.) Relatively quick, short strokes with 5' oars are called for in a light "mini-boat" like this, and rowed this way the Julie W moves along easily at a nice pace.

Two friends and I gave the Julie W her tryouts, each taking a turn, even though the lightest of us exceeds the boat's designed capacity by a good 60 lbs. On purpose, we tried her in flat water; with such overloads her freeboard was minimal, to say the least. Even so, by trimming and rowing her as mentioned above, she was great fun to play with. At the time I had only a pair of 6' oars, and these proved too long and awkward for easy rowing. (Subsequently I built a pair of 5' oars from 2x2 pine and 1/4" plywood; these are much better.)

As I write this I'm lining up a junior-sized "test pilot" (a friend's 9-year-old son) to see how a kid can handle her. My use of the oars-lashed-to-tholes arrangement (based on a Bolger scheme) instead of the usual metal oarlocks was done with kids in mind. This way the oars don't jump out of the locks as they often do with

novice rowers, and they can't be lost overboard accidentally. These tholes, fitted between the spacer blocks of the inner wales, can be moved forward or aft to adjust for trim, for rowing with or without a small passenger.

Julie W's construction is a study in minimalism. While it's light and simple, the stringerless and frameless, thin-skinned "monocoque" hull needs a little reinforcing here and there to help keep the shape and beef up the sheer for rowing. The decked, bulkheaded compartment forward adds a lot of stiffness; inner and outer wales with spacer blocks between firm up the tops of the sides, and the fiberglass sheathing over the entire outside of the hull does much to strengthen the thin ply.

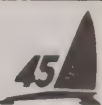
(A layer of 'glass inside wouldn't be a bad idea, either, though at some additional cost in materials, time and weight. I opted to do without it on the prototype, at least.)

To protect her thin bottom (by providing a sturdy place to step), a removable floor-board made of 1/4" ply is attached with a wingnut and bolt to a short, hardwood crossbeam epoxied across the vee bottom just aft of 'midships. This also provides a place to wedge the after end of a removable fore-and-aft seat that fits against the forward bulkhead. (These parts are removable to keep the boat's "stripped weight" low and easier for kids to handle.)

Last summer Julie's mother was reluctant about having her 13-year-old daughter fooling around in a boat by herself, so we decided to postpone the building of an east-coast version of the Julie W until my niece demonstrated better judgement on the water. Julie was disappointed so I bought her a little inflatable boat to mess around with (with supervision) in the meantime.

This year I took the prototype Julie W along on my annual island-in-the-Sierras camping trip and used her both for solo rowing and for carrying camping gear. For this latter function she proved to be ideal. She can carry a lot of stuff and still tow easily, with her fine underwater lines, behind my "P.U.P." punt.

It has been two years since my niece first expressed a wish to have a boat of her own. Now, at 14, her priorities have changed. When I visited Gloucester this summer I found Julie far more interested in shopping at the mall than messing about in boats. But the rest of her family, who had an aluminum canoe, were in the market for a roomier, more stable and user-friendly boat for their fishing excursions. I ended up using most of my two weeks to build them a 4'x12' flare-sided flat-bottom punt. But that's another story. I'll tell you all about it in my next article in "Boats."



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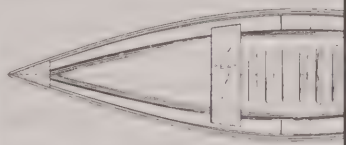
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BUILDING "TOAD HALL"

an ongoing series

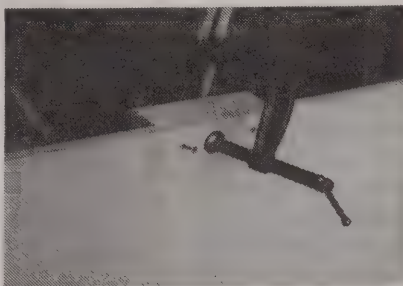
by David N. Goodchild

Part 4

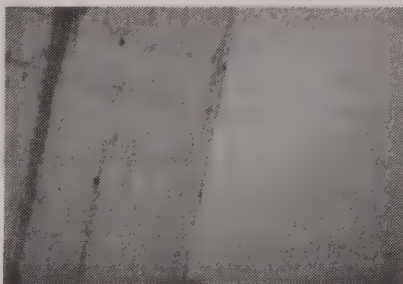
MOUNTING THE MOULDS AND BUILDING THE TANKS

Last month I made and erected the building frame and was now ready to begin construction in earnest.

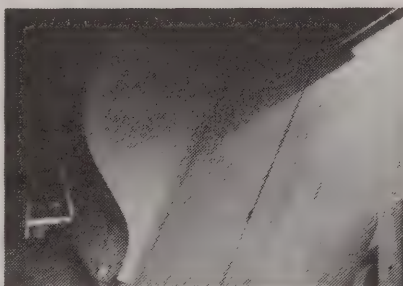
As with any traditional boat, the moulds are erected first. After using the luan template that I had made previously to cut out the center mould (Number 8), I attached two 2"x2" scrap blocks to each side of the inner edge of the mould (the side which faces the Central Girder [previously called Column]). I used these to attach the mould to the Girder. I scribed Waterline 3 onto the mould, and lined up this line with Waterline 3 which I had previously laid down on the Central Girder. Using my ever-present dry-wall screws, I drove them through the two mounting blocks into the Central Girder. The first mould was in! I did the same with all the other moulds on the starboard side.



Mould Attachment Blocks



Waterline Alignment



First Mould in Place

One small complication which arises in the Central Girder building method, is the means of transferring reference lines from one face of the Girder to the other. To re-measure all these lines would be time-consuming, so I decided on a simple technique to do this quickly. I made up a guide from a floor flange and a piece of 1/2" plumbing pipe. I then put a dry-wall screw into the driver head and inserted the driver head and the screw through the pipe. I placed the point of the screw on the reference point I wished to transfer, held the flange flat on the face of the Girder, and drove it straight through. In this way I was able to transfer all lines quickly, easily and accurately to the other face of the Girder. I did this for all reference points that I wished to transfer and it has proven very accurate. Another way of doing this would be to use the same floor flange/pipe arrangement and drill a pilot/guide hole through the Girder to the other side. Either method will provide good results and a high degree of accuracy.

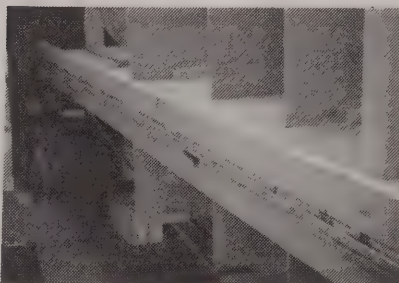
Once this was accomplished, I cut out the rest of the moulds and fastened them all onto the port side. Now all the moulds were in! Toad was beginning to look like a boat!



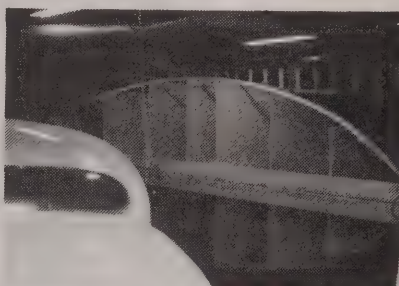
Starboard Moulds In



Girder Alignment Jack



Alignment Check Line



Temporary Sheer Battens Installed

up a 20 foot long, 1" square batten for the sheer. I attached scrap blocks at each point on each mould and fastened in the temporary sheer batten, making many small adjustments until I felt I had it right. I believe very strongly in Her-reshoff's dictum, "If it looks right, it is right!"

BUILDING THE WATER TANKS

The first step in building in the tanks, was to strike in the top of the tank line using the same methods I had used for striking in the sheer. I then cut out plywood face pieces to overlay the 1/2" flakeboard moulds and epoxied them into place. I did this for both sides of the moulds, making a tank wall 2" thick. I left the scrap flakeboard lower portion of

STRIKING IN THE SHEER

Before I attempted to strike in the sheer and install the sheer batten, I wanted to be very sure that the Central Girder was absolutely square fore and aft. The addition of the 2"x4" stiffeners had worked out well, but for this I wanted absolutes! Another simple procedure worked out well here also. I ran a wire cable from around the forward axle of the Girder to the one aft. I then fastened an automobile bumper jack onto the face of the Central Girder in the same plane as the cable. By jacking out the cable slightly, I was able to precisely align the Central Girder along a mason's line stretched fore and aft along its edge.

An interesting development was that with just the addition of the temporary sheer batten, the entire Central Girder stayed aligned along this line even after the bumper jack was removed, and even when the panel was swung to the horizontal, as is shown in the photograph below.

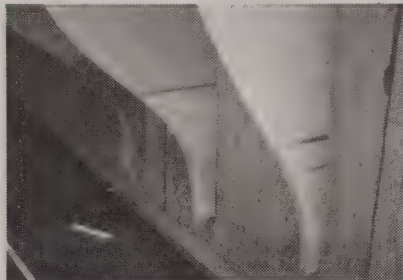
To determine the sheer line, I again used the box scale method on the drawing and measured the distance from the base line on the plan to the sheer. Using the same 6" scale, I plotted the same measurement onto the Central Girder. I then used a large framing square to run out this point to the outboard edge of the mould and thus had my sheer point..

I had scrounged some pieces of very nice four-quarter yellow pine from the crate of a sign that was being put up at a local Color Tile store and using this, I ripped and scarfed

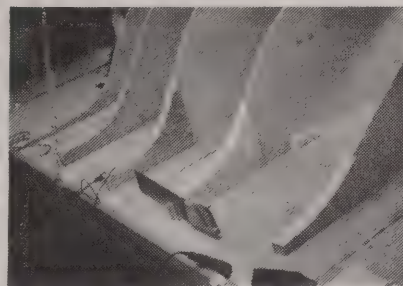
the mould in place, since it will be completely encased in plywood, epoxy and cloth. This decision might give some people some pause, but I have a great faith in epoxy and cloth and its ability to seal out moisture, even though epoxy is not actually waterproof, but merely very, very, very highly water-resistant!

I installed all of the tank faces on both sides of the boat and was then ready to put in the first layer of the keelson. This part will be laminated up from several layers of 1/4" plywood, both before and after the cutting out process, but for right now I wanted a hard edge to determine the hood ends of the planking.

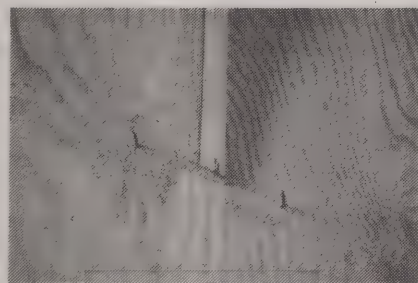
I had previously laid out the profile only on the starboard side for reasons which I outlined previously. I cut the bevel to this line on the bottom of each mould on the starboard side, and then transferred the bevel to the port side by driving two dry wall screws along the profile line about 1" on either side of the mould. This gave me a line on the port side and I then cut off the mould bottom on the port side according to its guidance. Following this, I bent the first layer of the keelson around the moulds and epoxied it into place.



First Tank Faces Installed



Trimming to the Bevel



Transferring the Bevel

FILLETS

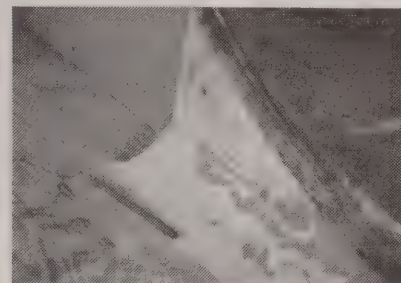
I was now ready to put in the fillets on the tank faces where the face meets the Central Girder. These fillets were important. These tanks would have to hold many gallons of water, and they also provide great structural reinforcement to the Central Girder at its weakest point. Thus the 2" thickness! I also wanted the joint to the Central Girder to be reinforced by more than just tape, and I wanted to avoid stress cracks at the point where the tape changed direction, so I wanted both a smooth fillet and structural reinforcement.

There has been an ongoing discussion in the "Letters" section of the magazine "Boatbuilder" about the use of limestone for structural fillets. For some years however, I have used a very cheap, very effective material for structural fillets, and this is floor-patch. This is a material used for leveling floors beneath underlayment or tile, and is as soft and fine as the best talcum, inexpensive, widely available under several brand names, and designed for structural use. I can make a filleting material as soft and runny, or as stiff and smooth as I wish depending upon the planned usage.

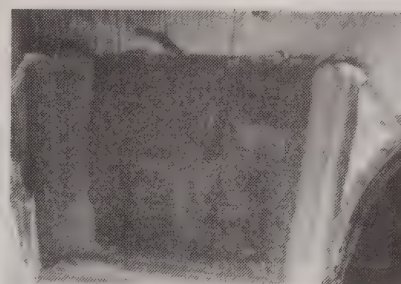
First however, I wanted an additional strengthening at the fillet joint. I ripped two-by-fours down to make nominal 2"x2"s and then cut them on an angle to make a triangular shaped piece to fit into the fillet joint. I epoxied these into each interstice and drove dry-wall screws in to clamp them securely. I then mixed up the fillet paste and formed this into the joint of the solid fillet and the Central Girder and the tank face, form-



Hard Fillet Installed



Structural Epoxy Fillet



Taping the Fillets



Tanks Glassed and Filleted

ing a nice curved joint to the angled faces. These were then taped, and finally the entire surface was sheathed in 7 ounce cloth.

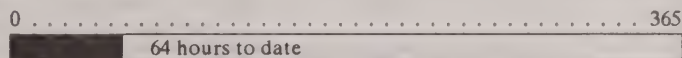
At this time, I also sprang a reference plank around where the tank tops would meet the inner planking of the boat and spiled out the shape of the tops and cut them out of 3/4" plywood. I didn't attempt to bevel them to meet the inner planking exactly, since this will receive another "liquid joinery" fillet and tape. The tank tops will not be installed for some time, but it is easier to shape them at this stage than when all the planking is in place.

I had installed a 2"x2" shelf onto the Central Girder between each tank, and the tank tops will later be epoxied to these, to the inner planking, and to the tops of the tank faces. After the Central Girder is cut out, a second layer of 3/4" plywood will be epoxied down onto the tank tops to further bond everything together in two dimensions.

It was very satisfying to see the tank tops form a nice straight line fore and aft on top of the tank faces.

A very detailed construction log is being kept for "Toad Hall", with a targeted total completion time of 365 hours [1 hour per day for one year]. This will be shown in this space

each month now that actual construction has begun. The first example shown below includes the making of the building frame and all construction as described to date.



Time Log

NEXT MONTH

We will make what would be the horn timbers in traditional construction, install the rudder trunk, mooring bitts and stub mast.

David N. Goodchild

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What YOU Are Building



LESSON LEARNED

Last winter I submitted an article about a dory I had built. It looked great in the March 15th issue. Later, when the boat was tested I had to eat some crow.

When Spring really arrived the boat got some further testing when I took it to one of our messabouts. We decided that the boat was simply too tender to be of much use as a rowboat. I sold it to a guy who is using it as the center hull of a trimaran, getting back the cost of materials. Then I began a new boat.

My first attempt at building tack and tape boats was a canoe that I called the "QD2", which appeared in the July 15th issue. This was a decent solo canoe with enough stability that I installed a seat at gunwale height and felt very comfortable sitting up there with my single-bladed paddle.

The "QD2" was only about 30" wide at the rails and had a multi-chined hull shape with a 12" wide flat bottom. Surely a boat with a 20" wide flat bottom and 34" beam had to be more stable, right? Wrong! The "Lauan" first version had very little initial stability, it would firm up quite nicely at about a 20 degree angle of heel. This was about the angle at which water would start to come in over the gunwales. It was also rather awkward to row a boat at a 20 degree angle of heel. So much for the stable flat-bottomed boat that I read about in the canoeing books.

My new boat is a grown-up version of the "QD2". I used the full width of the plywood panels and ended up with a boat with a

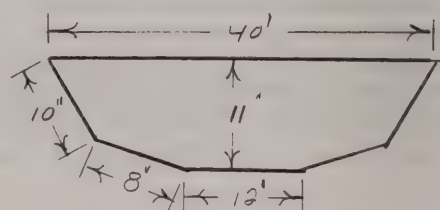
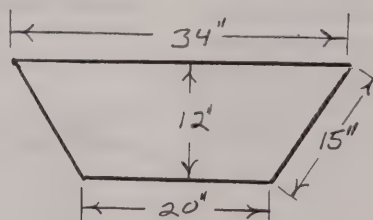
40" beam 11" deep. It is very stable and rows very well with me alone. I have tested it with a 170lb friend aboard and it just got more stable as it got deeper in the water. But it is a solo boat.

After the initial test I installed the seats about 6" off the bottom and mounted the oarlocks on extender boards that bolt to the inside of the top strake. This raises the oars several inches above the gunwales and keeps them out of my lap, while spreading the fulcrum points to about 45" spacing.

My goals were many and this second attempt has met nearly all of them. It had to be simple and it is. Not as simple as its predecessor but still tack and tape. It was built from two sheets of lauan ply. It had to be stable and it has all the stability that one can expect in a boat this small. Going to multi-chine shape was a good choice. It had to be car topable, a high priority I adopted when I traded my canoe paddles for oars. Small craft are easily trailered but I wanted to boat from places where a trailer could not reach.

The boat will carry two but it acts much better as a solo. I may eventually add a forward rowing station if my bride ever acts as if she would like to come along. In all I am quite happy with this version, the decision to throw out the old plans and start from scratch was a good one. I will be ready soon to offer plans to non-commercial builders.

Mississippi Bob Brown, 12936
Galaxie Ave., Apple Valley, MN
55124.





BUILDING "BIG DORY"

This past spring we ventured outside of our normal plywood kayak building to build a large Banks type dory for Bob Yorke of Scituate, Massachusetts, an avid recreational rower who participates in area rowing races.

The boat is the Phil Bolger design "Big Dory" and measures 19'6"x4'0" with a capacity of 1,000lbs. It weighs 125lbs. The hull is constructed of Brunyzeel mahogany plywood, 1/4" sides and 1/2" bottom, sheathed with fiberglass cloth and epoxy. The gunwales are mahogany with four sets of oarlocks. We followed Phil's recommended construction layout with the exception of making the seat assemblies removeable, allowing easier cleanout of the interior.

This is just one example of the custom building we do. Anyone thinking of having a small custom wooden boat built is invited to drop in for a tour and to view work in progress.

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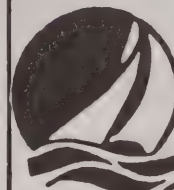
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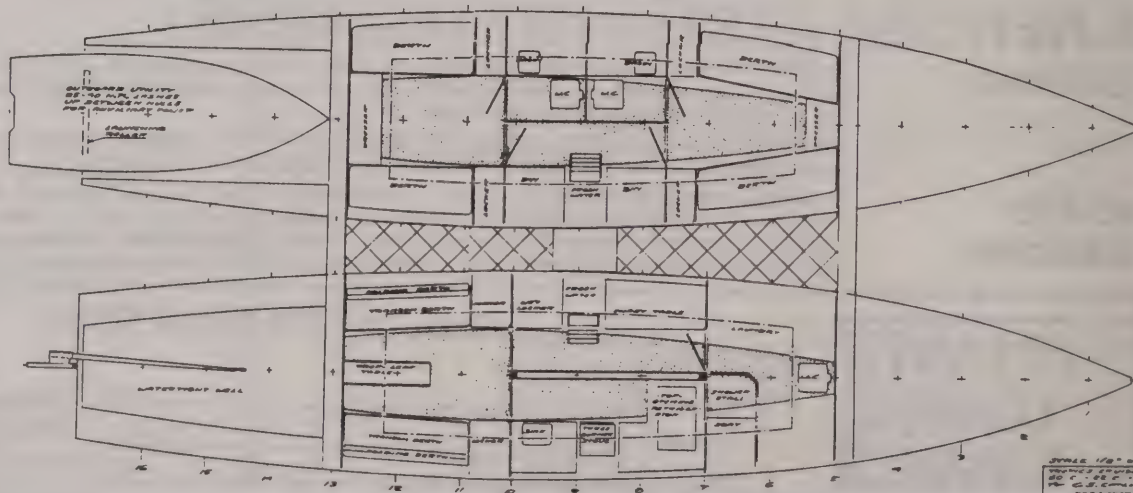
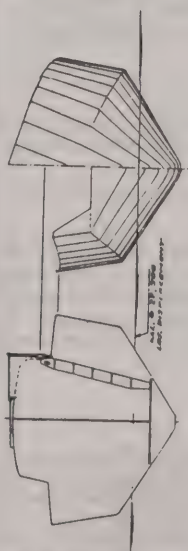
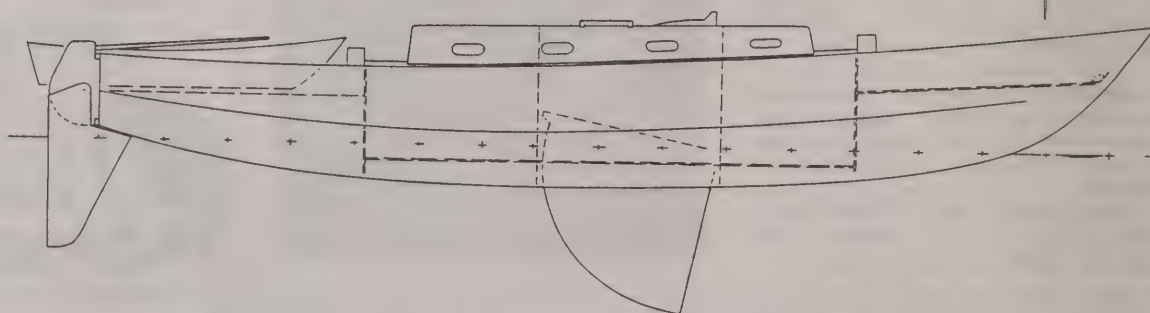
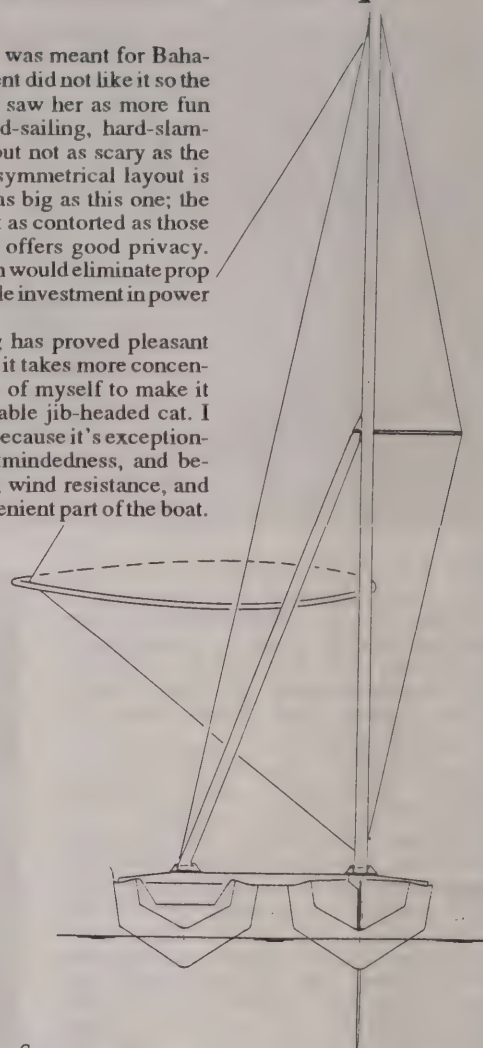
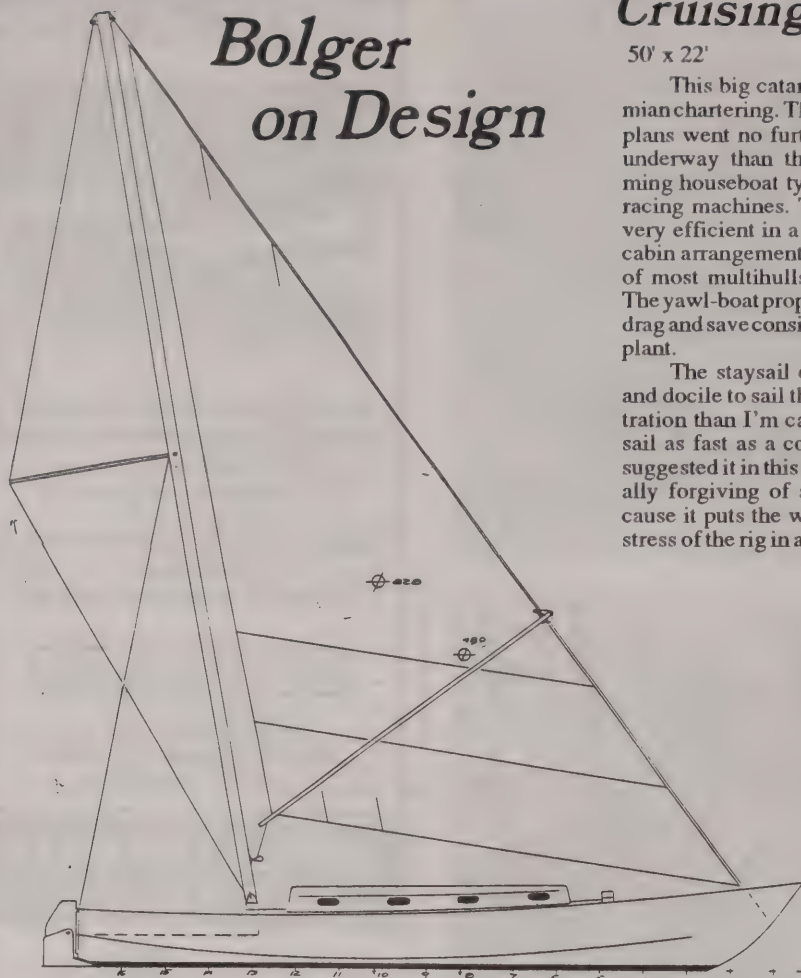
Bolger on Design

Cruising Catamaran Concept

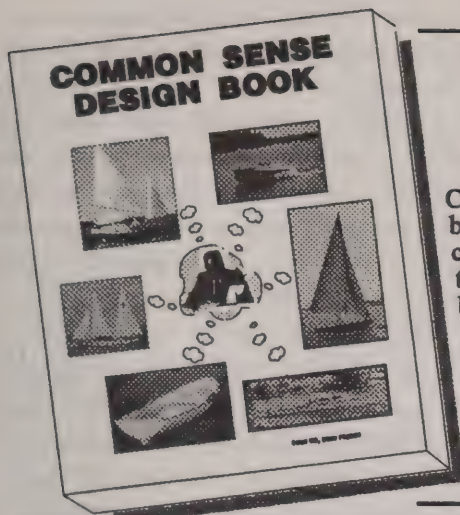
50' x 22'

This big catamaran was meant for Bahamian chartering. The client did not like it so the plans went no further. I saw her as more fun underway than the dead-sailing, hard-slaming houseboat types, but not as scary as the racing machines. The asymmetrical layout is very efficient in a boat as big as this one; the cabin arrangement is not as contorted as those of most multihulls, and offers good privacy. The yawl-boat propulsion would eliminate prop drag and save considerable investment in power plant.

The staysail cat rig has proved pleasant and docile to sail though it takes more concentration than I'm capable of myself to make it sail as fast as a comparable jib-headed cat. I suggested it in this case because it's exceptionally forgiving of absentmindedness, and because it puts the weight, wind resistance, and stress of the rig in a convenient part of the boat.



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BY
HENRY PARKER FELLOWS
ILLUSTRATED BY WILLIS H. BEALS

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

CHAPTER IV. KENT. — STRATFORD.

WE had little opportunity to see Kent, but it had all the dignity of an eminently respectable New-England village, in the quiet air of early morning, as we left it still asleep on our way to the boat. We carried the boat around the dam on a wheelbarrow, and, relying upon the statement of a workman, put the boat in the tail-race, and, having loaded the baggage, embarked ourselves. The race was narrow and the current swift, and the boat got athwart the stream under a low-lying, projecting tree and filled, and all the baggage was washed out and got wet. Furthermore, after getting righted, we found that the race at the end expanded into shallows, — which, however, had never been the case before, — that would have made a carry necessary in any event; so we were not at all obliged to our informant. We easily rescued everything, however, including a can of julienne soup. We were continually reserving the julienne for a choice occasion, but after losing it in both our overturns, we carried it the length of the river, and, sad to relate, brought it home unused. However, we finally got under way about ten o'clock, and soon pulled under the bridge at Kent, which will, I doubt not, be a better structure hereafter, as it was undergoing repairs.

The river banks are somewhat more open below Kent. On the east side, indeed, was quite a stretch of *intervale*. The reaches were long and graceful, and it was very delightful rowing in the clear air of an autumn morning. The trees were flaming in gorgeous colors, the maples, most brilliant of all, fairly ablaze with crimson and gold. The shrubbery was usually very gay, and, most beautiful of all, the vines of various colors creeping around the trunks of trees. The soft haze of an Indian summer was on the hills, and the air was deliciously cool. We arrived

above the upper pitch of Bull's Falls at twelve o'clock, and landed on the east shore where we luckily, at once, found a team to transport us around. Bull's Falls is not a very large place. There is a store, one white house, and two or three red ones. A survey of the Housatonic was made last year for the purpose of determining the availability of the river as a source from which to increase the water supply of the city of New York, and the report was, I believe, favorable, and contemplated the location of a great reservoir at Bull's Falls.

A friend of the writer, who, in company with another, had navigated the river in a small skiff, in the third week of July, 1879, and unfortunately suffered shipwreck at Lover's Leap below, said he ran the first pitch of Bull's Falls, though it was the worst place he passed through on the river, and added, in a list of directions which we found very useful, in a somewhat humorous tone: "The lower pitch is truly terrific, and is best seen from the bridge. The river pours down a ledge to a depth so great that everything below seems dwarfed in the awful abyss." The river pours through a very narrow channel of rocks at an angle of about forty-five degrees, and finds rest before again plunging onward in a pond behind a deserted dam just below the bridge. We rode a mile and a half, and then, at a place where the road approached the river, launched the boat within sight of Gaylord's Bridge. We paid for the transportation of ourselves and boat, seventy-five cents. We backed the boat through a bad stretch of rapids under the bridge, and thence made good progress on our way to New Milford. A white church with a square tower, on a little elevation on the west side of the bridge, continued in view quite a long time, a prominent picturesque object, like a church in a picture. While rowing along, we came upon a flock of ducks in a cove, which, perhaps luckily for them and perhaps fortunately for us, proved to be tame, as they came within range.

Hitherto, our course from Falls Village had been in a wild, rough, mountainous region. I doubt, indeed, whether we passed through a mile of country, in all, that could be considered *intervale*, and a cultivated field was about as rare as *intervale*. We had mountains, rocks, trees, and a river that every few hundred feet was a foaming rapid. There is, indeed, an almost endless series of unused water privileges on the Housatonic, easily capable, it would seem, of being improved. It was, therefore, a relief to find the encircling mountains give way, and a broad open tract of country gradually disclosing itself before us as we drew near New Milford. Rounding a bend, we saw the houses of the village scattered over the side of a hill, looking, at a distance, much like a toy village. We were quite puzzled, for a time, to discover the use of several barrels painted white and apparently located as beacons along the river; but, as we pulled ashore below the bridge, we found a small paddle-wheel steamer, not much larger than a row-boat, at anchor, and

we inferred that they were planted to aid it in navigating the broad and placid shallows opposite the town.

New Milford is the centre of trade for a large district, and it is very active and thriving. All the villages above are small—mere settlements; and the nearest villages below, on the river, are Derby and Birmingham, which are twenty-eight miles distant. The predominance of English names in the valley of the Housatonic is very noticeable. We stopped at the New England House, a hotel where the white-haired landlord is exceedingly jolly, lunch is always on the table, and the fare is excellent.

We pushed off at seven o'clock next morning. The river was enveloped in a thick mist. We kept close to the east shore, and soon heard the water pouring over a low dam which is, perhaps, half a mile below the bridge. We passed the mouth of the canal that leads to the mill, which we had been warned to avoid, and landed at the east end of the dam and carried the boat over a convenient rocky ledge, and then, holding her by the cord, let her float through the short rapids below. While thus engaged, we found a half dozen large eels that had been caught in a trap at the end of a fish-way. There are so many fish-ways on the river, however, that I should think the catch everywhere must ordinarily be small.

Pulling under the railroad bridge below, where the Housatonic Railroad crosses the river for the last time, we continued on in the middle of the stream. The reaches were wide and long, and the trees on either side loomed vaguely through the dissolving mist, like gigantic ghosts. We had been approaching a mountain range directly in our path, and after about an hour's pull, we saw before us the dreaded Lover's Leap where the river makes its way through a wild gorge. On the right bank, just above, is the mouth of the Danbury River, crossed by a brown bridge. There is a fall of twelve or fifteen feet in the Housatonic just above the gorge, and a bridge crosses the river, just below the fall, at the entrance of the chasm. Between the fall in the middle of the river and the east end of the bridge is a ledge of rocks, and between this ledge and the shore is the narrow channel of a fish-way. We had come to consider Lover's Leap as the critical point of our voyage, for the friend who had supplied us with directions had been compelled to abandon his trip at this point, and he said: "I cannot exaggerate the difficulties of Lover's Leap. The boat cannot be taken out of the stream, for the banks are enormously high and steep where they are not mere cliffs. Furthermore, there is no road over the mountain, and you will see that it is too high to take a boat over. The fish-way runs between two flat ledges, from one of which rises the cliff; the other is out in the stream, and cannot be reached. The only way to reach the one next to shore is to climb the bank where the bare rock begins. I tried to go along the base of the cliff, and narrowly escaped drowning. I then climbed



down the bare cliff to the ledge, no easy or safe job." The river must have been very high at the time he attempted to get through. He said, indeed, that "the water foamed in the fish-way as if it would pull the ring and staple out of the boat." The friend who was with him undertook to lower the boat with the painter through the fish-way from above, so that he could reach her, standing on the ledge below. The rope unluckily proved too short, and the boat rushed by and was swamped on a huge boulder at the end of the way. He added: "Down the gorge all is plain; but at the lower end are ominous breakers, of which I know nothing, and they might drown you, after all, for all I can tell." We landed on the outer ledge and found the fish-way merely a trickling rill. We made a fire in a very convenient cavity on the outer ledge and had the standard repast of the camper-out, beefsteak, roasted potatoes, and coffee. While breakfasting, we glanced, from time to time, down through the gorge where we could see the "ominous breakers" at the end, and get a glimpse of the country beyond, too, like a haven of rest, open, peaceful, and smiling.

(To Be Continued)



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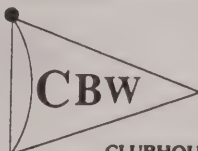
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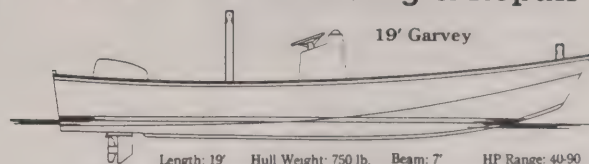
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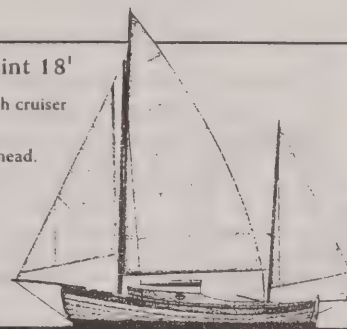
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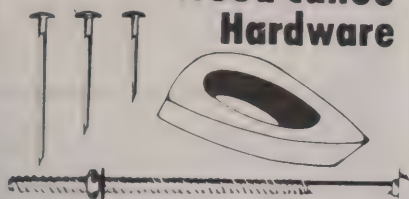
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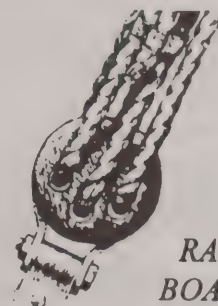
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1949 HYDROPLANE w/full race 48 cu in Crosley engine, compl restored w/orig trlr. Blt by late Chuck Thomson. \$7,500 or trade for(?) 4' cyl Gray marine engine Model 4-91-9000 compl, \$400. 5hp Chris Craft OB, \$300. ROY ROYAL, Richmond, MI, (313) 727-7320 aft 6pm. (15)



18'6" GRAND BANKS DORY, gaff rigged sloop, steel CB, OB well, 9' Smoker spoon oars. Professionally bilt by Aeolus Boats, Davenport, CA. Varnished interior w/lots of oak & mahogany. Exc sailer, new trlr, full boat cover, 2 anchors & lots of other stuff. \$2,000 OBO or will trade for lighter vessel. Whitehall type rowing/sailing boat, wood or FG. DALE SPERONI/RIVA, Vashon Island, WA, (206) 463-5739. (14)

WANTED. 40-50 lb plow or hi-tensile type Danforth anchor. Also manual windlass & radar unit. ANDY GALLER, Cold Spring, NY, (914) 265-2866. (15)

16'x6'4" STAR CRAFT ALUMINUM RUNABOUT, 1957. A big, deep seaworthy boat which has been in my family since new. It has a windshield, steering wheel, controls & upholstered seats, comes w/900lb capacity trlr & possibly rebuildable 1969 Evinrude "Lark" OE. \$995. DAVID LAKE, RR3 Box 845, Wiscasset, ME 04578, (207) 443-6677 eves. (15)

CHEWONKI SEA KAYAK, 19'2"x24" as seen in "Wooden Boat" #104. Professionally bilt of 1/4" marine lauan plywood w/3mm plywood deck. 68 lbs compl. \$995. DAVID LAKE, RR 3 Box 845, Wiscasset, ME 04578, (207) 443-6677 eves. (15)

USED TRAILERS. 14' Cox \$350. 16' Highlander \$350. Tandem adjustable for keel sailboats to 25' \$1,000. Others. FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (15)

CANOES: Used 17' Grumman \$350. Used 16' Old Town \$400. Used 16' White, damaged, offers. Recent purchase truckload of '92 models priced right. Hundreds in stock. FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312, (15)

SAILBOATS. Our best buy, 20' Paceship compl w/sails & rigging, \$1,495. 17' Picnic w/roller furling only \$995. FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (15)

RUNABOUT HARDWARE. Building a repro or restoring a runabout or utility? Compl hrdwre for some. Nice either chrome or stainless. '40's steering & box compl; 4 step pads; nice split windshield; engine turned stainless dash panel; 4 nice Hacker style clamshell vents; bronze shaft log, strut, and lots of misc small hrdwre. Cleaning out, love to sell as package to any reasonable offer. RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (15)

10-1/2' DINGHY, FG over ply, no leaks, flotation, oars, \$450. DON PIGEON, Merrimac, MA, (508) 346-8479. (15)



WATERFRONT BUILDING LOT on Ensenada Honda Bay, Culebra Island, Puerto Rico, in Ocho Cuerdas Condominiums. Small boat paradise 18 miles from USVI. Wildlife refuge, 2 docks, access via ferry & airline. Exc rental market. All utilities on site. Photos. \$105,000. DICK TATLOCK, Lincoln, MA, (617) 259-0846. (15)

15' HOBIE POWER SKIFF, center console w/2 coolers, bow & stern rails. Unsinkable w/self bailing wash deck. 60hp Merc w/power trim/tilt & Doel fin. New powerhead for '92 season, installed under factory warranty. Only 4 tanks through it. 2 fuel tanks, Apelco depth finder, compass, tach, boarding ladder, E-Z Load trlr w/correct straps, spare, stand, bearing buddies. Winter cover w/rack. Very fast! Was \$16,000 new, now \$6,000 to help finance my wooden boat project. May consider trade for 15'-20' sailboat of pocket or camp cruiser style. STEVE, Walpole, MA, (508) 668-9238 or (508) 695-5921. (15)

16' OPEN WATER ROWING SHELL, modified Greenland kayak style plywood hull, WEST epoxy throughout. Removeable Alden Oarmaster rowing rig w/10' sweeps. \$750 or BO. LANGDON WARNER, Milltown, NJ, (908) 422-1882. (15)

19' EDDYLINE HERON OCEAN KAYAK, 4 yrs old in exc cond. A fast & stable kayak in all cond. Layered honeycomb FG constr. Deck hatches & bulkheads fore & aft. Rudder system incl adjustable foot controls, internal cables & hand controlled raising & lowering capability. FG seat w/adjustable backrest. Criss-crossed deck cords aft deck only. Nylon spray skirt. Lightweight paddle "Swift" constructed of vaulting pole. Asking \$1,000 or BO. BOB MC KENNA, Winthrop, MA, (617) 846-3213. (15)

22' MARSHALL CATBOAT, roomy 10' wide. Proven seaworthy exc sailer. Inbd 25hp motor. Sail, anchor, alcohol stove, cushions in and out. Gd shape. \$12,000. Slip available in Newport Beach, CA. RICHARD CARSEN, Newport Beach, CA, (714) 646-7995. (15)

CEDAR STRIP/EPOXY CANOES, our design or yours, ash or cherry gunwales, seats hand weaved w/plastic cane to last years, brass stem bands. NEWFOUND WOODWORKS, Bristol, NH, (603) 744-6872. (15)

WANTED. Will pay \$100 cash for a gd used electric foam rubber cutter (for cutting out cushions). C. WESSON, 529 Bay Ave., Point Pleasant Beach, NJ 08742, (908) 295-5633. (15)

MORRIS CANOES. 17' ca. 1905 Morris closed gunwale, exc cond for restoration, \$350. 17' ca 1905 Morris closed gunwale, gd cond for restoration, \$200. FRED PLOUFF, 24 Westover St., Pittsfield, MA 01201, (413) 445-4005. (15)

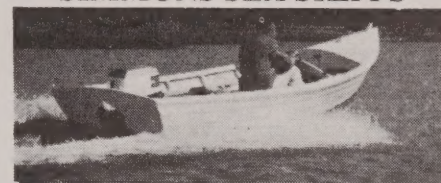
LONESOME BAY BOAT, a modern replication of a 16' 1912 Old Town "Double-Ended Boat". Fast and stable under oar, sail, paddle or small outboard. This is a perfect multipurpose boat for the sportsman, camp owner and family. For its length it is one of the most versatile boats being built today. Light and 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)

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)

"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)

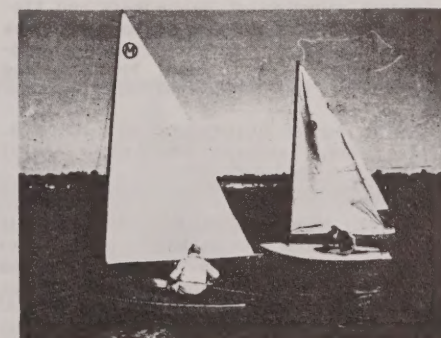
SIMMONS SEA SKIFFS



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



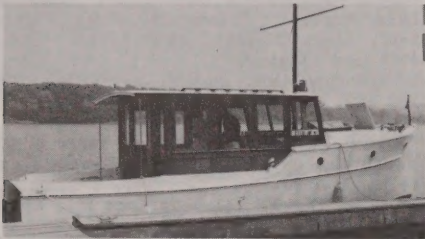
SEA-SKIFF 20: (photo above) the big offshore fisherman. 19'4" by 7'6" by 10"; 50-70 HP. Plans \$45. Information on both, \$1. CAPE FEAR MUSEUM ASSOCIATES, 814 Market St., Wilmington NC 28401, 919-341-4350.



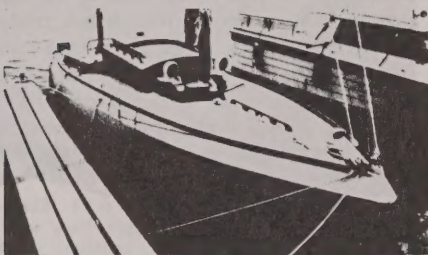
CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17 S., Elizabeth City, NC 27909, (919) 335-1453.



18' CHRIS CRAFT, 1948 "Golden Pond" utility. Gd cond, mechanicals exc. Must sell, bought another boat. \$4,500. KEN DONOVAN, Branford, CT, (203) 481-6406. (15)



28' CUSTOM CABIN CRUISER, 1928, blt by Norton Shipyard in Newport for use by designer/builder. 1954 Palmer 4 cyl 45hp gas engine delivers honest 7 knots. Slps 2, fwd head, skylite hatch, antique compass & searchlight, Shipmate stove, radio, fathometer. Now in water & in use. \$5,000. BILL ALLETZHAUSER, Stratford, CT, (203) 386-1510. (15)



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

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

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)

1947 LIGHTNING #1919 in gd shape but nds restoration. 2 sets serviceable sails incl spinnaker. Trlr, 6hp kicker. Save a classic for only \$600 and gain an enjoyable winter of puttering. Delivery can be arranged.

MIKE KENT, Columbus, OH, (614) 861-0891 aft 6pm. (15)

THREE RUNABOUTS. 15-1/2' CHRIS CRAFT SPORTSMAN, 1938 utility. Hull rblt, new upholstery & glass, trlr & cover. MUST SELL. 17-1/2' CENTURY SEA MAID, 1947 twin cockpit. Hull rblt, Crey Fireball overhauled. Fastest Century in 1947 line. Cover & tandem axle trlr. MUST SELL. 19-1/2' LYMAN ISLANDER, 1959. Hull refinished, trlr & cover. MUST SELL.

JOHN BRIGHT, Portage, MI, (616) 329-1419, 7-10pm. (15)

24' SEA WITCH SLOOP, orig designed for MOR. Head w/tank, slps 4 comfortably, VHF, isolated backstay, DF, M,J,SJ, Jenney. \$2,000. Full particulars on request. STEPHEN SCOTT, Pitman, NJ, (609) 582-8042. (15)

28' PEARSON TRITON #140, 1961, gd cond. Orig except for FG fuel tank & bronze fwd hatch. Standard layout for 4. Galley & head. DF, VHF, KM, Loran, etc. \$10,000. Full particulars on request. STEPHEN SCOTT, Pitman, NJ, (609) 582-8042. (15)

16' BOLGER MICRO (see cover Nov. 1st issue), slps 2 in cabin, seats 6 in lg cockpit. Epoxy coated AC plywood hull, teak decks, rudder & trim, 1" rope rub-rail. Green sails & hull. 8hp Mariner, & 2 tanks. Running & cabin lights, VHF, anchor, compass, galv tandem trlr. All in gd shape. This boat turns heads and is the source of dockside chats wherever she goes. Non-boaters always think she is an antique! Stable & easy to sail. A great mini camping yacht for lakes, rivers & coastal sailing. Arrival of new boat motivates price reduction from \$3,600 to \$2,500 or BO. Delivery possible.

MARTIN STEVENS, Black Mountain, NC, (704) 669-8863. (15)

18' CATBOAT "GOBLIN", 1987 Josef Liener/Fenwick Williams, hasn't been sailed enough. Has large traditional style rig, but rigged for user friendliness. Blt Rockport Apprenticeshop. W/4hp Johnson OB, Clark low mileage sail, sail cover, porta-potti, jack stands & other misc gear. Bit part in Mel Gibson's new movie "A Man Without a Face". Matching 1989 Mystic blt Chaisson dory tender named "Imp". \$18,000 takes the package. 10% discount to any purchaser who knows where the names came from!

BEN FULLER, HCR 68, Box 196C, Cushing, ME 04563, (207) 354-0441. (15)

7'9" NUTSHELL SAILING DINGHY, new 1992. White w/locust trim & varnished spruce spars & oars. \$1,000 OBO.

STEVE PAGE, 372 Gov. Chitt. Rd., Williston, VT 05495, (802) 878-6529. (15)

15'9" WHISP ROWING SKIFF, new 1992, pink interior & blue-green exterior w/locust seat slats & varnished Shaw & Tenney oars. \$900.

STEVE PAGE, 372 Gov. Chitt. Rd., Williston, VT 05495, (802) 878-6529. (15)

DONATIONS SOUGHT by the all-volunteer, not-for-profit Ferry Sloops, Inc. Boats, other equipment, gear, outboard motors, electronics, in working order for fund raising. Tax deductible.

STEVE WADDLETON, White Plains, NY, (914) 969-5822. (15)

ONE PROJECT LEFT. The Townie & the Sneakbox are sold. I still have the 18' Alden "O" Boat clone, carvel planked cb daysailer. Hull stripped and restoration begun several yrs ago. Nds refastening completed, refinishing, rebuilding. Complete with good spars, rigging & sails, and all hardware, interior parts (seats, etc), cb, rudder. Think of it as a partly assembled kit boat! \$250 to move it out before the snow flies. If it's still here at first snow I'll part out the rig, spars, hardware, etc. and cut up the hull for the stove. Delivery within New England can be arranged.

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

23' SAILBOAT BARE HULL & DECK, Herreshoff "Prudence". Nds completion. Will consider donation to non-profit.

JIM TOMPKINS, Grand Island, NY, (716) 773-5268. (15)

WANTED. "Bayworthy" FG rowing boat 16'-21' for exercise & perhaps fishing. Easy pulling & stability more important than speed. Send photo. ALSO looking for a low maintenance (FG preferred) whaleboat & information on or interest in mid-Atlantic competition whale boat racing.

JEFF NOVAK, 8347 Bay Crest Ct., Chesapeake Beach, MD 20732, (301) 855-0234. (15)

SEAFORTH 24 CLASSIC SLOOP, shoal draft (2.5') full keel double ender (not centerboarder). FG hull, lots of teak trim, 8hp Evinrude in well. 3 jibs plus gennaker. Mast easily lowered to pass under bridges. Slps 2, lots of storage under cockpit. VHF, Loran, stereo, bimini, pottie, sink, stove. \$4,900.

JAMES BROWN, Marcos Island, FL, (813) 642-8867. (15)

JOHNSON SUPER SEA HORSE OB, '65-'67, 50hp, exc shape. Stored in garage over 20 yrs. Recently test run.

PETE ANDROSKO, Yorktown Hts, NY, (914) 962-0027. (15)

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)

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)

16' CHETEK RUNABOUT, 1954, made in WI. Molded mahogany, windshield, 25hp Sea King (OMC), trlr. Always stored indoors. \$1,250.

E.W. ROGERS, Minneapolis, MN, (612) 378-3237. (15)

WANTED: CONCEPT II ROWING ERGOMETER, prefer one in New England so I can pick it up easier.

NELSON ROOKER, Norwich, VT, (802) 649-5624 eves. (15)

WANTED: 22' STONE HORSE, FG hull, wood spars, inbd diesel, mainsail on boom, vy clean.

DONALD ROTHSCHILD, Wakefield, RI, (401) 789-1122. (15)

NORTHERN WHITE CEDAR, 1/4"x3/4" strips w/cove & bead milled ready for ass'y in wood strip/epoxy canoe. NEWFOUND WOODWORKS, Bristol, NH, (603) 744-6872. (15)

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 Deaver 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.

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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)

"FLIGHT OF THE DAMN FOOLE", Tom's chronicles of his recent coastal cruising adventures in his famed Townie, now in a book. \$10 postpaid.
TOM MC GRATH, 11 Severance St., Lynn, MA 01904. (TF)

WANTED. 4 cyl Chris Craft engine Model B, 60hp. Any cond but prefer complete engine.
MARGARET or LARRY BARCLAY, 8196 W. Riverside Dr., Niagara Falls, NY 14304, (716) 283-0729 aft 3pm. (15)

EXPERIENCE YOUR DREAMS. Live aboard a traditional 36' British channel cutter, comfortable accommodations for couples or family. Vacation in the Florida Keys winters or on Cape Cod summers, enjoy bed and breakfast weekends at \$95 or custom arranged weekly and monthly charters.

CHRIS SPOHR, Tavernier, FL, (305) 852-0395. (1P)

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)

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)

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RALPH JOHNSON, Newbury, MA, (508) 462-7409. (14)

18'6"x28" NORDIA DOUBLE SEA KAYAK, a light, fast boat in vy gd cond. Bulkheads & hatches fore & aft. \$950.

BILL WELTE, Gales Ferry, CT, (203) 464-7807. (14)

14' FLYING TERN SAILBOAT, FG hull w/blt-in flotation, spruce spars, sails, cockpit cover compl. Sailed summer of '92, recently refinished. Fast, worthwhile trainer or trailer sailer. First \$500.

DAVE PARK, Severna Park, MD, (301) 647-9640. (17)

18' SWAMPSCOTT DORY, blt Lowell's Boat Shop 1978, 4hp Johnson (1989), boat cover, trlr, oars. No leaks, seaworthy boat, \$3,000.

DON PIGEON, Merrimac, MA, (508) 346-8479. (15)

17' FLORIDA BAY MUDHEN, 1983, gaff rigged shoal draft sharpie. Dk grn FG hull, tanbark sail, well for OB, galv trlr. Asking \$2,800.

PENN PFAUTZ, Middletown, NJ, (908) 957-0474. (15)

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)

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)

PACK CANOE, 10'x40"x13"x28lbs. Round bottom, V entry, blt by Indian Point Guideboat. \$200 or trade up for longer canoe or whatever.

MARTIN KOKUS, Hopewell, PA, (717) 485-9166. (15)

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.

BOATS ON BOARD, SV "Maggie May", c/o 171 Hood Ave., Tavernier, FL 33070. (15)

CAMPING GEAR. Eddie Bauer 4-person 8'x10' draw tight tent (self-standing). Top quality, compl netted w/rainfly. Perf cond. Orig \$400, asking \$200. Two 100% prime goosedown sleeping bags, 6 lb down ea, used a few times. Orig \$500 ea, asking \$500 pr. Yes they zip together.

RALPH NETTA, Colonia, NJ, (908) 381-5572 or (908) 549-9400 ext. 224. (15)

SMALL CRAFT SALE: Appledore 19 w/sail & trlr, \$2,000. Vancouver 21 w/oars, \$1,650. Rhodes 18 CB w/trlr, \$2,000. Alden single, \$1,000. Eastern 18, \$3,500. Trinko 10 sail, \$2,500. Others available.
MYSTIC RIVER BOATHOUSE, Noank, CT, (203) 536-6930. (15)

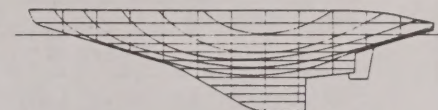
MANY MISC TREASURES. Cleaning out: Magneto, Edison Type AJ1, fits single cyl Kermath & others. Checked out. Copper bow tank, approx. 6 gal. Any reasonable offers.

RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (15)

WANTED: 10'+ Avon or Zodiac inflatable, used in gd cond w/w/o engine.
RICK BARRETT, Box 762, Northampton, MA 01060, (413) 586-1558. (15)

MOORING WANTED, 100 lb to 200 lb mushroom.

BOB ATTENBOROUGH, E. Hartford, CT, (203) 528-5547. (14)



TIME HAS CAUGHT UP with this old man, must sell my "Illusion 12" mini-12 meter sailboat, "US19. 12' LOA, 27" draft, 300lb lead keel, spinnaker, roller furling jib, bilge pump, flotation, trlr. Deliver east coast. \$1,300.

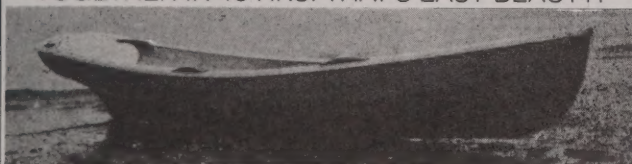
FRED BROWNING, P.O. Box 398, Jamestown, NC 27282, (919) 454-3534. (15)

CLEANING OUT THE TIN SHED. The Artisans School (formerly the Rockport Apprenticeship) has too many boats. Own your own mini square rigger, 30' lestatat "Varin" (see "Wooden Boat #95"), \$18,000. A smaller square rigger, 18' Norwegian faering, \$3,000. A rowing 16' bindals boat, \$1,800. Fleet purchase discounts! A Haven 12-1/2, new, as is, \$12,000 (needs paint, spars, minor assembly to finish), or we finish for \$6,000 more. Two 17' Chesapeake style sailing flatties, \$2,000 ea. An 18' outboard dory skiff, \$3,000. A selection of 11' Susan skiffs at \$950 ea, 1 used Susan, \$500.

BEN FULLER, The Artisan's School, Rockport, ME, (207) 236-6071. (15)

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WATER BLOCK RESIN

General Description:

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

Uses:

FILLING (when used
with fillers)
SHEATHING
LAMINATING
IMPREGNATING

Physical Properties:

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

WATER BLOCK HARDENER FAST

General Description:

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

Physical Properties:

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

WATER BLOCK HARDENER SLOW

General Description:

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

Physical Properties:

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

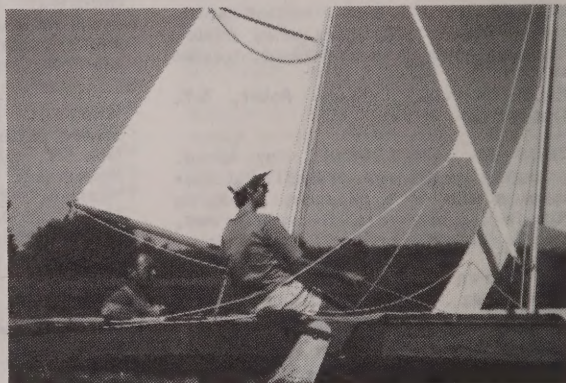
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