

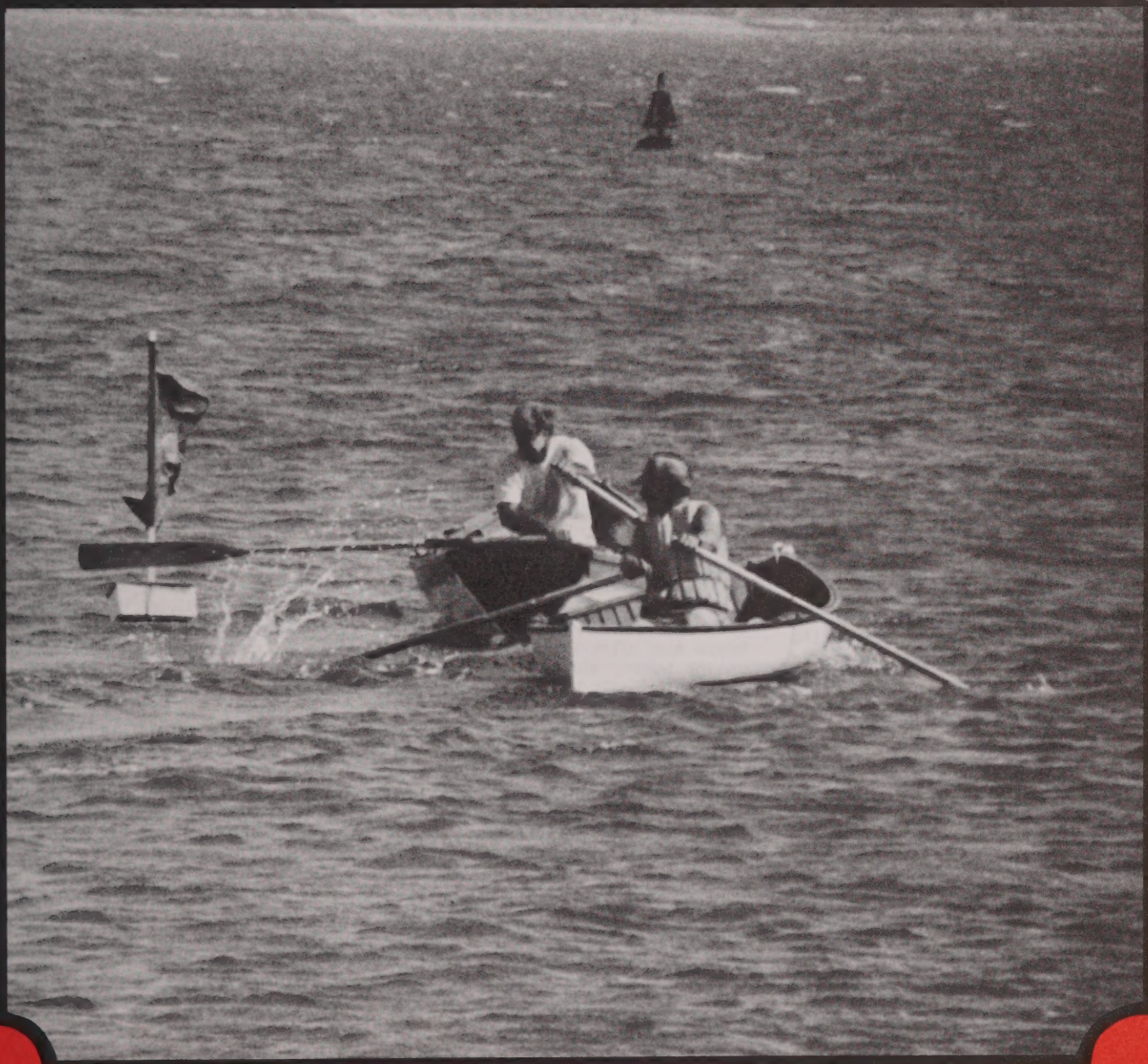
Twice a Month!



messing about in BOATS

Volume 10 ~ Number 15

December 15, 1992





messing
about in

BOATS

Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.

Address is "Boats", 29 Burley St., Wenham., MA 01984.

Telephone is (508) 774-0906.

Publisher & Editor, Bob Hicks

Our Next Issue...

Will feature the "Madisonville, Louisiana Wooden Boat Fest" report from John Clough, and Rags Ragsdale's "Rogue River 4th of July" tale, both left out of this issue when my "Oar-master Trials" report got out of control. We'll also have Lenny Lipton's report on the "Ida Lewis Catboat Rendezvous" and David Abbott's report of the "Great Wicomico Nutshell Regatta". Several more designs presented will include Phil Bolger's 12' carvel keelboat, an improved "Cockleshell" design from Eric Risch, an update on Don Betts' "Peacat" pocket catboat and a review of John Summers' Nautilus double paddle/sailing canoes in the British tradition. David Goodchild will bring us Part 5 of "Building Toad Hall" and we'll have some more of your own projects in "What You are Building". We'll try to fit in a couple of reviews, one on Bernie Wolfard's new "Common Sense Designs" catalog promised for this issue.

On the Cover...

While the purpose of the Oar-master Trials is to pit various types of traditional rowing craft against one another, it is also very much a series of races, and action was often vigorous rounding the first turn buoy on the short sprint type course. Lots more about the event in this issue, lots...

COMMENTARY

The setting for this year's Oar-master Trials in Hyannis, Massachusetts, was on a beach which is a two sided affair, a long spit of land that encloses inner Lewis Bay from the outer harbor. This set the scene for an interesting juxtaposition of ways to enjoy messing about in small boats. As the advocates of traditional oar-on-gunwale rowing gathered on the beach on the Lewis Bay side to avail themselves of some protection from the 25 knot southwest wind blasting in from the outer harbor, a far larger group of athletic types were over on the windward side launching windsurfers into the two foot wind driven chop and rocketing off on long reaches down the beach and back.

While my attentions were to be focussed on the more sedate rowing contest to be taking place, something I was personally very much interested in myself, not covering it just to do my job, I found that on the several occasions when I went back to the parking lot to get something from the car, I would kind of wander over to the other side for a few moments to watch these people flying low over what would be an intimidating waterscape for any small boat sailor. It didn't appear to be an organized event, it was apparently a free form gathering of the clan where the wind was.

The scene was almost surreal, with wind whipped spray flying through the air hazing in the distances, and the multi-colored sail rigs (I counted over 100 on the water, with lots more beached) flying back and forth as if in some sort of high-speed, free-form dance. I couldn't help but feel a tug of "I wanna". I would dearly love to be able to walk into that surf in my wetsuit with this tiny board and ultra-tech mylar sail flat on the water, and then haul up the sail while still in the water alongside and swing aboard as the craft accelerated away across the wind. To then exert control over my progress by a sort of intuitive body positioning, hanging way, way out over the water churning past, and to loft off the crests like a flying fish. What a rush that would be.

Well, all a delusion, of course, this is a young man's (and woman's) game, the reflexes and muscular coordination required are hard to summon up in even the reasonably fit physique I now reside within. Sure there are guys my age out there doing this, as in every game there's always some ageless vet who can go the pace. But to learn it from scratch is not

an easy thing even given the will and the time. I tried it about ten years ago (I was so much younger then) and spent an hour falling in twenty times until my sinuses got so waterlogged I had to quit. I'm told it takes maybe three hours of this to master the getting underway routine. Even understanding things like the effects of wind direction and tacking maneuvers didn't help my lack of reflexive moves as fast as the board demanded in a ten knot wind on Lake George at a windsurfing friend's home.

Windsurfers in New England have a monthly newspaper which serves their interest, and reading it reveals the buoyant youthful nature of this form of small boating. The race reports all focus on performance of course, as do our more pedestrian paced rowing, paddling and sailing race reports, but it's all so much more revved up. And praise and hallelujahs ring out for wind condition that would keep most of us off the water. A regular column predicts wind velocities to be expected at various favored locations, and charts past velocities for reference, very technical stuff. The gear in evidence is very futuristic, with few beach bunnies and hunks to be seen, most folks are well attired in wetsuits and harnesses to better fasten themselves to their vessels and cope with the totally wet experience.

These small craft enthusiasts have much more trouble than those of us who paddle or row or sail do in gaining access to the water, as the favored launching site is a beach, and in summer competition for beach space is almost always resolved in favor of local swimming populations. Some locations have set aside portions of beaches for the windsurfers, but efforts at others to get further away from bathers have resulted in conflict over damaging dune grasses when attempting to get from car parking to the water. So the windsurfers have had to fight the usual battle that youthful energetic activities face when they intrude upon the more sedate accepted activities of the older population.

And so I returned to the rowing side of the beach, after each glimpse of the future, to a scene more suited to my way of messing about in boats and spent an enjoyable and interesting morning. Of course, when we were leaving after it was over, we did park for a while facing the outer harbor and ate lunch while watching youth at play. Don't they ever get tired?

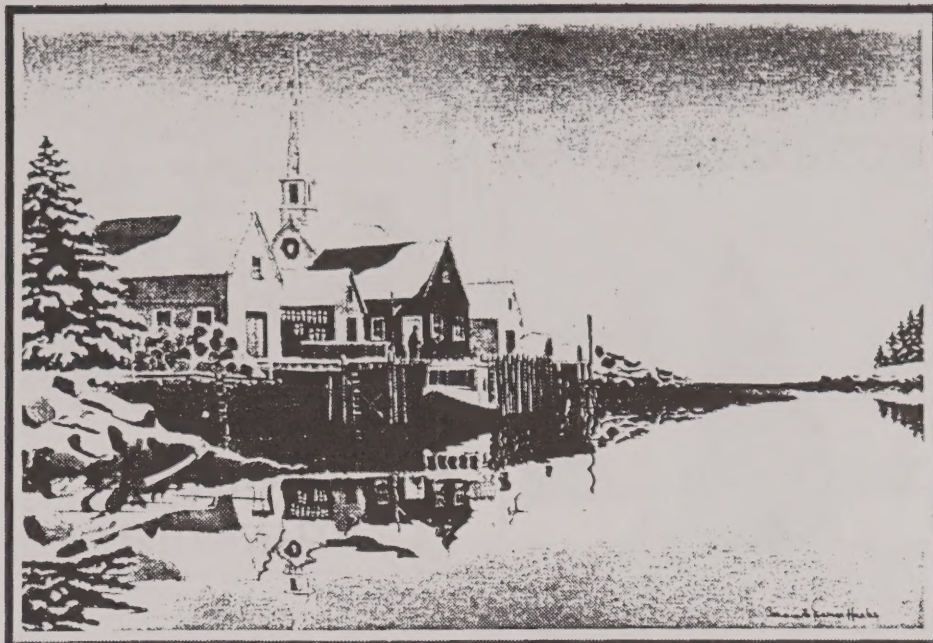
Give Christmas Gift Subscriptions to your friends who mess about in boats...

IT'S A GIFT THAT KEEPS ON COMING, TWICE A MONTH ALL THROUGH THE YEAR!

TO ORDER, COMPLETE AS MANY OF THE FORMS AS YOU NEED (OR COPIES OF THEM) AND SEND THEM TO US WITH A CHECK FOR \$20 FOR EACH GIFT SUBSCRIPTION ORDER.

WE WILL MAIL OUT THE GIFT ANNOUNCEMENT CARDS IN TIME FOR CHRISTMAS DELIVERY IF WE HAVE YOUR ORDER IN OUR HANDS NO LATER THAN DECEMBER 18TH. IF YOU WISH, WE WILL SEND THE ANNOUNCEMENT CARDS TO YOU IF YOU PREFER TO PERSONALLY DELIVER THEM.

ALL GIFT SUBSCRIPTIONS WILL BEGIN WITH THE JANUARY 1, 1993 ISSUE UNLESS YOU SPECIFY OTHERWISE.



GIFT SUBSCRIPTIONS ORDERED BY:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT FOR:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM: _____

☐ SEND GIFT ANNOUNCEMENT CARD TO ME

GIFT FOR:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM: _____

☐ SEND GIFT ANNOUNCEMENT CARD TO ME

GIFT FOR:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM: _____

☐ SEND GIFT ANNOUNCEMENT CARD TO ME

*messing
about in*
BOATS

29 BURLEY ST. WENHAM, MA 01984

1075-305
14580

Wind Products

SKIMMER 45



FEATURES

LARGE 45 SQUARE FOOT SAIL
COMPLETELY PORTABLE
FAST RIGGING ACTION
HIGH STRENGTH TUBING
MARINE QUALITY THROUGHOUT

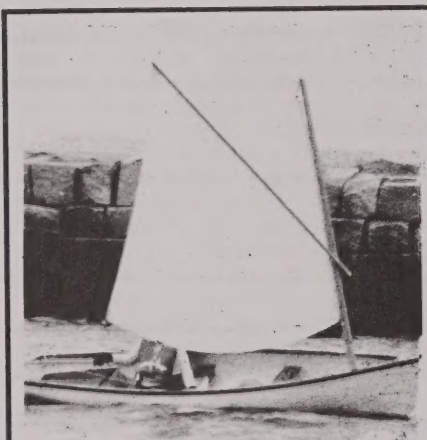
America's Largest Iceboat Manufacturer

Wind Products

2485 Rosstown Road
Wellsville, PA 17365
(717) 432-1074



SEND \$1 FOR BROCHURE



PISCATAQUA SAILING WHERRY

14'x47" hand laid fiberglass hull with solid mahogany gunwales and seats. Includes 65 sq. ft. sprit sail rig - 2 foot draft dagger board - one pair 7' oars - 2 rowing stations

BAY of MAINE BOATS

Box 631, Kennebunkport, ME
04046
(207) 967-4282



Your Commentary

DECISIONS, DECISIONS...

Ever since I was a boy in Holland I have wanted to own a perfect rowboat. Your magazine is bringing me close to the edge of making this dream into reality. I have gathered a wealth of information from its pages and am still in the process of deciding what is the perfect choice for me.

Perhaps I should build my own? Pygmy's Wineglass Dory or John Hartsock's Cosine Wherry? If only I could afford one of those North River Skiffs! Or a Faering Rowboat! Perhaps fiberglass is more practical, all those success stories about the Crawford Gunning Dory. But I still don't know if there is a basic difference in rowing performance between round and flat bottomed boats.

I hope that Chuck Mainville's next boat will be 16' long, with his track record it will certainly win in yet another class. How come I never see anything about Dick Wagner's White Bear Skiff? Who is still building them? And now I read of how well Art Poole is doing in his new Seabright Skiff, and how Dan O'Reilly and John Aborn continue to win in their Piscataqua Wherries. I now look forward eagerly to the Oarmaster Trials report.

As usual, I am bogging myself down with too many details. Will I ever be able to weigh all the pros and cons on these boats, or should I just plunge in with whichever one I fancy the most?

Steef Zoetmulder, 173 Three Valleys Dr., Don Mills, ON M3A 3L7, Canada.

IMPROVING ROWING

My personal passion is for rowing and efforts to improve this sport. Any experimental efforts to increase the speed of rowing are of special interest to me and I welcome information on this topic.

Rex Beaton, 113 W. 8th St., Wilmington, DE 19801.

SPACE FOR OTHERS

I don't know what your relationship with Mr. Bolger is but I'd like to see similar space given to others if possible. I have the greatest respect for Phil, but there are many truly beautiful other creations out there on the water. I'd also like more on general design concepts rather than just comment on specific boats. Advantages and disadvantages of flared sides, centerboards/leeboards, flat/vee/round bottoms, etc.

John Smith, Belleville, NJ.

ED. NOTE: Our arrangement with Phil Bolger is that he keeps us supplied with his plans and comments for regular publication from his file of over 500 designs. Other designers are welcome to send us similar materials and we do get these from time to time and do publish them. There are no commercial transactions involved. General design concepts are discussed in a number of boat design books, International Marine Publishing offers a number of such books.

"DESIGNERS' REFERENCE" VOLUME

I still think you should publish a "Designers' Reference" volume with all the plans from Bolger and others published since you began.

George King, Hudson, QU.

ED. NOTE: We have long thought it would be nice to publish a sort of "Best of Messing About in Boats" special but since we are hard pressed just to keep the current issues coming out regularly (never mind on time!) it has been just a dream for the future. There's so much stuff from now over 220 issues since 1983 that it would be a book of well over 100 pages and could not be a special issue of the magazine, and the cost of publication would be substantial. Would interest justify this sort of thing at around \$15 or so a copy? What do you think?

"MIRROR, MIRROR..."

I hope to build two Mirror dinghies this winter and want to contact the distributor of Mirror kits and/or the Dinghy Cruising Association. My letter to the latter in San Francisco was returned. Can anyone help me on this?

Gary Homan, 55 Randall Rd., Bolton, MA 01740.

KEEPING VANITY IN CHECK

Love the mag, keep up the great work. I enjoy all the articles but mostly the ones by readers building their own boats, especially the honest ones who admit to failures or downfalls. Boatbuilding is great for keeping one's vanity in check. I plan to write about my own flops and successes soon.

Mike Kent, Columbus, OH.

FOR A GOOD CAUSE

A couple of years ago when I bought my Alden shell it had a home-made non-removeable sliding seat rig in it. I ran an ad in "Messing About in Boats" hoping to turn the rig into a little cash. Well, I got offers, but I also got a call from a retired gentleman in Delaware who said he could use it in a canoe for his "Camp Dimension" project, which takes inner city kids out onto the water. He had no money to offer. It took only a second to decide and I said if he'd pay the shipping it was his. He subsequently sent me these photos of the rig in place in the canoe and the canoe underway.

Lenny Lipton, White Plains,



NY.

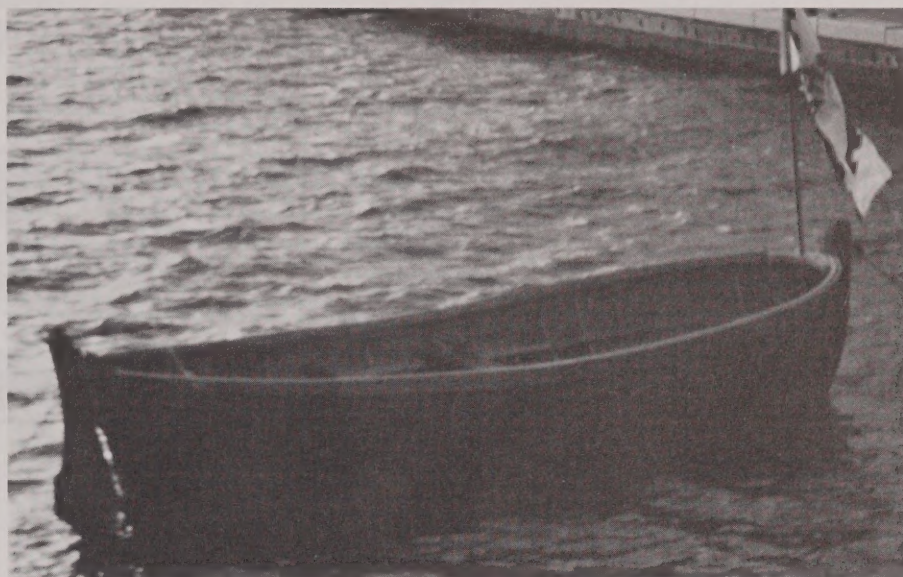
ED. NOTE: Tom Colgan's efforts on behalf of "Camp Dimension"

are worthy of your support, you can learn more about what they are doing by writing to him at 2304 Cherry Ln., Arden, DE 19810.

"CHALUPA" IS BEAUTIFUL

The "Chalupa" is beautiful (Nov 15th issue) and we have been using her quite a lot. I was fortunate to be the first to row her on her birthday. What a thrill!

Joseph Ditler, San Diego, CA.



KEEPING IN TOUCH

Your magazine is important to me, I live and breathe small boats and mess about in them as much as possible. "Messing About in Boats" keeps me in touch with that world.

Dave Pardoe, Huntington, MA.

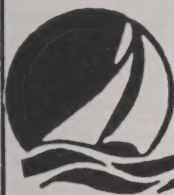
SMALL SAILBOAT SPECIALISTS

- Precision
- Summer
- PT Jude
- Amer Sail
- Phantom
- Nimble
- Com-Pac
- Florida Hens
- Sunfish/Zuma
- New/Used

THE SAILBOAT SHOP

Rt 31 North
Glen Gardner, NJ
08826

(908) 537-6300



SWIFTY 13—the ultimate micro-cruiser

LENGTH: 13'-0"
WEIGHT: 160 lbs.
Finished: \$2,900



Modern wooden boats

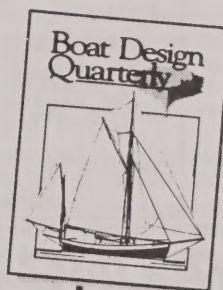
Plans/Kits for:

"Leif" 7\$30/\$550
"Swiftly 12".....\$45/\$925
"Swiftly 13".....\$60/\$1,400
"Great Blue Heron" 19'.....\$80/\$3,550

Catalog of the complete
Shell Boats fleet.....\$3
Two-hour video.....\$23

Visa/MC

R.D.2 Box 289C St. Albans VT 05478 (802) 524-9645

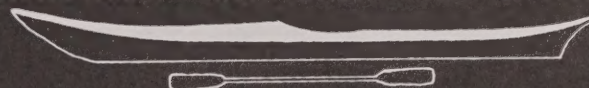


NEW: Mike O'Brien's Boat Design Quarterly

Designs for paddle, oar, power, and sail—including hull lines never before published
From the boards of Atkin, Benford, Bolger, Chapelle, Gillmer, Stambaugh, Stephens, and other leading designers

Subscriptions - \$24 (four issues)
BDQ, P.O. Box 98, Brooklin, ME 04616

SOUTHERN EXPOSURE SEA KAYAKS



Baidarka Explorer • Icefloe • Orion • Naiad
Iona • Dawn Treader • Odin • Feathercraft
Nu-Kanu Vision • Legend • Valley Canoe
Aquaterra • Prijon • Hydra • Lendal

Extensive Selection of Paddling Accessories
"WE SHIP ANYWHERE"
Dealer Inquiries Invited

407-575-4530
207-781-3051

P.O. Box 4530
P.O. Box 6045

Tequesta, FL 33469-9530
Falmouth, ME 04105

PISCATAQUA WHERRY



14'x47" hand laid fiberglass hull
Solid mahogany gunwales and seats
Two rowing stations
Well balanced with deep, full
length keel
Amazing stability with sharp entry
to the seas
Traditional wine glass transom.

BAY of MAINE BOATS

P.O. Box 631
Kennebunkport, ME 04046
(207) 967-4282

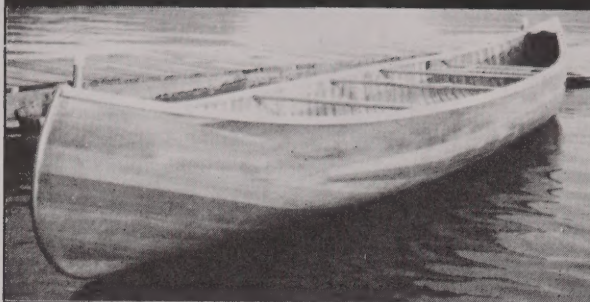


Largest Selection of Canoes in New
England
Nearly 500 on display

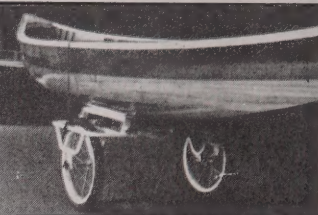
OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S
Rt. 1A, Newbury, MA 0-1951
(508) 465-0312

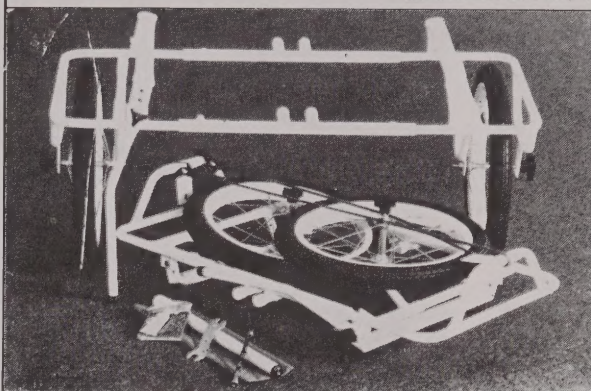
AMERICAN TRADERS CLASSIC CANOES



Largest Selection of Wooden
Canoes in the World!
All Models in Stock.
Fine Craftsmanship
Fair Prices!



SPECIAL Canadian
Boat Walker **ONLY**
\$159⁰⁰
FREE SHIPPING
HUNDREDS SOLD AT \$195



Rugged, Lightweight Steel
Construction
Large Pneumatic Tires
Folds Flat to 6 1/2", 16 lbs.
Tools/Air Pump Included
Money Back Guarantee
Shipped in 48 Hours
MC/Visa Accepted

Call For Dealer Listing

AMERICAN TRADERS
627 Barton Road
Greenfield, MA 01301
(413) 773-9631
(800) 782-7816
Dealer Inquiries Welcome



**Florida Bay
Outfitters**
Outdoor gear Explore the tropical
rentals Florida Keys, the Dry
& sales Tortugas & the Ever-
glades Backcountry Wilderness.

- * Shoal Draft Sailing Vessels
- * Sea Kayaks & Canoes
- * Guided Tours Available

P.O. Box 2513, Key Largo, FL 33037
(305) 451-3018



DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks
HUGH HORTON
SMALL BOATS

29474 OLD NORTH RIVER RD.
MT. CLEMENS, MI 48045

A NEW SEA KAYAKING MAGAZINE!

FEATURING

INFORMATION ON: Access to the water - places to paddle - detailed trip guides - environmental issues concerning kayakers - safety - instruction - navigation - clubs - dealers - builders - make & model reviews - whatever else we learn about that will interest Atlantic coast kayakers.

INSPIRATION FROM: Well written and illustrated articles on the above topics, plus the stories readers have to tell of their adventures and experiences paddling the Atlantic coast, Labrador to the Bahamas.

HOW TO SUBSCRIBE:

A one-year subscription is \$20, you will get ten monthly issues, March through December. We'll take January and February off. You can send in the order form below (or a copy of it if you don't wish to cut the magazine) or just a note asking for a subscription, with a \$20 check payable to "Atlantic Coastal Kayaker." If you find the issues you receive are not what you had expected, just ask us for a refund and we'll send you the unfulfilled balance of your payment.

ATLANTIC COASTAL KAYAKER

SUBSCRIPTION ORDER FORM

Name _____
Address _____
City _____ State _____ Zip _____

Send this form (or a copy) with your
check for \$20 payable to:
Atlantic Coastal Kayaker
29 Burley St.
Wenham, MA 01984

Just a Short Evening Sail

Iver Lofving

It had been solid fog for three days... On the fourth day we tried to relieve the oppressive tedium by going off island to Ellsworth for what proved to be one of those aimless buy-buys, looking at the same things one had seen and rejected many times before. Not a single palatable title in the library or the bookstore. Parking impossible. The restaurant crowded, the waitress grumpy. Everything in the toy store banal, expensive, nothing worth giving to my granddaughter. In the vast shopping center parking lot, fog swirled around, pushed by a brisk wind, surprising, because usually it's pretty calm in a fog.

Driving down to Bass Harbor for the ferry, the sky began to turn blue; shadows were seen again. The fog was lifting! And there was that wind! On the ferry, we had the brilliant clarity of weather and brisk wind that lifts spirits, persuades that all is well. I realized we were getting home early enough for me to take a short sail!

We got home by about four-thirty. My spirits soaring, I unloaded the car at a run, tore down to the wharf, rowed out to the boat, riding alluringly at the mooring, pulling at her hawser like a spirited horse. My first sail in at least four days... My throat parched in anticipation of a real good one, a smoky Sou-wester, something to knock the cobwebs out of my head, something to make me feel alive.

I planned to go out for just two hours, five to seven; just around Gooseberry Island. Back in time for dinner. I ran up the full main, slipped the mooring, and was heeled over right away. Before my boat accelerated, she slipped to leeward, making little forward progress. Almost immediately we were to the stern of a neighboring boat, and drifting down onto a lobster car. I unfurled the roller jib all the way, we heeled some more, and began to push ahead powerfully. The tiller had to be held over as far as it would go. I was standing up, with one foot on the lee seat support, realizing the wind was stronger than I had thought.

Once clear of the boats moored nearby, I rolled in the jib, taking about two-thirds out of it. It was hard work, the sail flailing wildly, my arms feeling like they were being pulled out of their sockets. We roared ahead with less heel, but just as fast as before.

As we approached the Western Way, looking out of the harbor, I couldn't see Marshall Island, about two miles away. Well, I guessed, maybe the fog hadn't really lifted much off-shore, but that wouldn't spoil my quick little sail around Gooseberry, just outside the har-

bor. We were up to the island and past it in what seemed just a few minutes, reaching wildly before the strong southwest breeze. We came up into the wind, bucking violently in a short hard chop, again on our ears, to start back around Gooseberry. I looked up from hauling in the sheets, and saw nothing but the solid grey of fog all around me. I couldn't even see the High Sheriff rock just off Gooseberry, which couldn't have been more than a few hundred feet somewhere ahead. I dropped off, and feverishly punched in a waypoint on the Loran for a nun that I knew would be safely clear of High Sheriff. As I headed for it, I saw the tall dark outline of the rock slip by, vague but very close, foam spurting up on the weather side.

The nun seemed to be on us almost right away. I struck in the next waypoint, a bell labeled HI at the harbor mouth, and hardened up for a beat of about a mile. If I could hold the compass heading, I would be safely clear of Gooseberry and its rocks. If I was pushed off to port, I would be in among them.

Heeled way over, spray breaking over the bow and blowing back to the cockpit, the boat and I pounded into the breaking sea. I realized the wind had really picked up, was well above twenty, perhaps blowing thirty, gusting into the forties. I kept checking the Loran which told me the distance and course to the waypoint, and compared it to my compass heading. No sign of Gooseberry, which I knew was just alongside, but I thought I could hear waves crashing on its rocks.

The HI bell, and for that matter, everything else, was absolutely invisible. Once I thought I heard it, just one faint peal. After that single ring, I heard nothing more until I was almost on it, when I heard continuous tolling, and saw it, right on top of us.

I put in the numbers for the final waypoint, another bell inside the harbor. Now I had the wind almost directly behind me. We leaped forward, waves a bit below eye level appearing behind out of the fog, spray flying, lifting the stern, running alongside, and disappearing ahead of the bow. I relaxed some, expecting the fog to lift at the cliffs guarding the harbor, as it had always done before.

On and on we raced, still with nothing ahead. My dinghy rode up on her painter, threatening to punch the stern at any moment. One hand on the tiller, I attempted to let out more line. How long I did that I don't know... Some line let out, I glanced ahead, and was horrified to see us rushing onto a steep rocky shore, waves breaking like the sucking mouths

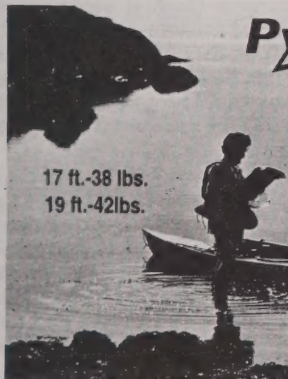
of some enormous hydra headed beast. I immediately threw the tiller over, and we jibed thunderously, as I attempted to harden up the main.

Instead of beating off the rocks, as we came up into the wind, we began to slide sideways. I was terrified to see the shore and its breaking waves coming closer, with no way on the boat! My God! I thought, I'm going to hit! Suddenly I thought of the boat as a fragile little thing, and could almost feel the rocks biting through her hull. The foam around us already seemed pink with my blood. Feverishly I let out the jib all the way, hoping to get power to move forward. Instead, we continued to drift sideways, and by now it looked to me that there was no more room! I thought of the scene tomorrow, when fishermen came out of the harbor, saw the wreck of my little boat, and looked for me, perhaps dead.

Then I did what a more sane person would probably have done a lot earlier; I turned on the outboard. For once I pulled out all the right buttons, yanked on the starter cord, and for a wonder, the motor started right up, roaring into triumphant life. I slammed it into forward, and turned the gas lever to maximum. For a few more moments we continued to slide toward the rocks, water now seeming to break almost under the stern. But... Slowly... We began to move forward, away from danger, back into the void of the fog. I hauled in the crashing jib, relief flooding over me like a warm soothing balm.

In a few minutes the HI bell re-appeared. My breathing quieted, and I started back again toward the bell inside the harbor, under power. This time, as I got closer in, the fog lifted enough for me to see ahead. The rest of my little sail was uneventful.

After the harbor mouth the fog closed in again, but not so thick that I couldn't see, and catch my mooring. As I picked up the float, I heard my wife calling from the wharf. I couldn't see her, but I croaked back in what I hoped were the cheery, unconcerned tones of a yachtsman back from a pleasant little sail. She told me later she'd been out to the lighthouse to see how I was doing. She had trouble standing up, and couldn't see a thing. I did arrive at the dinner table only a few minutes late. By now the wind was shaking the house when it gusted, and we couldn't see our neighbors house across the street. Aside from being somewhat wet, and shaking a bit, I thought I presented an untroubled aspect. The phone rang. I picked it up and asked who was speaking. It was my son, calling long distance. He said "What's the matter? You sound like you'd just seen a ghost!" I answered "Why nothing's the matter; in fact I feel pretty good, I've just come in from a short little sail." And, I silently thought, I survived.



Pygmy Sea Kayaks

**Ultra-Light
Wood Epoxy Kits**

17 ft.-38 lbs.
19 ft.-42 lbs.

The most popular kit kayaks
in the United States

Send \$2 for information packet
P.O. Box 1529 * Port Townsend, WA 98368 * (206) 385-6143



**CRUISING WHERRIES - REC SHELLS -
DORIES - NORWALK ISLAND SHARPIES**

IN WOOD/EPOXY OR FIBERGLASS

Ask about our new Rec Shell Kits

HOGTOWN BAYOU BOATWORKS
P. O. BOX 1281
SANTA ROSA BEACH, FLORIDA 32459

FREE
BROCHURE

(904)
267-3539



Small Boats at St. Mary's

Beauties on the beach.

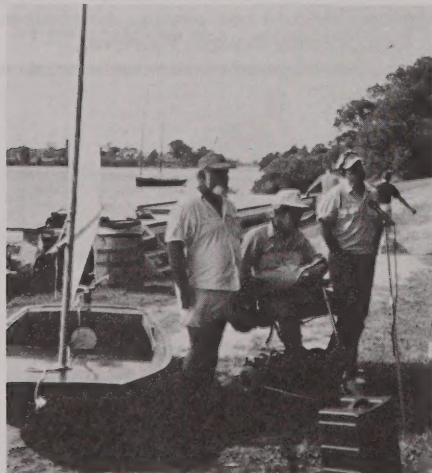
Down in southern Maryland, beyond sight and sound—almost beyond thought—of the Beltway, the condos, the mega-marinas, and cigarette boats, hides the beautiful St. Mary's River and situated thereon the modest site of the first European landing in Maryland and its short-lived first capitol.

St. Mary's City is the site of a state sponsored historic development and of St. Mary's College, renowned for its sailing program. Such an ambiance cries out for a proper nautical centerpiece and so we have the DOVE, a replica of the vessel which brought the first colonists to this place way back when. I confess that I'm not the sort to have all the numbers at my fingertips.

For some years now the DOVE folks have sponsored a small boat affair with the idea of drawing the public down to the waterfront and increasing the gate. It occurred on the same weekend as the Philadelphia Maritime Museum/Tri-State TSCA affair so that the dedicated boat freak could fight the tide in Philly on Saturday and then drop down to St. Mary's and relax on Sunday.

Fortunately, this year St. Mary's had it's own weekend on, I believe, Sept. 19-20. I got on the phone to Booth and we talked each other into going. Good thing too. Urbanna mafia capos John and Vera England were on hand along with the ex-officio Surgents.

Bob Booth's "Wee Punkin" is brought ashore to provide shade for the Chantymen.



The cove was well sheltered from the strong NW wind but there was enough air to get out without any trouble. There was a small landing float and quite a lot of nice beach with the DOVE lying at her pier about fifty feet off. But watch out for that mooring line! It's a board grabber.

Launching at water's edge was no problem and then vehicles were shuttled up to the ample parking, about a 200 yard hike. Saturday was not very structured and people mostly just played around in the very snappy breeze. My own decked Joli Fille (a defrocked Melonseed since the previous week at Philly) relished the breeze and we had a fine time.

Toward noon word came round that there was a ship in distress. It seems that a relative novice was out in Bob Booth's Punkin when the rather delicate sprit boom shattered. He was gamely tacking back and forth—well, sort of—but inevitably blowing off toward the Potomac. Apparently he hadn't the presence of mind to secure the rig and row home.

Feeling a sense of duty to a fellow Punkineer I jumped in my boat, old #1, and set off down wind to the scene. Richard Cullison was also speeding to the rescue in his Whisp. Richard got there first but blew off quite a way while furling his rig. I just crashed alongside and put a line aboard.

We gave the ailing Punkin a quick furl and I set off towing. Now, as we know, the Punkin is a tiger to windward (strict objectivity), but pulling a loaded boat was slowing us up and I was eating some spray. It was decided to strike the mast and bring the passenger aboard the tow boat where he was positioned to soak up the spray. Thus arrayed we got on fairly well although once ashore I had to wring out my underwear. Whether my new friend will embrace the sport, I can't say.

Come five o'clock, the sun was declared over the yardarm, the tourists were shooed away, the cars brought down to the beach and the campers set up. Dinner followed and compliments flowed. The deal was you either chipped in three clams or a dish. There was a marvelous spread anchored by three enormous trays of fried chicken. It was a super supper and, I'm convinced, an idea that others might emulate, to the general benefit.

Afterwards there was a concert on the pier by a trio of talented chantymen. Then there was spirited lingering around and even some night rowing before finally bagging up.

Sunday dawned overcast with light air. Gung ho jock that I am, I took a turn well up river, hailed the youth schooner NEW WAY, looked over the boats at the college—a couple of hot multi-spreader outfits and a lot of one designs—checked out the anchorage and went ashore at the first landing monument. Arriving back, someone mentioned that it was time to get going. Huh?

The weekend was well planed and there was a printed schedule. In the heat of messing about schedules tend to get overlooked. From time to time, our captain, Will Gates of the DOVE, in costume, would circulate amongst us suggesting that it was time for certain things to be done. As a result everything happened pretty much on time.

Checking the sheet I realized that I was looking like one of those guys who never gets the word. I quick parked the truck, got the boat in the water and boarded my crew, Booth. We soon overhauled the DOVE which was jilling around preparatory to anchoring. Once she had the hook down the fleet rafted alongside and we swarmed aboard for coffee and doughnuts. A splendid idea.

The last doughnuts blown away—after being cut to small pieces—we disembarked and spent a pleasant while escorting the DOVE about the river. Thence, it was back to the sand and lunch, embellished, if you were on the queue, by some cold chicken from the night before.

FUN AND GAMES

For the rowing race I confidently entrusted the factory Rocket to George and Marla's boy Ahren Surgent. Gosh, it was just a while ago that Ahren was a little guy sliding around the floor with brother Blair at the Scientists Cliff bash. Time flies when you get to messin with boats. Anyway, Ahren squeaked out Richard Cullison for the tee shirt, which, I hear, went to his crew in the sailing race.

For the sailing race we had a modest little breeze and warm sunshine. Ahren with good looking crew was outa sight. I worked out what I thought was a good lead on Richard and his Whisp. Coming up on the line he was out in better wind and cranked her over on the chine. I didn't really think he could lay it but I tacked to cover and messed up (fluky wind). Out of the money.

Next was the three legged race. Just my meat with a sharp boat and a handy rig. The

rowing leg was fairly even. I got the rig up in good shape and was right behind Richard at the next turn. He elected to furl and row while I held on, sitting on the sheet, rowing mostly one oar and a foot on the tiller.

Before finishing it was required to haul a float with an assigned number hanging from it. While Richard and I were wallowing around trying to find the right float, the Englands, John on the oars, Vera at the helm, came charging through and got their float on the first grab. Conclusion. For the three legged race you need a crew and luck.

Some other folks sharing the fun were Mary, Dean and Damon Melodones with her homebuilt Monfort, Able and Doris Dominguez with their impeccable big peapod and Doris' new equally impeccable ply shell, the Viking guys with their square sail double ender, and Tod, who has traded his Drascombe for a very shoal Sandpiper 32 so he could still anchor in his accustomed spot. Bernie Calkins showed up with his elegant Kaulbeck guideboat. I know it gets used because I saw him in it. I know that there were some other good people but I'm too flaky to take notes. Oh, Patti Cullison with her little Culler canoe.

DEEP THOUGHTS

Unlike St. Michaels which is managed with a sharp eye on the ledger, Capt. Gates tells me that the event doesn't have to break even. It can't go too far in the hole of course and he felt us out about a modest charge. Also the philosophy is different. The St. Mary's event is designed to draw people to the waterfront and get them interested in boats, especially the DOVE. At St. Michaels and Mystic the unwashed are carefully excluded.

I think there is a strong case to be made for the proselytizing approach if we really want sailing to grow. Admittedly this is a boatbuilders attitude. One little girl I had sailing my boat came with her daddy on Saturday, mostly because of his interest, but was so taken with the affair—or the boys—that she conned her mom into bringing her clear down from Washington on Sunday. There lies the future.

To sum up: this affair is going on my calendar with a red star. Where else can you sail a square rigger?

For more info, contact: Capt. Will Gates, Master, Dove of St. Mary's, P.O. Box 39, St. Mary's City, MD 20686.



Attractive young folk enjoying traditional small boats.



Radio controlled model sailed quite well, with the "Dove" in the background.

MIDDLE PATH BOATS

Box 8881
Pittsburgh, PA 15221
(412) 247-4860

15 High Performance
Models in Wood/Epoxy
Composite Construction



*Solo and Tandem Canoes
Rowing Cruisers*

Send \$2.00 for Brochure

Interested in traditional small boats?

JOIN TSCA!

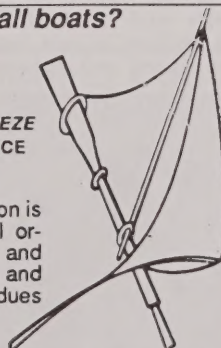
MEMBERSHIP INCLUDES:

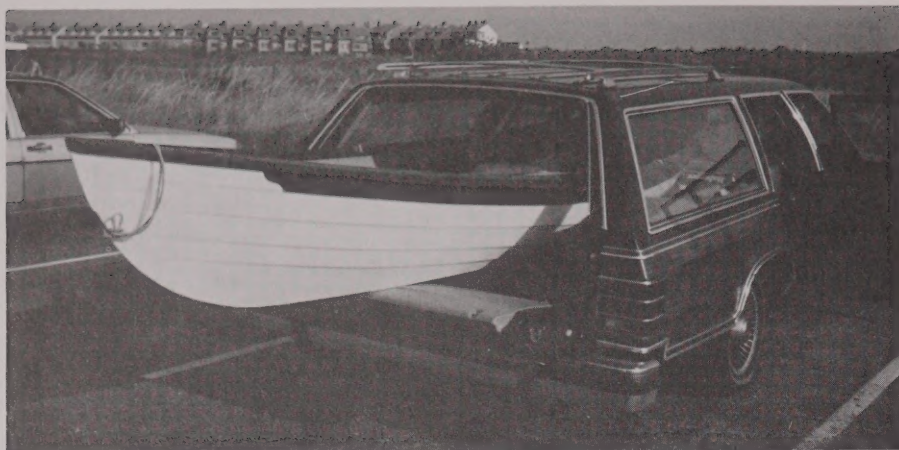
- A SUBSCRIPTION TO THE ASH BREEZE
- MEMBERS' DISCOUNT BOOK SERVICE
- INSURED SMALL CRAFT EVENTS

The Traditional Small Craft Association is a non-profit tax-exempt educational organization which seeks to preserve and encourage the design, construction, and use of traditional small craft. Annual dues \$15 (Tax Deductible)

Write to:

The Secretary
The Traditional Small Craft Association
P. O. Box 350, Mystic, CT 06355





It may not be a "cartopper", but if you own a big American station wagon...



Weigh-in time, bathroom scales were used to determine the weight of a boat, here the dimensions are about to be taken.



It's off to the beach after weigh-in.

Waterline measurement was made with this ingenious and simple wooden gauge within which the boat was floated with oarsman aboard. One end was backed to one end of the gauge and the distance to the opposite end then noted and subtracted from the known length of the gauge.



The Oarmaster Trials

White horses were galloping across Hyannis Harbor on Cape Cod on the morning of October 3rd, urged on by a 25 knot southwest wind. The windsurfers were out there in force racing along on high speed reaches, leaping off the steeper wave crests. On the lee side of Dolfus Beach, a long point of land which separates the outer harbor from protected Lewis Bay, a more sedate group of small boaters had gathered, twenty traditional oar on gunwale rowing boats and their owners, and in some cases, builders, invited to participate in the 1992 Oarmaster trials organized by Jon Aborn and Bernie Smith of the Cape Cod Vikings Rowing Club. While the water was less turbulent in the lee of the beach, the wind was still blasting over the beach and out across Lewis Bay. It would have strong impact on the event

A few hours later, when the round robin series of rowing heats was over and it had been determined who was the best oarsman and which was the best pulling boat, Ed McCabe, one of the participants and a leader in inspiring the resurgence of traditional rowing events in New England, asked me my opinion about what it had all proved. It struck me that Ed was doubtful to some degree of the "laboratory testing" concept of the event, in which the boats are matched in a round robin series of heats with the oarsmen moving from boat to boat in each successive heat. The concept intends to determine the overall best performance of both boat and oarsman in this way.

My response to Ed was that I shared with him some reservations about the ultimate scientific accuracy of the results, mostly due to the involvement of too many variables in what had been set up as an event intended to gain experimental results, but that it still did tend to winnow out the ranking for both boats and oarsmen and that the results did give us a pretty good indication of which boat worked best and which oarsman was the most skilled and versatile in getting the most out of the range of boats each had to row. I think the event was successful in achieving its objective and that you can look over these results, as far as the boats are concerned and gain some idea of which boats perform best.



The "fleet" on the beach.

To aid visually in this I managed to get photos of all the boats entered and have arranged them for your review along with the tabulation of the results provided by the Vikings.

The organization was superb, with a "weigh in" process that included weighing each boat on a pair of bathroom scales across which a plank was bridged, on which each boat was balanced. Overall length and beam were recorded also at this time. Down on the beach each boat was floated into a wooden gauge which enabled measurement of waterline length with the oarsman aboard. Thus the basic data of each boat was acquired. This is displayed with each boat's photo in this report. Several gaps in the data occurred, this was, after all, a recreational affair.

The on-the-water events were short heats rowed over a triangular course. The first leg ran along the beach with the wind abeam to starboard. Turning a buoy, the course then ran offshore a ways with the wind abaft the port beam. The third leg was a "beat" into the wind back to the start, the wind off the port bow and not dead ahead. This was the tough leg and some chose to head straight back into the beach into the wind and then turn and reach along the beach to the finish. On this leg several participants got into trouble, lost oars, and lack of enough muscle to row an unwieldy craft into that wind. The last set of heats were rowed over a revised course in which the downwind leg was shortened to bring the final leg in closer to the beach and orient it more across the wind, instead of into it. This, of course, introduced a variable that tilted the numbers somewhat.

The twenty boats were divided into five groups of four each. Within each of these the four participants did the round robin in four heats. From this emerged five sets of "fastest boats" and "fastest oarsmen". The original scheme was to then have these five in turn row five more match heats doing the round robin to determine the overall fastest boat and fastest oarsman. But by now the battle with the wind had drained much of the enthusiasm for the contest and a compromise was decided upon, in which the five fastest oarsmen were allotted in reverse order the five fastest boats. Thus, Dan O'Reilly, who had the best cumulative time of the five heats was assigned to Carl Kirkpatrick's peapod which had the slowest of the fastest cumulative times of the five heats. Dan overcame the boat's handicap to finish second to Russ Smith, who combined the second fastest personal heat time with the fourth fastest boat.

Paul Hickman's big Banks dory introduced the one widely divergent performance figure, and those rowing in his group all had to contend with this big boat's weight and windage, something the other four groups did not have to deal with. The rest of the boats were much more closely matched. For this reason, Steve Woll, who set fastest cumulative time in that group, had the slowest of the five times, hardly truly representative of Steve's abilities. This aberrant situation makes it invalid to try to compare the times of the oarsmen amongst the five groups. The set of finals was the chosen method for compensating for this sort of problem.

It was interesting to note that the fastest boat in the heats was

the Phil Bolger "Sweat Pea" peapod, followed by the Rangeley Lake guideboat, the Herreshoff bateau, the Middle Path "Skua" and a traditional peapod. Two modern designs and three long standing traditional craft. And when Mystic Seaport's Russ Smith came home first in the final heat in Andre deBardelaben's modern stripper design "Skua", it was a nice melding of the oarsman from the bastion of traditional small craft and a modern design concept.

Despite some of the still apparent shortcomings in this event that make it as yet not as accurate testing of various types of pulling boats and their oarsmen as one might hope for, I believe it is a really imaginative and innovative effort that deserves continued encouragement and refinement. The wind that blew October 3rd at Dolfus Beach was not welcomed by anyone there (except those windsurfers on the other side of the beach), but all soldiered on and made the best of it, and this was in the spirit of traditional rowing, whatever one had to face at the oars, one got on with it. The Cape Cod Vikings promise to be back next year.

Traditional Canoe Enthusiasts

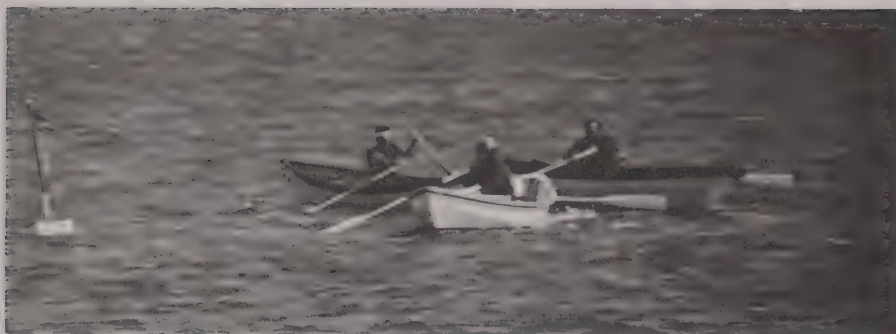
Join the **Wooden Canoe Heritage Association**, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our journal, *Wooden Canoe*, which comes out every other month, annual Assembly notification and access to hard-to-find books and supplies.

Write to us at:

Wooden Canoe Heritage Association

P.O. Box 226

Blue Mountain Lake, NY 12812



Action at the first turn was always busy and exciting, notice how these three traded position as they came out of the turn.



Paul Hickman not unexpectedly got the best out of his big Banks dory, standing up and rowing facing forward to best deal with the windage.



Lost oar, and "paddling" with a single oar just didn't make it in the wind, so the rescue boat arrives on the scene.

Russ Smith finishing first overall in the final heat in Andre deBardelaban's "Skua".



A WORD FROM THE WINNER

When Russ Smith came home first in the final match heat in Andre deBardelaban's "Skua", it made the long trip to be there worthwhile for the creative proprietor of Pittsburgh's Middle Path Boats. While Russ just kinda grinned and shrugged about his overall victory, Andre later wrote to us with some of his thoughts on the event. Herewith the designer/builder's views:

"On October 3rd at Hyannis, Massachusetts, I participated in my second Oarmaster Trials in as many years. The Oarmaster is an event sponsored for the past three years by the Cape Cod Vikings Rowing Club, which pits boat against boat to determine what types of craft are best for coastal rowing. Having been involved in the design of human powered cruising craft since the mid-seventies, I view this event as an excellent laboratory in which to test my theories.

It would take the most serious student of design many years to gather as much data on so many designs and construction techniques as this event provides in a single day. Only in a relatively controlled environment with so many boats, and so many participants each possessing a high level of enthusiasm can so much information be gathered for later interpretation in an objective manner, free of conjecture, uncolored by mood, setting or long held personal beliefs.

Most professional designers have experienced the frustration of being unable to reconcile a potential client's long held and often romantic perception of the perfect watercraft with what the designer's long experience indicates the client should have. At best, failure to do so means the designer will not earn a commission. At worst, the client will end up with a craft that may prove to be disappointing or even dangerous.

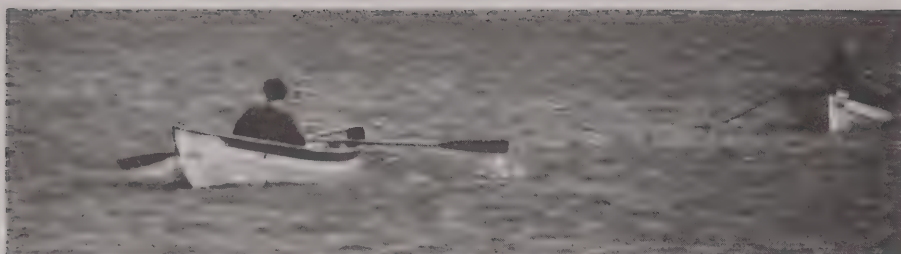
As one who believes that the correct choice of boat is the most important step towards years of rewarding adventures afloat, it is impossible for me to overstate the value of the considerable volume of empirical data that this event generates. The world of small boats is rife with myths, lore, claims and conjecture, a condition which often makes it difficult to both buy and sell boats. The data from this event, once analyzed, may be a breath of fresh air that will enhance the growth of coastal rowing. The Cape Cod Vikings are to be commended for their sensible and effective approach to answering some important questions."

Andre deBardelaban, Middle Path Boats, Box 8881, Pittsburgh, PA 15221.

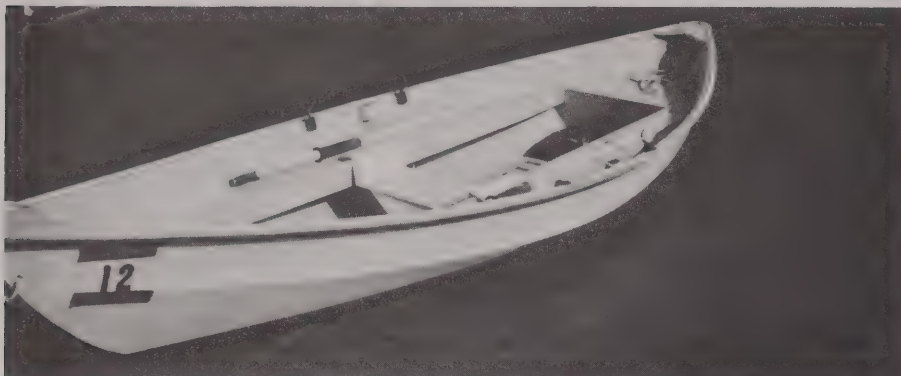


Pulling for the finish.

		LOA	LWL	Beam	Weight	Woll	Clapp	Noyes	Hickman	
11	CRAWFORD GUNNING DORY	14'11"	11'4"	3'8"	121	0:06:31	0:07:49	0:06:22	0:11:33	0:32:15
12	BOLGER "SWEET PEA" PEAPOD	15'0"	11'9"	50.5"	145	0:07:17	0:07:03	0:06:55	0:07:18	0:28:33
14	PISCATAQUA WHERRY		14'0"			0:06:34	0:07:22	0:06:25	0:08:54	0:29:15
15	BANKS DORY	17'3.5"	13'8"	4'6"	421	0:09:48	0:13:35	0:13:46	0:10:27	0:47:36
						0:30:10	0:35:49	0:33:28	0:38:12	
						KirkP	unchar	Nelson	Orbe	
21	PEAPOD	14'	13'0"	42"	144	0:08:26	0:06:43	0:09:54	0:08:00	0:33:03
22	SPRUCE CREEK WHERRY	16'	15'0"	48"	169	0:11:59	0:06:52	0:08:20	0:06:48	0:33:59
23	BOLGER "CRYSTAL"	15'6"	13'5"	41"	159	0:10:15	0:07:53	0:11:19	0:06:58	0:36:25
24	WHITEHALL	14'11"	14'2"	44.5"	332	0:11:13	0:07:21	shore	0:07:52	shore
						0:41:53	0:28:49	shore	0:29:38	
						O'Reill	McCabe	Cushing	Slattery	
31	PISCATAQUA RIVER WHERRY	16'	14'8"	47"	161	0:06:28	0:06:38	0:10:06	0:13:21	0:36:33
33	PEAPOD	14'	13'10"	4'	98?	0:06:55	0:06:41	0:08:14	0:08:25	0:30:15
34	LOWELL SAILING DORY	17'1"	14'4"	51"	324	0:06:25	0:07:25	0:07:58	0:14:47	0:36:35
35	HERRESHOFF BATEAU	16'11.5"	15'9"	46.25"	94	0:06:03	0:06:33	0:07:56	0:09:30	0:30:02
						0:25:51	0:27:17	0:34:14	0:46:03	
						York	deBart	Powers	Aborn	
41	BOLGER STRETCHED DORY	19'6"	14'6"	4'	135	0:08:09	0:10:21	0:08:12	0:07:18	0:34:00
42	MIDDLE PATH "SKUA"	16'0"	15'8"	40.5"	89	0:09:00	0:08:57	0:07:05	0:06:39	0:31:41
43	MODIFIED SEABRIGHT SKIFF	17'8"	15'0"	48"	145	0:16:09	towed	0:09:13	0:06:22	towed
44	ADIRONDACK "GOODBOAT"	17'	16'0"	42"	114	0:14:10	0:08:27	0:13:16	0:07:00	0:42:53
						0:47:28	towed	0:37:46	0:27:19	
						Smith	Corbett	Lathrop	Donohue	
51	RANGELEY LAKE GUIDEBOAT	14'7"	14'4"	3'4"	116?	0:06:26	0:07:52	0:06:55	0:08:13	0:29:26
52	BOLGER "GLOUCESTER GULL"	15'2"	11'4"	47.5"	138	0:07:37	0:07:35	0:08:39	0:07:04	0:30:55
53	PEAPOD	14'2"	13'6"	4'5"	182?	0:06:46	0:13:05	0:08:12	0:08:26	0:36:29
54	CRAWFORD GUNNING DORY	14'11"	?	41.5"	131	0:06:26	0:09:57	0:08:22	0:07:11	0:31:56
						0:27:15	0:38:29	0:32:08	0:30:54	
						Woll	O'Reilly	Aborn	Smith	unchon
12	SweetPea					0:06:20				
21	Peapod						0:06:01			
35	Herreshoff bateau							0:06:53		
42	Skua								0:05:33	
51	Rangeley									0:06:17



CRAWFORD CUNNING DORY
LOA 14'11"
LWL 11'4"
BEAM 3'8"
WEIGHT 121#



BOLGER "SWEAT PEA" PEAPOD
LOA 15'0"
LWL 11'9"
BEAM 4'2.5"
WEIGHT 145#



PISCATAQUA WHERRY
LOA N/A
LWL 14'0"
BEAM N/A
WEIGHT N/A



BANKS DORY
LOA 17'3.5"
LWL 13'8"
BEAM 4'6"
WEIGHT 421#



PEAPOD
LOA 16'
LWL 14'8"
BEAM 3'6"
WEIGHT 144#



SPRUCE CREEK WHERRY
LOA 16'0"
LWL 15'0"
BEAM 4'0"
WEIGHT 169#

BOLGER "CRYSTAL"

LOA 15'6"
LWL 13'5"
BEAM 3'5"
WEIGHT 159#



WHITEHALL

LOA 14'11"
LWL 14'2"
BEAM 3'8.5"
WEIGHT 332#



PISCATAQUA RIVER WHERRY

LOA 16'0"
LWL 14'8"
BEAM 3'11"
WEIGHT 161#



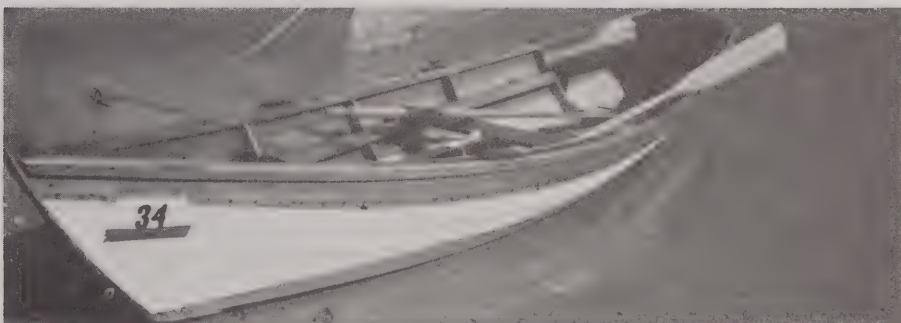
PEAPOD

LOA 14'0"
LWL 13'10"
BEAM 4'0"
WEIGHT 98# (?)



LOWELL SAILING DORY

LOA 17'1"
LWL 14'4"
BEAM 4'3"
WEIGHT 324#



HERRESHOFF BATEAU

LOA 16'11.5"
LWL 15'9"
BEAM 4'3"
WEIGHT 94#



BOLGER STRETCHED LIGHT DORY

LOA 19'6"
LWL 14'6"
BEAM 4'0"
WEIGHT 135#





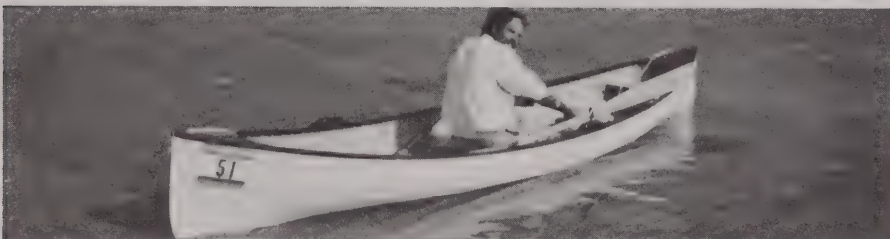
MIDDLE PATH "SKUA"
LOA 16'0"
LWL 15'8"
BEAM 3'4.5"
WEIGHT 89#



MODIFIED SEABRIGHT SKIFF
LOA 17'8"
LWL 15'0"
BEAM 4'0"
WEIGHT 145#



ADIRONDACK "GOODEOAT"
LOA 17'0"
LWL 16'0"
BEAM 3'6"
WEIGHT 114#



RANGELEY LAKE GUIDEBOAT
LOA 14'7"
LWL 14'4"
BEAM 3'4"
WEIGHT 116# (?)



BOLGER "GLOUCESTER GULL" DORY
LOA 15'2"
LWL 11'4"
BEAM 4'0"
WEIGHT 138#



PEAPOD
LOA 14'2"
LWL 13'6"
BEAM 4'5"
WEIGHT 182# (?)

CRAWFORD GUNNING DORY
LOA 14'11"
LWL N/A
BEAM 3'5.5"
WEIGHT 131X



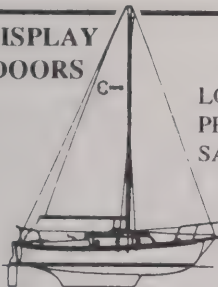
STROKE OF GENIUS
Rowing Shirt
Brochure
P.O. BOX 2732M
Kennebunkport
ME 04046



ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION

55 Spicer Ave., Noank, CT 06340
(203) 536-6930

ON DISPLAY
INDOORS



LOTS OF
PRE-OWNED
SAILBOATS

COM PAC 16, 19, 23, 27
PRECISION 15, 18, 21, 23, 27
O'DAY DAYSAILER 3 - O'DAY 240
POINT JUDE 16 - SCOUT 11
SAILING CANOES & DINGHIES

FERNALD'S

Rt. 1A, Newbury, MA 01951
(508) 465-0312

**CAPE ANN
SMALL CRAFT**

**Portable,
Affordable Boats,
Trailers and Accessories**

(508) 768-7411

66 MAIN STREET, P.O. BOX 592
ESSEX, MA 01929



SALTMARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

Sales New & Used - Rentals
Tours of Slocum & Westport Rivers

Please Call or Write:

589 Fisher Rd., N. Dartmouth, MA 02747
(508) 636-3007

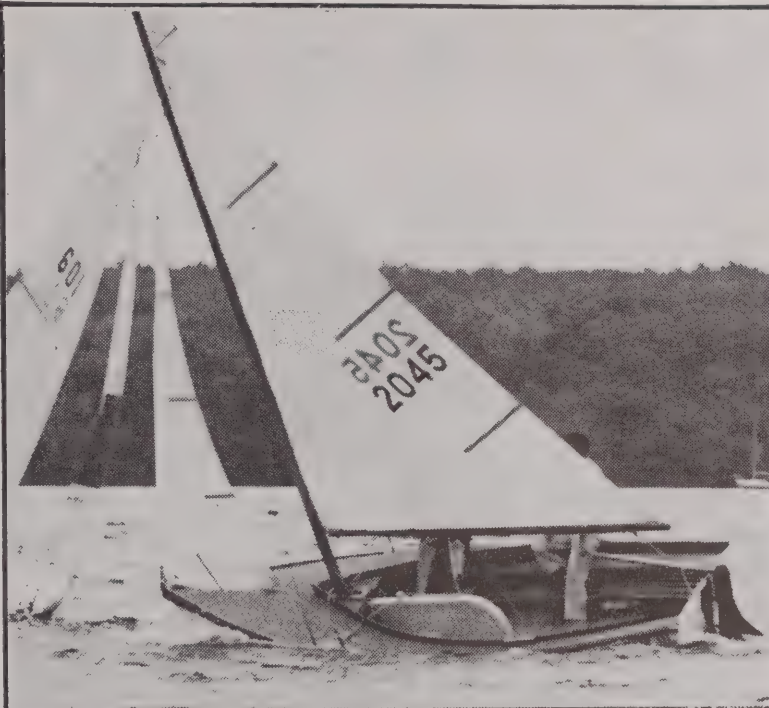
BLUE HERON KAYAKS



*"Let us help you select
the right kayak"*

Sea Kayaks by: Gillies &
Wilderness Systems
Paddles, Accessories &
Personal Service

Hours by Appointment
Lyme, CT 06371 (203) 434-7835



Wouldn't you really rather sail a TOWNIE?

Sailing a TOWNIE will bring those smiles to your face in most any sailing conditions, from ghosting a calm to tromping along in 20 knots. It's a boat that's been making people smile since 1932 when it first was built for summer camp fleets. Over the past 55 years more than 2,000 TOWNIES have been built and enjoyed. Today we still build them in the same traditional way. Why change anything on a daysailer that brings such pleasure to its owners? We build TOWNIE hulls in traditional lap strake wooden construction or in fiberglass, either outfitted with Sitka spruce spars, all bronze fittings, and lots of varnished mahogany.

Pert Lowell, Co., Inc.

Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishing.

Reader John Welsford designs small craft in New Zealand, and two of his designs illustrate that we all share pretty much the same ideas about what makes a good small boat design.

"ROGUE"

Many designs start off as an existing idea which is pushed to the fore by a prospective client's inquiry. "Rogue" was one of these. I'd been experimenting for some time with small cruising yachts and

bay view books

595 Fireplace Road

East Hampton, NY 11937

send 9.5" S.A.S.E. for most recent catalogue of used nautical books

Designs from "Down Under"

had built several open boats from which I could draw experience. These boats had each been quite specialized, but each one had virtues that I wished to combine into a more general purpose craft.

Bill Harford wanted a big lightweight seaworthy outboard dinghy for fishing around the Cavallis, while Peter Elstone wanted a lightweight sailing craft big enough for two friends with a pile of camping gear.

It took longer than I'd have liked to produce the detailed plans; and I was reduced to sending off the drawings a sheet at a time. Then, when partway through the process, I sold my "Hobo" right at the beginning of the season, I de-

cided to build a "Rogue" in order to have a boat for the summer.

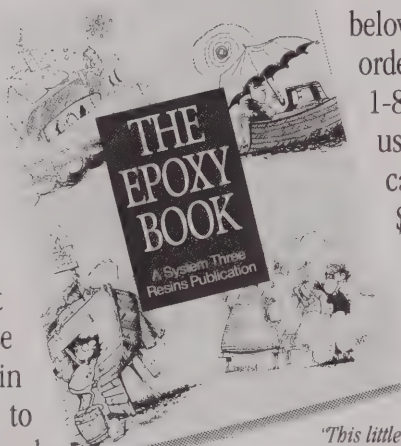
"Rogue" took eight weekends and more than a few midnights to build. Doing the boat "in the flesh" enabled me to correct the plans and add details not normally possible when working only on the drawing board. This led to a set of plans that make it quite easy for an amateur builder to achieve a good result.

Sailing the new boat was everything I had hoped, and during the year that I kept her she was raced successfully under sail; acquitted herself well in the Stillwater Regatta rowing race; and cruised extensively, circumnavigating Waiheke several times and getting as far afield as Poutu on the Kaipara and Cape Colville in the Gulf. Not all of this was easy going, and I well remember the long haul home from Pakatoa to Beach Haven, through the Motuihi Channel into the teeth of a thirty knot sou'wester. A long, slow trip but at no time did I feel that I was unwise to be out there.

In addition to the big adventures, "Rogue" proved ideal for those lovely afternoons when anything other than being out on the

Not A Bestseller.

The critics had some nice things to say about *The New Epoxy Book*: "Telegraphic prose." "Compact as a cherry bomb." "A literary tour de force." Okay, we stole that last one. But most agree these fifty pithy pages contain everything you need to know to get professional results. You'll like the cartoons, too. The critics did.



"This little primer sticks to the basics - and to the reader-like glue."

- Jim Brown, WoodenBoat

Send us the coupon below or call our order desk at 1-800-333-5514 and use your credit card. For only \$10 you'll get *The New Epoxy Book*, 12 ounces of resin and hardener, fiberglass cloth, brushes, measuring cups, fillers, a roller cover,

squeegee and gloves. The critics say "It's a steal!"

If you call before noon Pacific time, your Kit and Book will be on their way to you the same day.



The complete System Three Trial Kit; \$10.

The System Three Trial Kit. It's a great way to get the Book and review it yourself.

bestseller for one simple reason: it's not for sale. You get it free when you order our Trial Kit or our epoxy. So, order

I want to see why the critics are cheering. Here's \$10. Rush me The Trial Kit, including my very own copy of *The Epoxy Book*.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

System Three Resins, Inc.
P.O. Box 70436
Seattle, WA 98107
(206) 782-7976

SYSTEM THREE

System Three is a registered trademark of System Three Resins, Inc.

"JOANSA" LIGHT ROWING BOAT

A while ago I spent a season cruising in a very nice light dory I'd designed; the trips ranged from a week which took me from Dargaville down the Kaipara to Helensville, to an afternoon trip from Birkenhead up to Riverhead and back.

It's a lovely way to see the coastline, surprisingly fast in the right sort of boat, and a lot easier than shouldering a pack through the bush. A doctor friend tells me that fixed seat rowing is one of the most beneficial and least destructive forms of exercise.

I sold the dory to pay for the next design and build exercise, but I missed being afloat within moments, the glow of well-being after a hard row down the channel, and I missed being able to take my wife and daughter with thermos and picnic lunch exploring places as dissimilar as Westhaven Marina and the upper reaches of the Puhoi River.

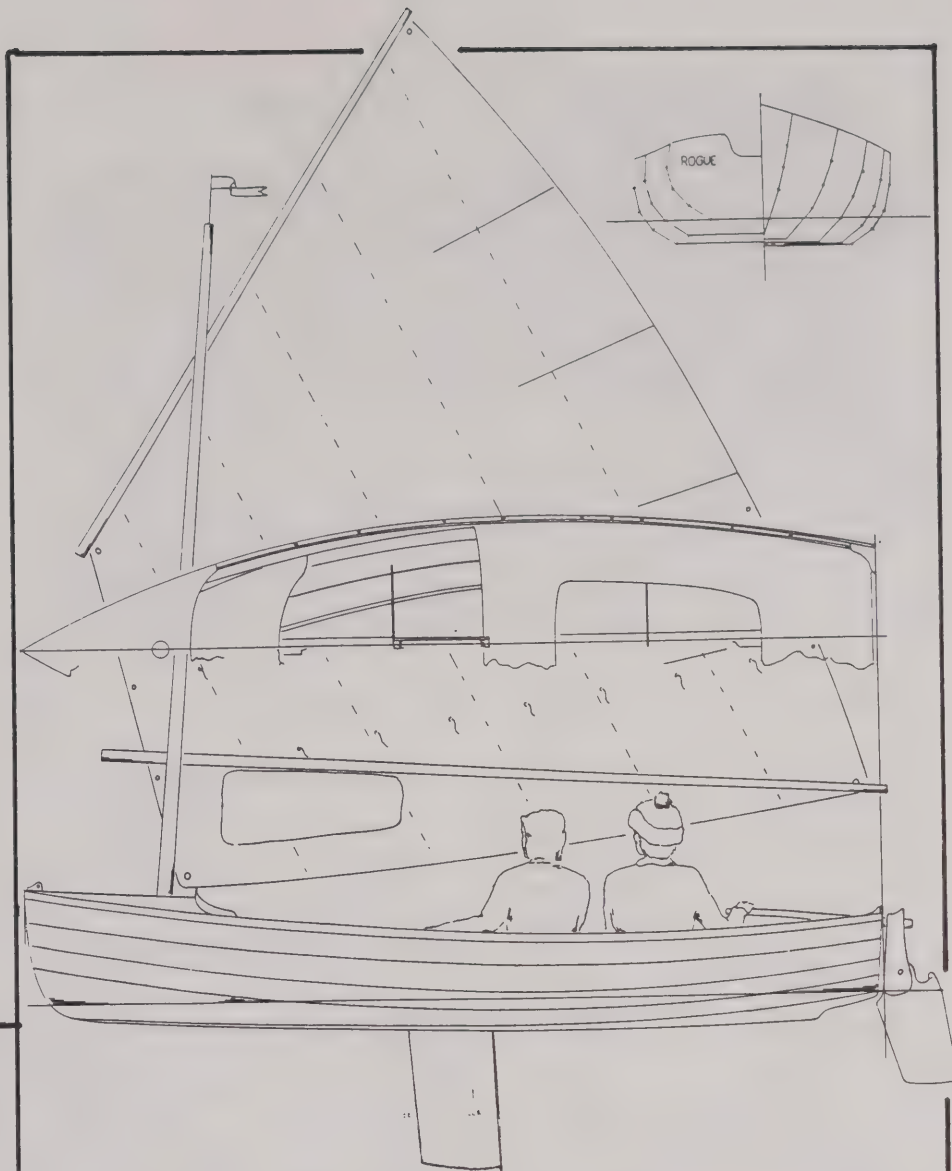
Well, the workshop was empty so it was back to the drawing board. I fancied one of the classic round sided dories, the last one had been of the better known straight sided type adapted to plywood and our local conditions. With this one I'd a mind to try for the efficiencies of the more complex

water would be second best.

Bill writes that his "Rogue", powered by a small outboard, has proven to be an excellent fishing boat, coping well with all weather conditions encountered and providing a stable and comfortable platform on which to peacefully await a bite.

This design, the winner of the 1988 Traditional Small Craft Society Beach Cruiser Design Competition, with its classic clinker styling, comfortable seating and distinctive traditional rig, has well satisfied those who have built their own "Rogues", no matter what the intended use. I'd quite happily put this design forward to refute the oft repeated statement that, "boats intended for several different purposes don't do any of them very well."

LOA 14'7"
BEAM 4'5"
WEIGHT 170lbs
SAIL AREA 118.5 sq. ft.
PLANS \$70 U.S. (Air Mail)
Small Craft Design
32 Lingfield St.
Glenfield, Auckland 10
New Zealand



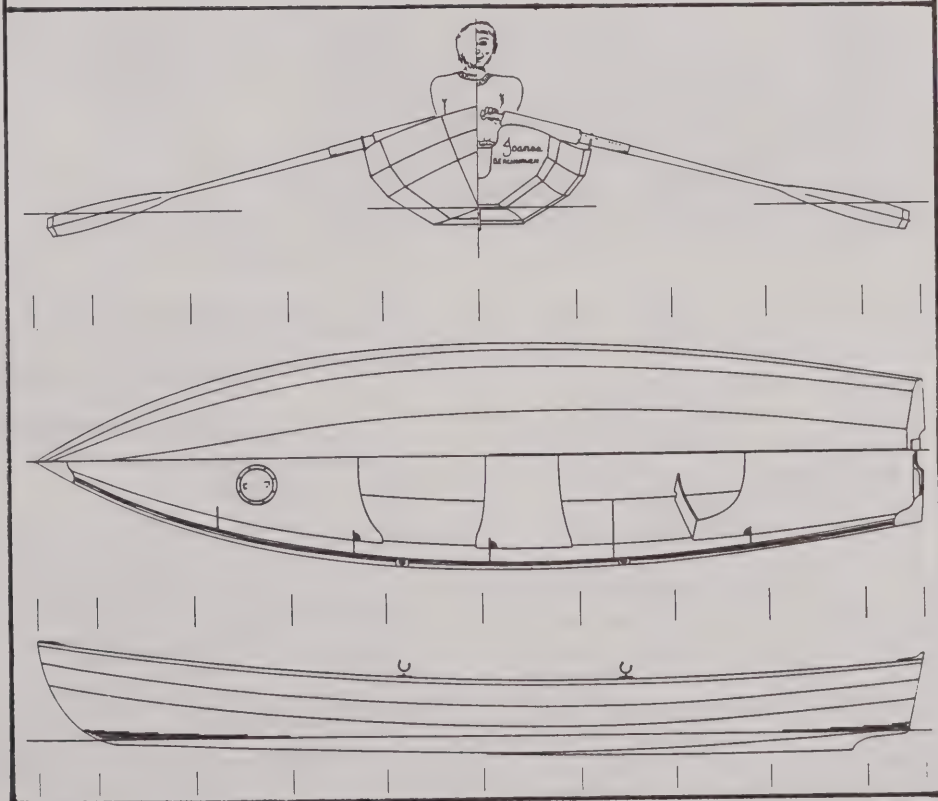
round bilge shape while retaining the simplicity of the dory construction.

"Joansa" (derived from our family names, JOhn, jAN, SARina, try and do better from that lot) is an adaptation of a late 1800's Chamberlain dory skiff, native to the inshore fishing industry of the northeast coast of North America; smart rowers, seaworthy, simple to build and maintain and nice lookers. My modern day version is light enough to roofrack on our Toyota Starlet, fast enough to win races, and can carry enough weight to take us three on a week's camping holiday.

"Joansa" did a lot of miles for us, quickly and easily, some of them powered with our 2hp Honda outboard at 6 knots plus, but mostly by the oars she was designed for. We love her lots, but it was time for the next project.

The plans include detailed instructions for boat and oars.

LOA 15'6"
BEAM 3'11"
WEIGHT 90lbs
PLANS \$50 US (Air Mail)
Small Craft Design
32 Lingfield St.
Glenfield, Auckland 10
New Zealand



PADDLES & OARS

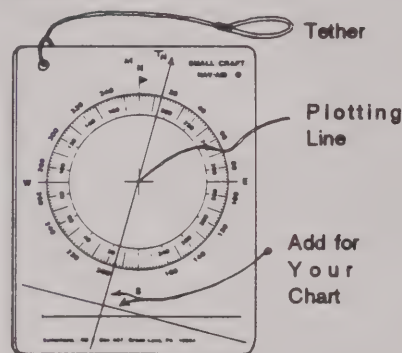


Maine Craftsmanship at it's finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473
(207) 866-4867

THE SMALL CRAFT NAV-AID

enables mariners in open boats to easily and accurately determine course bearings from charts while underway. Great for kayakers. It is a compass rose on a 4x5 in. plastic plate with a flexible course plotting line. Instructions are included. Make checks \$5.- to C. Sutherland. Postage paid. Write: C. Sutherland, RD 1 Box 457, Green Lane, PA 18054



THE LANDING SCHOOL

P.O. Box 1490M
Kennebunkport, Maine 04046
(207) 985-7976

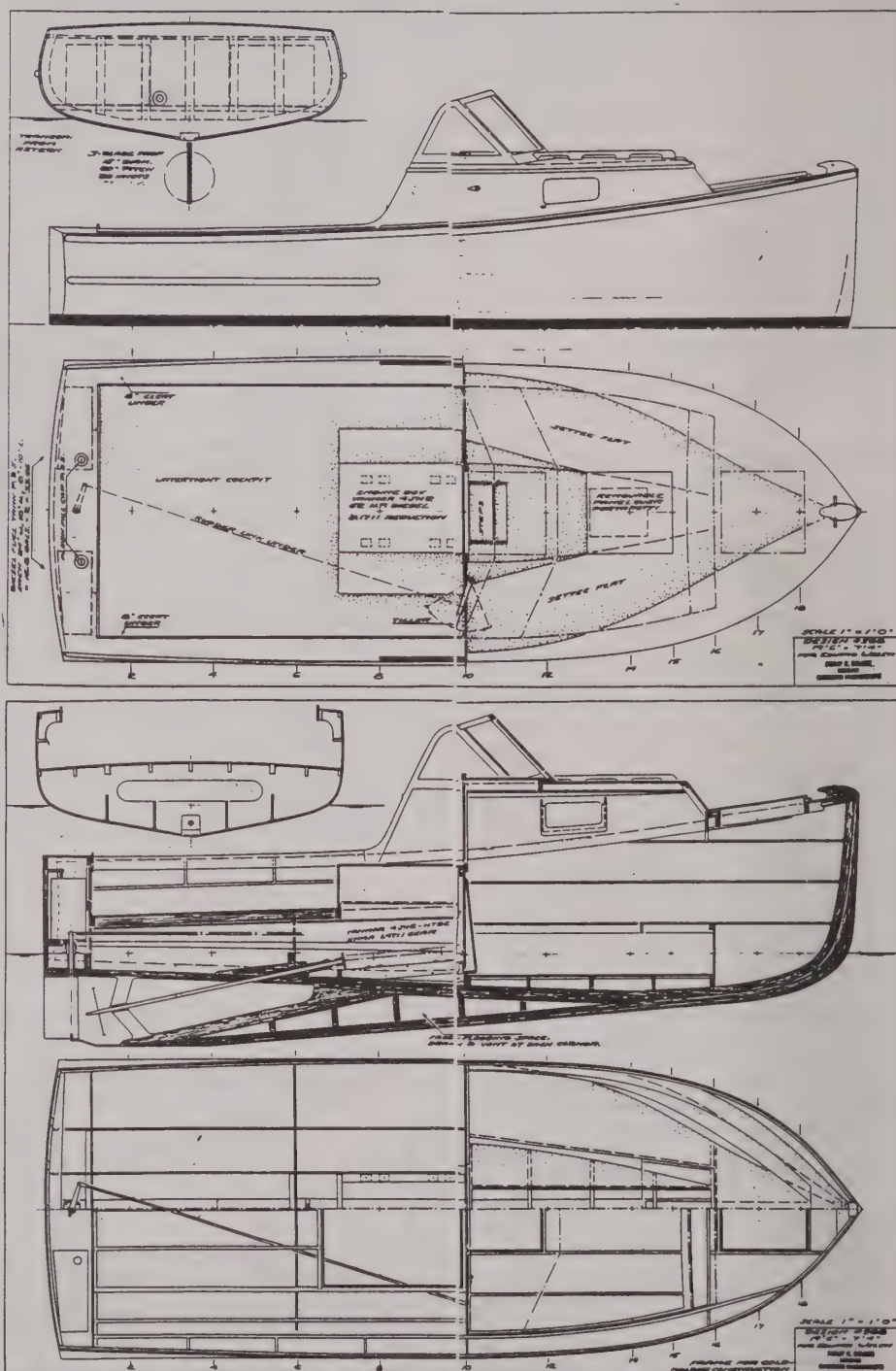
LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOAT BUILDING. Two full-time residential programs combine theory with practice in a creative but disciplined environment. Design students study marine engineering and drafting, along with CAD training and daily exposure to active boatshop. Boatbuilding students learn to construct a classic wooden dory and daysailer with option of cruising boat instead. Accredited member CCA. Financial aid available for qualified students. VA approved.

Bolger on Design

Small Commercial Fishing Boat

#588 19'6" x 7'4"

This boat is being built in Bermuda to supply local restaurants with fresh fish. She has to run some distance offshore in any reasonable weather. Wharf space is at a premium, calling for as compact a boat as possible, and she has to float a 62 h.p. diesel engine and considerable weight of nets besides, it's to be hoped, some fish. Fairing the forefoot of a plumb-stem boat as wide as this is a little tricky and results in very hollow waterlines. The stem itself has to be sharp-edged or it will spit, though she is intended to lift her bow quite a lot at her twenty-knot cruising speed. The cuddy is mainly for locked stowage though big enough to sleep in. Alternate construction plans show bent-frame carvel and four-course cold-molding. The owner-builder has decided on the molded hull.



What YOU Are Building

MINNESOTA MICROS

Here's my "Long Micro" in progress, out of the garage for sanding in mid-September. I'll be moving back inside for painting. Remaining details include lead installation and mainmast construction. The age old lament, "this is taking longer than I thought it would..."

The mailing list from Bernie at Common Sense Designs turned up Rich Studnek only three miles from me, who has a "Micro" closer to being finished than mine; primed, ready for final painting, lead all in, spars laminated but not shaped yet. A beautiful job!

Dennis Bradley, 3411 Milton St., Shoreview, MN 55126.



WITHOUT A BOAT, SO...

Well, I sold my Port-a-Bote and Siren which left me without any boats at all, so I quickly ordered up and built a Monfort "Snowshoe 12". I built it on a picnic table in a campground as I live full time in a motor home and didn't want the expense of renting building space. The temperature in October in Solomons, Maryland limited my gluing time, but the boat turned out quite well.

I launched it on October 24th, the day after completion. This is my first canoe and the "Snowshoe 12" is tipper than most, and I am considered a senior citizen but had no trouble paddling the very light boat. I first paddled in the Navy marina, then into the Patuxent River, and on the last day around Solomons harbor. When I get settled in down here on the Manatee River I can put in just down the street.

Don Duquet, OF17, 751 10th st. E., Palmetto, FL 34221.

A BUSY WINTER AHEAD

It looks like a busy winter ahead for me in my shop. I've got four lapstrake tenders to build and two Monhegan skiffs, plus an International 110 (#548) to repair and a 13' Old Town lapstrake sloop of the "Tinkerbelle" type to rebuild. If this rush isn't just a fluke I may be adding to the staff here.

Chris Stickney, Boatbuilder, P.O. Box 146, St. George, ME 04857.



GREENLAND TYPE SEA KAYAKS
Dunn's Custom-Built Kayaks
8991 S State Rd, Eden, NY 14057
PH: 716-992-3941
SEND \$1 FOR INFORMATION

Free Catalog on Request



Cape Cod's Nautical Book Shop

USED, OUT-OF-PRINT, & RARE NAUTICAL BOOKS

COLUMBIA TRADING COMPANY

504 Main Street (Route 6A)
At the corner of Meadow Lane
West Barnstable, MA 02668

OPEN SHOP (508) 362-8966

WOOD-CANVAS CANOE RESTORATION INSTRUCTION

CLASSES • MATERIALS • REPAIRS

Do you want to learn how to retore that family heirloom, or just see how it is done? I am offering instructions covering the full range of restoration problems from structural repairs to recanvassing. Call or write for details and my schedules. I also sell canoe restoration materials, including clear northern white cedar, canvas, canvas filler and hardware.

William Clements
Boat Builder
P.O. Box 87
18 Mt. Pleasant Street
N. Billerica, MA 01862
Telephone (508) 663-3103



builders of **CUSTOM WOODEN BOATS**




YOUR DESIGN OR OURS

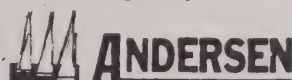
Box 29, Hanson MA 02341 (617) 293-9044

- Sea Kayaks
- Dories
- Sailboats to 25'
- Restoration/Repair
- Marine Pattern Making

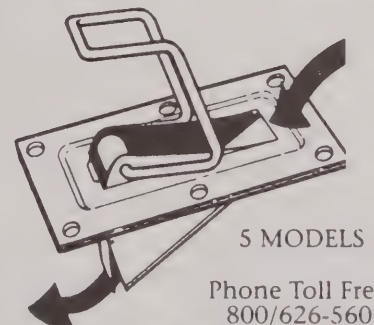
The Solution...
to wet Boats

BAILER

The easy to install and very affordable Andersen Bailer use forward motion to drain the water from your canoe through a one-way trap door. Stainless steel Scandinavian quality.



2455 E. Sunrise Blvd., Suite 312, Ft. Lauderdale, FL 33304



5 MODELS

Phone Toll Free
800/626-5603
or FAX 305/563-5602

BOATING TRIPS ON NEW ENGLAND RIVERS

BY
HENRY PARKER FELLOWS
ILLUSTRATED BY WILLIS H. BEALS

BOSTON
CUPPLES, UPHAM, AND COMPANY
Old Corner Bookstore

1884

AN AUTUMN CRUISE ON THE HOUSATONIC

FROM
PITTSFIELD TO THE SOUND.

CHAPTER IV.

KENT. — STRATFORD.

We lowered the boat over the rocks beside the fall without any trouble, and, embarking just below, passed under the bridge which crosses the river high in air, and entered the Ausable-like chasm. It is, indeed, a wild and lonesome place, full of rugged beauty. The river is, however, comparatively smooth, except that there are two rapids at the very end of the gorge. We might easily have run the first, but instead, lowered the boat through on the west side with the cord. The other rapid we avoided by guiding the boat through shallow channels on the east side. As you emerge from the chasm, cliffs tower abruptly from the water at each side. The rugged cliff on the west side is covered with a scanty growth of trees, while the other is a bare, rocky steep, crowned with a dead pine, which enhances its desolate appearance. The river below spreads out in quite a wide basin called the Cove. The view of the Leap given is from the lower end, looking north.

We had supposed that, below the gorge, we should have smooth, deep water and level country. We found, however, instead, that the river was rapid and stormy, and ran through a valley, between mountains, amid scenery quite as wild and grand as above New Milford. We occasionally came across a troublesome shallow place, and often the inevitable fish-way, where we invariably had an interchange of opinion as to the best course to take. The going was very good, however, for the most part. After rowing nearly three hours, we saw a board nailed to a tree at the edge of a thick woods on the west bank, and, drawing near, found that it was a memorial, marking the place where a young man had been found dead. Not far below, we pulled up on the west shore where a brook trickled into the river at the edge of a gravelly point, and had our mid-day lunch. Immediately below the point is a shallow fall, and then a bridge. Rowing on, we came, in a little less than an hour, to the bridge of the Shepaug Railroad, which crosses the stream

at a lonely place. We passed through a long stretch of rapids above and below the bridge, and then pulling around a very pretty bend bordered along the west side with trees, we came to a low dam which we passed at the west end. Then followed swift currents and rapids. The river, by and by, made a sharp turn eastward, running on the lower side along a finely curving wooded slope. The river continued to follow the spur of the mountain until it seemed to flow almost north, and then debouched into a small, open valley, a place quite as beautiful as any we saw on the trip. The river, as if relieved after its continual fretting over rocks, murmurs pure and limpid over a gravelly bed in a charming little interval, while two large, white, comfortable looking houses on the north shore attest an appreciation of the charms of the little valley. At the end of the reach below, just above an island, is a ford where we saw a horse drawing a wagon and splashing, with slow contentment, through the shallow water. At the extreme end of the same reach is the truss bridge of the New York and New England Railroad, which, perched on lofty stone piers, spans the river like an aerial spider's web. The river below flows rapidly around a perfectly curving wooded bank. A few minutes after six o'clock, we came to Bennett's Bridge, where an island divides the river and bridge. We pulled under the eastern section and, landing on the gravel shore below, found shelter at the boarding-house of H. M. Post.

We started next morning at seven o'clock, and found the river about as usual, only the reaches were longer and broader, and the distance from rapid to rapid a little farther, while mountains still bordered the narrow valley on every side. We also got stuck two or three times in shallow places. We reached Zoar's Bridge, where a very handsome chain suspension bridge spans the river, about ten o'clock. Then, after passing through several rapids where the full current ran delightfully swift in narrow channels, we came to the head of a long pond formed by the Derby-Birmingham dam which sets the water back between six and seven miles. Here we encountered a violent southwest wind, and were glad to keep under the lee of mountains wherever they afforded protection. The scenery about the pond is essentially the same as along the river, embracing principally mountains, woods, and water. There is, however, some cultivated land, and a few houses are scattered along the shores. The pond is comparatively narrow, gradually widening, however, as you approach the end; and, as we rounded the last bend, a magnificent broad expanse of water stretched before us to the dam. Beyond the gate-house on the west side rises the tall brick tower of the Derby mills, and a few scattering houses are visible on the high ground on both sides below. There is a lock at the gate-house, but the keeper was not at hand and we had no time to hunt him up,

so we pulled to the east end of the dam and there made a portage. A wide, deep, unused canal leads off from the east end of the dam, over which we carried the boat on a narrow stone walk on the east side of the gate-house.

The dam is a very imposing structure of stone, twenty-two feet high, with the lower face nearly perpendicular. It is six hundred and thirty-seven feet long, in the form of a curve, which is fifty feet deep, with the concave side facing down stream. In a history of Derby I find a statement that the trembling sound of the water pouring over the dam, when the river is full, has been observed in the upper part of the city of New Haven, a distance, in a direct line, of over eight miles. There is a lock on the west bank, just above the Derby mills, between the canal and river. The bank below is lined with mills to the bridge, while on the east side below the bridge are the factories and houses of Birmingham, which is located on a tongue of land between the Housatonic and Naugatuck Rivers. The river forms quite a basin immediately below the bridge, and several schooners, at wharves, and a sharp, darting here and there, warned us of our approach to the sea.

We began our last pull on the river about two o'clock. We kept close to the west shore, under the shelter of mountainous wooded slopes, whenever it was possible, to avoid, as far as we could, the wind, which was fiercely blowing. The tide, luckily, was with us. Still our progress was slow. The river is several hundred feet wide, and the reaches very picturesque. The shore was rocky and wooded almost all the way to Stratford. We occasionally pulled by a little beach ensconced between rocks, and sometimes an open space wherein a house was prettily located. A fence projecting into the stream often compelled us to make a brief detour, and by and by we passed little fleets of moored dories, and huge reels in sheltered coves, and many a fine camping place, of which, however, there had been no lack all along the river. There were marshes here and there, and yet, although we were so near the sea, and the tide was running strong, the water was fresh. Late in the afternoon we saw a long way off down river, over a wide expanse of water beyond a marsh, the high crossed framework of a long bridge outlined against the sky, and the spires of Stratford. The banks were dark and sombre, the water in the channel a raging mass of white caps, while heavy clouds rent and torn by the furious wind were scudding along above, lighted with the gorgeous and continually changing hues of a brilliant sunset, the entire scene resembling very much a sullen and angry Turner.

We pulled under the truss bridge of the New York and New Haven Railroad about six o'clock. We continued on, however, to the Washington toll-bridge just below, on the old post route from Boston to New York, which, it is said, derives its name from the fact that Washington

marched over it when on his way to New York after the British evacuated Boston. There is a hotel at the east end of the bridge. The river below the toll-bridge flows past the Lower Dock at Stratford, as it is called, and then a mile further in a magnificent wide, semi-circular sweep between level marshes to the sea. The mouth of the river is guarded on the eastern side by Milford Point, where there is a hotel, and on the west by a light-house. The town of Milford is on the east bank, but the village is three miles from the bridge. Stratford is on the west side, about a mile from the river. It is a large old-fashioned village with wide, rambling, well-shaded streets. Many of the houses are covered with long, wide shingles, and the windows are filled with the small panes of glass anciently in vogue. There is no factory in the village and no hotel. It is, therefore, as one would naturally suppose, a very quiet place, and it has a quaint and extremely conservative air, which the modern houses cannot dispel. Bridgeport is three miles west of Stratford, and New Haven thirteen miles east.

We were seven days in all in descending the river, which may be considered the utmost limit of time necessary, as the water was almost unprecedentedly low and the days short. The invigorating autumn air, however, enabled us to sustain the burden of rowing, which some one has characterized as the easiest kind of hard work,—as it surely is for one accustomed to it, though a most grievous task to a novice,—with an effective stroke from morning until night. The friend who supplied us with directions, upon hearing an account of our trip wrote: "I did not suppose we had such very high water, and it could not have been very high in July either. I am sure that letting down over the great falls at Falls Village would have been about as practicable for us as letting down by Niagara. We were less than three quarters of an hour in going from West Cornwall to Cornwall Bridge, where you seem to have had so much trouble. We rushed right along, bow on, as I never rushed on any stream before. At Lover's Leap the fish-way was a roaring torrent, and the waves at the end were tremendous curlers. With the same stage of water I do not believe that it would be safe to undertake to go through."

I should advise any one in boating on the Housatonic not to be in a hurry, if possible to avoid it. It is a beautiful stream from beginning to end. Whoever descends it, indeed, in whatever way, will undoubtedly retain in memory unfading visions of scenes of rare beauty, which he will nevertheless unhappily find as impossible to describe as the charms of a perfect poem or a perfect picture.

A single word of caution: Be sure you know how to handle oars in wild water before embarking on the mad Housatonic. (To Be Continued)



★ AREY'S POND BOAT YARD ★

APBY 12-14' CAT BOATS

Sailing Instruction
Hauling and Storage
Boat Brokerage
Mooring Rentals
Boat Building Classes
Rhodes 19 & Mariner Dealer
ARNO DAY SKIFFS

43 Arey's Lane, off Route 28
South Orleans, MA 02662

(508) 255-0994

CHARLES W. AKERS

BOAT BUILDING & REPAIR
WOOD • STEEL • FIBERGLASS

2816 AHERN DRIVE
ORLANDO, FL 32817

(407) 658-0622

CHRIS STICKNEY BOATBUILDER

- Wooden Boat Restoration & Repair
- New construction
- Shop Rate \$15/hr

Box 146, St. George, ME 04857
(207) 372-8543



10'6" x 3'10" LAPSTRAKE YACHT TENDER

Designed circa 1890
Cedar planking on oak frames
Hackmatack knees & hard pine thwarts
Copper & bronze fastenings
Two rowing stations
Weight 75 lbs. - capacity 500 lbs.

Builders & Restorers

WILL BUILD ON COMMISSION:

Sailing dories, daysailers or cruising boats to 30' LOA, built to your requirements. All of superior construction in wood at reasonable price.

THE LANDING BOATSHOP
P.O. Box 1490, Kennebunkport, ME 04046
(207) 985-7976

607-547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point On West Lake Road)
PO BOX 1007
COOPERSTOWN, NY 13326

Woodenboat Restoration / Rigging



CLUBHOUSE BOATWORKS
217 S. River Clubhouse Rd.
Hanwood, Maryland 20776
(410) 798-5356

BEAUTIFUL CUSTOM WOOD skiffs, prams, lapstrakes, and rowing boats. Dinghy repair and restoration, inlays, line splicing, varnishing, woodworking, and model building.



17' SWAMPSCOTT DORY

NORTH RIVER BOATWORKS

6 Elm St., Albany, NY 12202
(518) 434-4414

Info \$2

Wooden Boats for Sail, Oar or Power

SUTHERLAND BOAT & COACH, INC.

4th Generation Boat Builder
Builds & Restores:
wooden sail/row boats, motor
launches & "woodie" station wagons

2258 Rte. 54A, Penn Yan, NY 14527
315-536-2258

10'6" ~ 20 lbs.

If the concept of a 10'6", 20 pound classic double paddle cruising canoe appeals to you as it did to Nessmuk back in the 1800's, send for free info and sample copy of my newsletter.

Feather Canoes

3080 N. WASHINGTON BLVD.
SARASOTA, FL 34234
(813) 953-7660

Own A Dory

Bank Dories, the workboat of the Gloucester fisherman. Working craft at a working mans price. From \$850.

Ernest W. Steller, Jr.
RR1, Box 251B
Canann, NH 03741
(603) 632-4783

Woodstrip Watercraft



CANOES,
KAYAKS &
SMALL BOATS

Built in modern wood construction. Also accessories, supplies, restoration and repair. Custom design.

1818 Swamp Pike
Gilbertsville, PA 19525

AL BRATTON
Builder
(215) 326-9282

Fiddlehead Boatworks

Mike Collins
Jennifer Schaafsma
802-222-5583

Kidder Road
Rt. 1 Box 1060
Bradford, VT 05033

A full service boatshop for
the small craft enthusiast

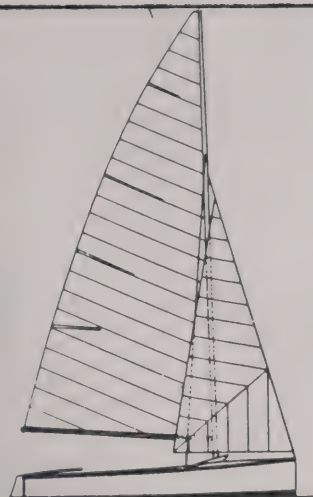


Producing the Solo, a wooden
double-paddle canoe

Repair • Refinish • Restore
Custom paint • Recanvas
Upholstery • Cane

Paddles • Rentals
Accessories

Balogh canoe sail rigs
Old Town Canoes • Stearns PFD's • Roleez
Experienced hulls available for Restoration



UFFA FOX's CLASSIC REDWING is now available. This robust and speedy 14' one-design—renowned for its seaworthiness—is an able racer, daysailer. Redwing features sound lapstrake construction with mahogany planking on oak frames, distinctive red sails, and wooden centerboard or iron centerplate.

NORTH AMERICAN REDWING
DINGHY ASSOC.

33 Nicholls St. Lockport, NY 14094

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY
(207) 268-4802

Rt. 1, Box 1090
Litchfield, ME 04350

SOUTH COVE BOAT SHOP HAS MOVED!



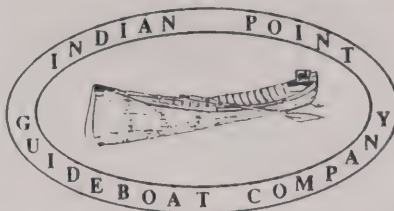
WOODEN BOAT BUILDING, REPAIRS AND RESTORATIONS

For the past twelve years Rob Barker, at the South Cove Boat Shop, has been building dories, skiffs, dinghies, yacht tenders, punts, runabouts, and other traditionally designed and built wooden boats. Other boat shops have come and gone. We're still here, but we've moved. Our new and much larger shop represents our continued commitment to building high quality, custom built boats. If you are interested in having a traditional boat built for you, write us or give us a call.

OUR NEW LOCATION PUTS US WITHIN REACH OF ALL
NEW ENGLAND AND THE CHESAPEAKE BAY AREA.

PLEASE MAKE A NOTE OF OUR NEW ADDRESS:

Rob Barker South Cove Boat Shop
615 Moyers Lane Easton, PA 18042
Phone/Fax (215) 253-9210



THE ADIRONDACK GUIDE-BOAT

by the

Indian Point Guideboat Company

732 Midland Avenue, Midland, PA 15059

412-643 / 5457 643/6001

Gardner Callanen, boatbuilder

We have the world's largest selection of new Guide-boats and historically correct accessories available from any source. Dozens of models, in lengths of 12' to 18 1/2', construction materials range from traditional wood to the state of the art bi-axial kevlar. We offer reproduction oars, hardware, yokes, paddles and accessories. All of our fiberglass boat hulls are exactly reproduced from original antiques for the best rowing performance and authenticity. Our new 16' "Lonesome Bay Boat" is a modern materials version of a 1912 "Old Town Double Ended Boat" See our new "Video Magazine"!!!

Coming soon: Beach Point 18'

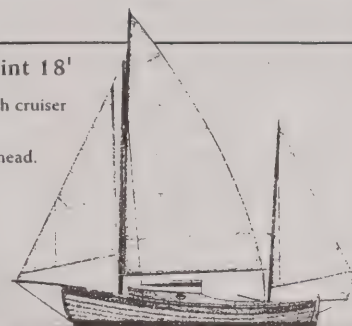
A glued lapstrake shoal draft beach cruiser in the canoe yawl tradition.

Trailerable, two berths, portable head.

18' or 20' length, 16" draft Radix centerplate or 24" full keel.

Available at any level of completion from bare hull to sail away.

Design catalogue: \$5.00



ANTONIO DIAS/MDC

193 TILLSON LAKE ROAD, WALLKILL, NY 12589 (914) 895-9165

Marine Design & Construction

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

HCR 32, Box 301, Small Pt., ME 04567 (207) 389-1794/737-4143

BLACK DUCK Boat Shop

CUSTOM WOODEN BOATS TO 20'
REPAIRING & BUILDING OF WOOD BOATS
GLUED LAPSTRAKE, STRIP PLANK
SKIFFS, KAYAKS, CANOES

53 Blackberry Road, Danbury, CT 06811
(203) 797-8047

It's Winter Project Time!

Fall is here and it's the perfect time to improve next summer's paddling with new personal equipment you made yourself. Easy, inexpensive projects.

•Custom single paddle plans, instructions. Based on Eskimo designs. Only \$3.00 ppd.

•Survival kit instructions, contents list and good outdoor first aid book. Only \$4.00 ppd.

QAJAQ, outdoor Innovation
3710 Stikes Dr SE
Lacey, WA 98503-3685



NYPH: 7'9" x 3'6" Tack & Tape "Witch" Craft

Just eight hours in your shop can flesh out this dynamically rounded hull that Phil Bolger engineered into Nymph's five flat plywood panels. Quick and responsive under sail or oars, easy to cartop, and the most boat at the lowest investment of labor and materials

PLEASE SEND ME: Complete construction plans and instructions for \$25.00 - Study plan packet for Nymph and 24 other easy-to-build Instant Boats for \$5.00
BOOKS: - Instant Boats \$15.00 Build the New Instant Boats \$19.95 - Go Build Your Own Boat \$20.00 Build the Instant Catboat \$9.95 - How to Build the Gloucester Light Dory \$7.95 Keeping a Cutting Edge Saw Filing \$7.95 Boat Modeling with Dynamite Payson \$17.95 Add \$1.00 S&H

Name _____
Street _____
City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587

SAILING CANOES



Plans for easy-to-build decked sailing canoes 12'6" and 15'6". Free information and price list from:

NAUTILUS CANOE COMPANY
162 Chalmers Street, Oakville
Ontario, Canada L6L 5R9

Plans



ULTRALIGHT SEA KAYAK PLANS AND KITS

These round-bottomed kayaks are easy to build, inexpensive, and fast. They use stitch-n'-glue compounded plywood construction. Plan sets come with 10-15 pages of illustrated instructions. Free brochure.

CHESAPEAKE LIGHT CRAFT

34 S. Pershing Drive, Arlington, VA 22204
(703) 271-8787



SWAMP YANKEE BOATS

Plans, Stencils, Kits, Boats

Plans & Instructions for Solo Canoe \$15.00

Robert W. Sparks

36 Soundview Hgts.
Brantford, CT 06405

(203) 488-5932

BALSAM SWAMP BATEAU

16'x3'9"x75lbs. Build it in a week-end for \$100, and it's pretty! Fast under sail or oars. Plans & detailed building instructions \$40. Study plans \$5.

G. HALL

RD #8, Box 82 Binghamton, NY 13901
(607) 648-9791

WEE PUNKIN



"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions. \$36. SASE for more info.

GRAND MESA BOATWORKS

Rt. 1, Box 75, Collbran, CO 81624

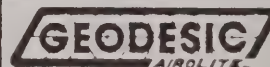
LAKE WATERCRAFT

The "Chewonki" sea kayak and other elegant, easy-to-build, plywood renditions of traditional eskimo and native American craft.

PLANS - KITS - BOATS

David A. Lake

RR 3 Box 845 Wiscasset, ME 04578
(207) 443-6677



Boat

Plans & Kits

- Full size patterns
 - Instruction manual
 - Design portfolio
- send \$2.00

MONFORT ASSOCIATES

RFD 2 Box 416 • Wiscasset, Maine 04578

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

Wood Canoe Hardware



CANOE HARDWARE: 1/2", 11/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available. NORTHWOODS CANOE SHOP, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426.

harbor industries

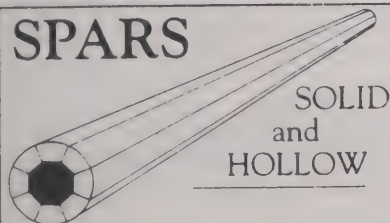
MACHINE SHOP SERVICES

"Marine hardware our specialty"

Stainless Steel • Bronze

74 LITTLE HARBOR
GUILFORD, CT 06437
(203) 453-4236

SPARS



SOLID
and
HOLLOW

D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640

Mast Hoops

Mast Hoop Fasteners •
Sail Hanks • Parrel Beads
• Wood Cleats • Wood
Shell Blocks • Deadeyes
• Belaying Pins •
Bullseves • Custom Bronze
Hardware

Pert Lowell Co., Inc.
Lane's End
Newbury, MA 01950
(508) 462-7409
Custom wooden boats - mast hoops
authentic nautical furnishings



Orr's Island Boat Works
AUTHORIZED
DEALER
9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

Rt. 24, Box 731
1 (800) 339-6777
(Maine only)

Orr's Island, ME 04066
(207) 833-5852

Materials & Supplies

VOLVO PENTA Orr's Island Boat Works

9, 18, 28 and 43 HP Diesel Engines
Smaller Size, Less Weight
Complete Package Including Reverse Gear
Old Volvo Diesels Rebuilt

Rt. 24, Box 731
(800) 339-6777
(Maine only)

Orr's Island, ME 04066
(207) 833-5852

ATLANTIC WHITE CEDAR

Flitches 4/4, 5/4, 6/4 thick to 16'
long. Some other sizes and grades
available. Limited quantity, all
rough sawn. Call or write for info.

J.D. ENGLAND CO.
HCR Box 337, Urbanna, VA 23175
(804) 758-2721

THE ROSS BANDMILL • PORTABLE SAWMILL

US PATENTS 4275632 4334069
CANADIAN PATENT 1159342
OTHER PATENTS PENDING



AN HONEST
SIMPLE, RUGGED
RELIABLE VERSATILE
ONE-MAN SAWMILL
SAWS ALL WOODS
Diameters 3 to 17 inches
Lengths 8 inches to infinity

THIS MACHINE IS PROVEN
PRICE COMPLETE WITH
20 FT TRACK \$4950

5 YR. WARRANTY

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

W.K. ROSS, INC.
640 Main St.
W. Hampstead,
NH 03841 U.S.A.
603-329-6320

JAMESTOWN DISTRIBUTORS

FASTENERS

Boatbuilding And Woodworking
Supplies

800-423-0030

JAMESTOWN, RHODE ISLAND
28 Narragansett Ave.
PO Box 348
Jamestown, RI 02835
Local 401-423-3520
Fax 401-423-0542

BEAUFORT, SOUTH CAROLINA
Hwy 17 & 21, Gardens Corner
Rt. 1 Box 375
Seabrook, SC 29940
Local 803-846-9500
Fax 803-846-9005

FREE CATALOG

JAMESTOWN DISTRIBUTORS

1992 CATALOG

If you are building, restoring, or repairing, send for a free copy of Jamestown Distributors' catalog. This is a thorough catalog filled with marine grade fasteners in stainless steel, silicon bronze, brass and hot dipped galvanized as well as marine hardware, finishes, glues, resins and tools.

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4" - 1-1/4". Prices: \$7.50 - \$10/lb. Send \$1 for sample packet. STRAWBERRY BANKE, INC.
P.O. Box 300 MB, Portsmouth, NH 03801

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

POLYESTER RESIN

(With Catalyst)
Finest Quality - Always Fresh

5 Gal. Pain	1 Gal.	4 or more	20 or more	4 pails or more
\$70.00 ea.	\$15.50 ea.	\$14.50 ea.	\$14.00 ea.	\$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE

Mat 1-1/2 oz. 38" - \$2/yd • Roving 24 oz. 38" - \$3/yd. • Cloth 10 oz. 38" - \$4.05/yd

SILICON BRONZE WOOD SCREWS - MANY SIZES FROM 3/4X8 AT \$4.80 TO 3X16 AT \$40.50
ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS - THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399, E. Longmeadow, MA 01028

Tel (413) 736-0348 To Order Call Toll Free 1 (800) 333-0314

CALL OR WRITE FOR FREE PRICE LIST - WE SHIP ANYWHERE IN USA



COD

Classified Marketplace



21' L.F. HERRESHOFF CUSTOM YAWL, design #102, blt 1985. Cruise in true Herreshoff style. Cedar on oak frames. Mahogany & teak trim. Cabin w/2 bunks, stove, galley. 9hp Yanmar diesel inbd. \$18,000/offers. Trlr option. DAVID JEWETT, Newbury, MA, (508) 465-5146. (16)



11-1/2' OLD TOWN SAILING DINGHY, antique gaff rigged, nr perfect orig cond. Black topsides, white bottom, Collectible, \$5,000. FRANK SCULLY, 175 Washington St., Marblehead, MA 01945, (617) 631-5551. (15)



29' DOUBLE ENDER SLOOP, epoxy over ply, Volvo diesel, 5 dacron sails, fully equipped. 6' headroom, woodstove. \$5,000. M. WESSON, P.O. Box 1521, Point Pleasant Beach, NJ 08742, (908) 295-5633. (15)

15-1/2' SNIPE, compl w/rig, sails, trlr. Nds work. \$200. JIM TOMPKINS, Grand Island, NY, (716) 773-5268. (15)

WILCOX-CRITTENDEN HEAD w/holding bladder, fittings, hoses. Exc cond. \$125. JIM TOMPKINS, Grand Island, NY, (716) 773-5268. (15)

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



16' NEWPORT FG KEELBOAT & trlr, converted Chinese junk rig. Have marconi rig and sails also, sculling oar & OB. DONALD MUSANTE, Groton, CT, (203) 778-3615. (15)

17'x24" PYGMY SEA KAYAK, 40 lbs, exc cond, used 1 season. \$900 or BO. JOEL CLEMONS, Hanson, MA, (617) 293-9586. (15)

16' "GREENLANDER II" folding 2-person sea kayak by Folbot. Nearly new. Tubular aluminum frame, sail, spray skirt, etc. Cost \$1,750+, now \$1,200. Fly your yacht to the Caribbean this winter. BOB THOMAS, 220 W. Milton Rd., Ballston Spa, NY 12020, (518) 885-9769. (16)

FREE PLYWOOD FORMS for glued lapstrake version of the 12' Acorn skiff & 16' Chestnut Prospector strip canoe. Come & get them. BOB THOMAS, 220 W. Milton Rd., Ballston Spa, NY 12020, (518) 885-9769. (16)

DESIGNER WANTED, familiar w/shoal draft, water ballast & computer generated super accurate lines, or old fashioned way. My ideas, your skills. Split cabin, mid cockpit, 2 couple, bare boat, open transom, swim step stairs, modern wing rig or Lungstrom, bow stepped, twin RR track capped skid keels, protected twin rudders, strip plank.

ROBERT KUNTZ 05006-051, Biggs Army Air Field, F.P.C. P.O. Box 16300, El Paso, TX 79906-0300. (16)



12' SAILING DORY, ca. 1920 by True, Amesbury, MA. Lively sailer, exc cond, new sails & hdwre. Available next June in Rangeley, ME. \$1,000. RICHARD KNIGHT, 321 Burning Tree Dr., Naples, FL 33942. (15)



36' DOWNEAST DIESEL CRUISER, 1971, cedar over oak, blt by H. Rich, Chebeague Island, ME. 6'5" hdroom, live aboard winter cover, dinghy, new galley, new wiring, diesel heat. A simple, able, well built boat in exc cond. Selling to buy a sailboat. In the water in Gloucester, MA ready to show. Copiously illustrated prospectus available. WILLIAM WOODHEAD, Cambridge, MA, (617) 242-4480 days, (617) 547-9655 eves. (15)



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' FENWICK WILLIAMS CATBOAT, 1989; cedar on oak; inboard marine engine; slips 2; wheel steering, Edson gear; folding cabin table; cockpit, sail & winter covers; sturdy cradle; dacron gaff sail rig; cushions; stove; porta-potti; & extras. \$20,000. Hauling to you can be arranged.

WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (16)

PROPELLOR: Bronze 2 blade, 16x17, RH, 7/8" bore. \$70.

WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (16)

WANTED. Rudder for 16' Rebel sailboat, all or parts.

GILBERT DOUGLAS III, 1868 Patton Chapel Rd., Birmingham, AL 35226-3317, (205) 823-3047. (16)

WANTED. Boat building tools: Bandsaw, drill press, table saw. Prefer older American tools. Also hand tools: Spoke-shaves, planes, rulers, chisels, draw-knives, Yankee drill, adze, clamps.

PAUL MURRAY, Storrs, CT, (203) 429-1661. (16)

WANTED: 10'+ Avon or Zodiac inflatable, used in gd cond w/wo engine.

RICK BARRETT, Box 762, Northampton, MA 01060, (413) 586-1558. (15)

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" OB. \$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 blt 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)

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)



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)

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

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

19' EDDYLINE "HERON" OCEAN KAYAK, 4 yrs old, exc cond, fast & stable in all cond. Layered honeycomb FG constr; deck hatches & bulkheads fore & aft; rudder system w/adj foot controls, internal cables & hand control raising/lowering; FG seat w/adj backrest; crisscrossed deck cords aft deck only; nylon spray skirt; ltwt paddle "Swift" constr from vaulting pole. Asking \$1,000 or BO.

BOB MC KENNA, Winthrop, MA, (617) 846-3213. (16)

22' S-2 6.9 SLOCP. This is a vy high qual boat w/Kenyon spars, Harken blocks, Lewmar winches & Doyle sails, w/trlr & 5hp Tohatsu OB. Well equipped & in exc cond, it has 700 lb drop keel for deep water or shoal draft cruising. Sell or trade for gd power boat suitable for use in Maine islands. Price negotiable.

ANDREW UPDEGROVE, Boston, MA; (617) 723-2770. (16)

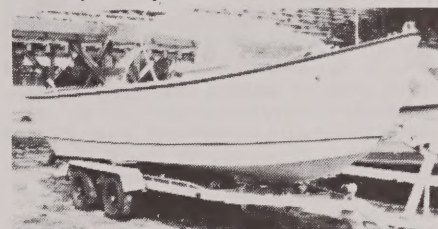
MANY MISC TREASURES. Cleaning out: Magneto, Edison Type AJ1, fits single cyl Kermath & others. Checked out. Copper bow tank, approx. 6 gal. Any reasonable offers.

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

SIMMONS SEA SKIFFS



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



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

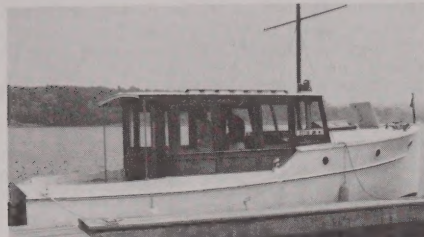


CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.

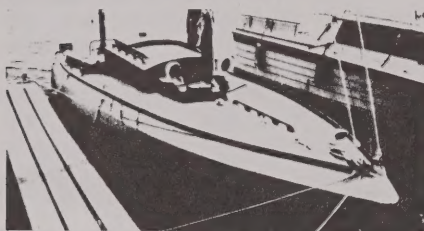
MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17 S., Elizabeth City, NC 27909, (919) 335-1453.



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)

23' TRUE ROCKET SLOOP, 1963, cedar on oak, gd cond. 4 cyl Palmer runs, w/trlr. \$1,500.

ERNIE STELLER, Canaan, NH, (603) 632-4783. (16)

"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)

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)

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

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, Grey 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)

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)

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, Cush- ing, 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)

BULLSEYE WANTED, and/or suitable trlr. RICHARD FOSTER, Portsmouth, RI, (401) 683-6844 eves. (16)

20' BATTEAU REPRO, 18th century grand dad of the dory, blt 1992, pine on oak, oiled finish. \$995.

ERNIE STELLER, Canaan, NH, (603) 632-4783. (16)

21'5" DOVEKIE, forest green hull #135, Dec.'86. Hot dipped galv tilt trlr w/spare tire & wheel brg assy. Also incl tanbark sail, bow CB, 8' Shaw & Tenney oars, canvas spar covers, "backporch" tent covering main cockpit area, Bimini sun top, solid & canvas hatch covers. Like new, always garaged. Reduced to BO over \$6,100.

MARK BLUETT, Largo, FL, (813) 595-4602 eves. (16)

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)

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

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

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)

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)

9' NEW DORY, bronze fastened, flotation fore & aft, oars & oarlocks, painter. Light & fast. Asking \$200. Will deliver reasonable distance.
JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206. (16)

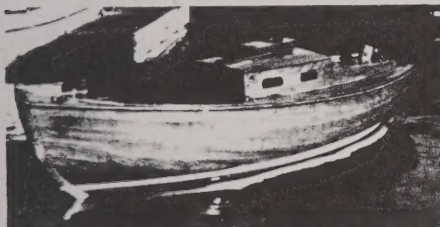
"FLIGHT OF THE DAMN FOOLE", Tom's chronicles of his recent coastal cruising adventures in his famed Townie, now in a book. \$10 postpaid.
TOM MC GRATH, 11 Severance St., Lynn, MA 01904. (TF)

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)

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)

"SLEEPER", 7'10" car-toppable sailing cruiser. Sleeps 2 below decks. Plans \$35, info \$3.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

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)



20' TEAK LADY SLOOP, all teak, wooded & revarnished in & out. Better than new. \$12,000/offers.
FULL SEA, Greenport, NY, (516) 734-7409. (16)



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

WANTED. Land on Cape Cod or similar boat heaven. Have 28' cruising boat for possible trade.
PAUL MURRAY, Storrs, CT, (203) 429-1661. (16)

LORAN C RECEIVER, SI-TEX Model 787-C w/manual. Receiver checked out but antenna coupling non-functional. Asking \$25 or BO.
R.G. ELDRIDGE, Middletown, RI, (401) 848-7351. (16)

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 sheerline, 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)

19' DRASCOMBE LUGGER, rugged FG CB yawl made in England. Brown sails, new jib, teak trim, OB, trlr, tent, much more. Gd cond & fully equipped. \$4,000 or BO.
JOHN ROMMELFANGER, Lexington, MA, (617) 862-1925. (19P)

DN ICEBOAT, vy gd cond, \$600. Can deliver between Thousand Islands area & north New Jersey.
ERNEST KING, RR1 Box 193B, Alexandria Bay, NY 13607, (315) 482-6529. (16)

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)

MARINE ENGINE REFERENCES: Factory original instruction & parts lists, operator & service manuals, prop lists, hrdwre catalogs. Chris Craft, Chrysler & many others, '27-'69. Send wants w/SASE for reply.
ERNEST KING, RR1 Box 193B, Alexandria Bay, NY 13607, (315) 482-6529. (16)

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. Trinka 10 sail, \$2,500. Others available.
MYSTIC RIVER BOATHOUSE, Noank, CT, (203) 536-6930. (15)

16' BANKS DORY, 1992, lapstrake pine on oak. Used 1 summer. \$1,100.
ERNE STELLER, Canaan, NH, (603) 632-4783. (16)

"SAUSALITO WATERFRONT STORIES", \$9.95 + \$2.50 s&h.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

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

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)

BUILD WITH PIECES OF TEXAS HISTORY. Beautiful 95 year old longleaf yellow pine from the virgin forest of East Texas now available. Lumber retrieved from a pre-1900 grain elevator in Port Arthur, TX.
DAVIES RAIL & MECH. WHSE, Pt. Arthur, TX, (409) 985-5356. (17P)

There is nothing— absolutely nothing—
half so much worth doing



as simply messing about in boats.

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



messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984 (508) 774-0906

BULK RATE
U.S. POSTAGE PAID
WENHAM, MA. 01984
PERMIT NO. 53

ADDRESS CORRECTION
REQUESTED

MAINE BOATBUILDERS SHOW



March 19,20,21, 1993

58 FORE STREET • PORTLAND, MAINE 04101

HOURS: 10-6:30 FRIDAY & SATURDAY, 10-4 SUNDAY

Come and see the finest wood and fiberglass in the Northeast! Come meet the builders. Sail, power, canoes, kayaks, and skills will all be displayed.

Hosted by PORTLAND YACHT SERVICES

• 207-774-1067 •

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

X-15



Solid Spruce - Ash Oars from 5' to 16'

Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

FREE **WATER POWER PRODUCTS** BROCHURE

RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0

PH: (902) 688-2351

WEATHERBY TECHNOLOGIES LTD.

P.O. Box 12297
Parkville, MO 64152

Ph. 816-587-4552

PLEASE WRITE FOR
PRICE LISTS
AND
PRODUCT LISTING

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:

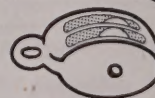
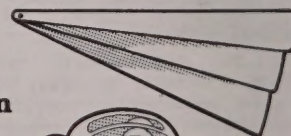
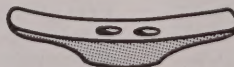
Slow Hardener is similar to the Fast Hardener but allows a pot life 4x longer. Use Water Block Slow Hardener when extended working times are required.

Physical Properties:

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

SPRINGFIELD FAN CENTERBOARD COMPANY

*Folding Centerboards • Drop Rudders
Small Blocks • Sailing Hardware*



Bob Lavertue & Son

20 Treetop Ave.
Springfield, Ma. 01118
Evenings: (413) 783-5589