

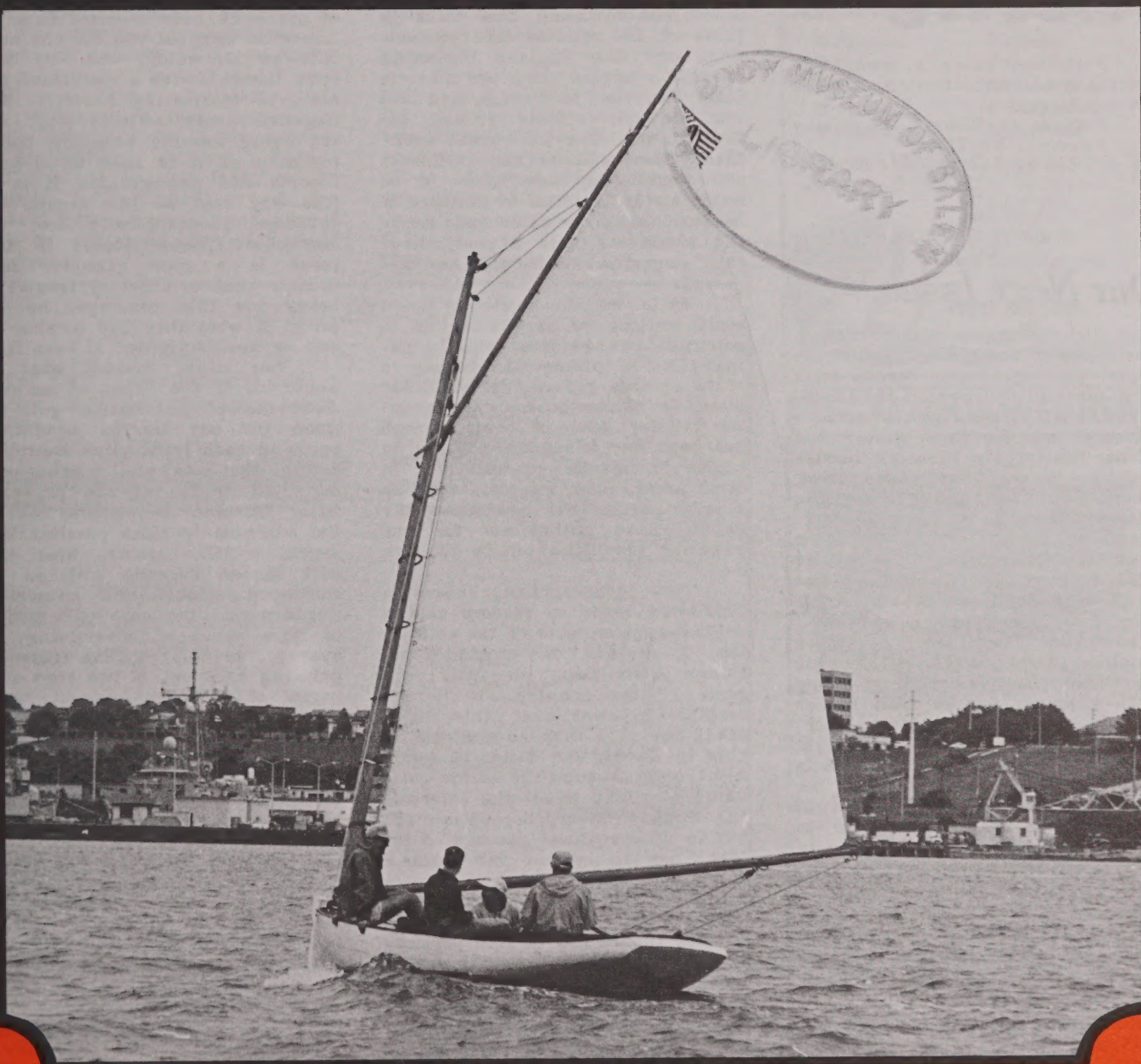
Twice a Month!



messing about in BOATS

Volume 10 - Number 16

January 1, 1993



COMMENTARY



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 several stories of on-the-water outings for winter escapist reading. Nancy Jerome tells of a pleasant journey on the Champlain Canal in New York in a rented canal boat for three generations of her family; Jim Michalak discusses in detail "There's Something About Boat Camping"; and Eugenia James brings us a woman's viewpoint on family sailing in "The Good Sport". Designs will include Phil Bolger's 24' "Tarantula" fast keelboat and Cooper Boatbuilding's DC-10 sailing dinghy, and we'll also review Tony Dias' new design catalog. More projects will appear in "What You Are Building" along with a longer feature from Aeneas Precht on building a "Birdwatcher" inside of five months. There might be a few articles left over from this issue too, I'm writing this before the final assembly of its 32 pages. This is an attempt to be more modest in my anticipation of what I can fit into an issue.

On the Cover...

Jack Greenlees' 100 year old Great South Bay catboat, "Susan B" in action at the Ida Lewis Y.C. Catboat Rendezvous in Newport, RI, this past fall. More catboat photos and a report on this event in this issue.

In this issue is another extensive photo report on a wooden boat show, this one brought to us from Madisonville, Louisiana by reader John Clough. I was delighted to get John's comprehensive photo coverage as we get to see some interesting boats indigenous to the Gulf coast, as well as others more familiar in their design. It was further pleasing to have such news from an area we have had little to say about to date. The Gulf coast is obviously another locale where people do enjoy messing about in boats.

We're more than halfway through our tenth year of publication with this issue, and have been experiencing a steady modest growth in numbers of readers, chiefly due to the magazine being discovered by small boat folks in parts of the country far from us. From our New England beginning we slowly spread down the Atlantic coast over time to Florida, and into the midwest, chiefly around the Great Lakes. The west coast eventually discovered us and California and Washington soon grew to be major states in terms of numbers of readers. Wherever water made messing about in boats a possibility, this magazine eventually has appeared.

While we do a steady small scale mailing of sample copies to potential new readers, chiefly using lists of people who belong to clubs or area groups, or who order plans or marine books, or who enter events, much of this outreach has been due to readers passing on copies to friends and relatives in other areas. Such referrals make up a large part of our new subscriber gains. Your enthusiasm for the magazine persuades others to sign on.

This geographical expansion inevitably leads to readers asking us to report on more of the activities or events or people doing things with boats in their own parts of the country. It is not readily apparent that this is a small magazine with no staff available to travel, nor funds of sufficient scale to send the editor galivanting around to all the interesting things that are happening. It's not an unreasonable assumption for those new to us that publishing a magazine is the work of an organization well staffed for all contingencies. So I explain to such inquirers the reality of this particular publication, and why I cannot accept an invitation to attend an event on Puget Sound or on Lake Superior, or in the Florida Keys.

Growing to a size which would generate funds for staff and travel costs is unlikely given the

non-commercial nature of this magazine. We are well outside the mainstream of magazine publishing in that we rely on reader subscriptions for about 75% of our operating income, while in real world publishing advertising provides the major source of funds. I have no desire to go commercial and to rely on advertisers for financial survival, I welcome all advertisers who find what we have potentially attractive for promoting their products and services, but prefer to count on all of you readers for on-going main financial support. This attitude means we'll never become big time. It's much more pleasant to be low key, believe me, even if it does limit my travel time and funds.

These constraints on the scope of our work have resulted in a reliance on many of you for the news that we all enjoy, and you have come through with a marvelous variety of fascinating material. The magazine truly reflects what you are doing messing about in boats, for much of it is made up of your reports and photographs. It is in this way that we can expand our coverage geographically too, the Madisonville show report in this issue is a good example. John Clough went to a lot of trouble to bring you this coverage, he was proud of what they had to show us and we were delighted to have it.

You might wonder what we would do if the input of material deserving of publication gets too much for our limited amount of space in each issue. I've mentioned before that we are nearing the brink of having to add pages, a major increase in printing cost as the minimum increase possible is 8 pages, a 25% increase. When this will happen depends both on the continued growth in subscriber numbers and the gain of a couple of more pages of advertising, on average, to help pay the increased printing expense. If two more such pages of ads are gained, these would enable us to provide six more pages of news.

I have been hesitant to go ahead with this as the economic situation in the nation has not been encouraging to small business ventures. It has seemed that we are not being adversely affected, though. In fact, we have been doing better steadily since 1990. So perhaps in the spring of 1993 it may happen. We began with 16 pages in May of 1983, went to 24 and then to the present 32 during the intervening years. Moving up to 40 to keep pace with the ever growing input of good messing about in boats stories could happen this year.

COMMON SENSE DESIGN BOOK



Bernie Wolfard has come a long way with his plans business based on Phil Bolger designs. So far now that he's expanded his interests to include "complex boats" along with the "instant boats" most familiar to Bolger enthusiasts. Phil has designed a large number of really beautiful boats for amateur or professional builders, designs that are not so well fixed in the amateur builder mind as are the "boxes" which work so well even if they do not charm one with their appearance.

Bernie has now assembled 27 "instant" designs and 24 "complex" designs into a 60 page, 8-1/2"x11" catalog, each design occupying at least a page, and in some cases, two, with all the specs, some commentary, and what amounts to study plans of each, showing sail plans, construction plans and lines in some cases. It's a fascinating read just to broaden one's awareness of Bolger's creativity, and amongst them may be the boat you want to build.

Bernie offers the following remarks about his decision to incorporate "complex" designs into his Common Sense Design offerings:

"I want the boating public to understand that it is much more difficult to design an easy-to-build boat for beginners that works well than it is to design a boat that looks more like a conventional boat that works well. Bolger is the only person capable of designing boats for the first-time builder that will work as well as, or better than, what is available in the pre-built market."

Bernie offers the "Common Sense Design Book" for \$10 (\$12 US, foreign and overseas), and this includes a \$10 discount coupon good for any plan in the book. In effect, if you decide to buy a Common Sense plan you get the catalog free. Common Sense Designs, 11765 S.W. Ebberts Ct., Beaverton, OR 97005, (503) 524-8264.

COMPLEX BOATS

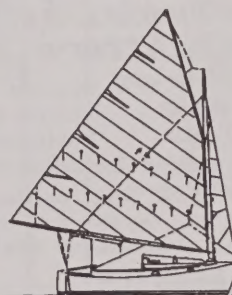
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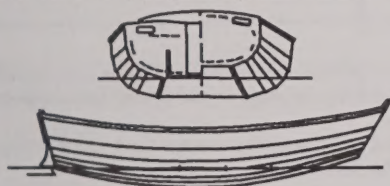
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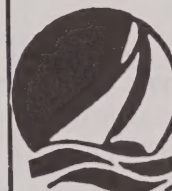
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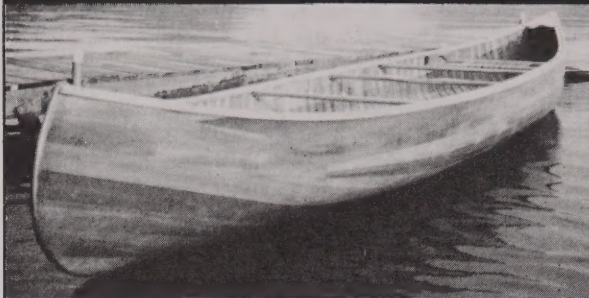
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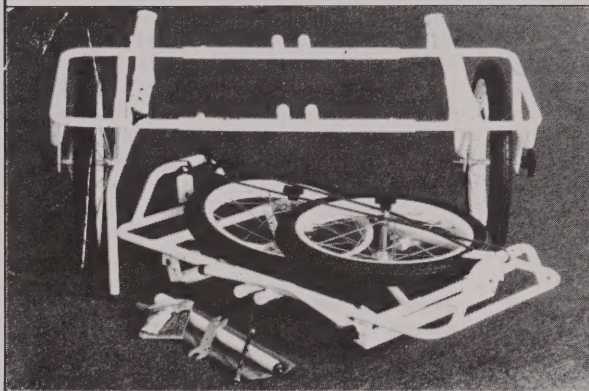
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Happenings

We'll try again this year to announce upcoming activities of interest. As space demand gets out of hand if we publish all the details we're asked to, we'll just run the bare bones what, when, where, and further info phone. It's up to you to follow up on any that interest you. Anyone wishing us to publish details of events should order paid advertising space at least a month ahead of scheduled activity.

Wooden Boat School Winter Courses, January 3-May 8, NY, FL, CA, West Indies, (207) 359-4651.

Baer's River Workshop Canoe/Kayak Winter Programs. January 18 & 19, February 14 & 22. Exeter, RI, (401) 295-0855.

Museum of Yachting School for Practical Yacht Restoration. January 23-April 24. Newport, RI, (401) 847-1018.

Granite State Sprints Indoor Rowing Championships, January 30, Portsmouth, NH, (603) 926-1197.

South Street Seaport Model Building Classes, February 3-March 24, New York, NY, (212) 669-9400.

On the Rocks Winter Boatbuilding Courses, February 17-13 & 14-20. Key Largo, FL. (908) 888-0670.

Maine Boatbuilders Show, March 19-21, Portland, ME, (207) 774-1067.

Chesapeake Bay Maritime Museum Spring Prep Workshop, March 27-28, St. Michaels, MD, (410) 745-2916.

Cedarburg Cultural Center Great Lakes Ship Model Exhibit. June 6-August 29. Cedarburg, WI, (414) 375-3676.

L.L. Bean Canoe & Sea Kayak Symposia, June 11-13, July 16-18, August 6-8, Bridgeton, Castine & Biddeford, ME. (800) 341-4341.

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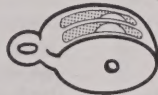
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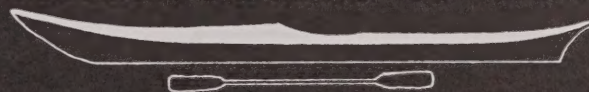
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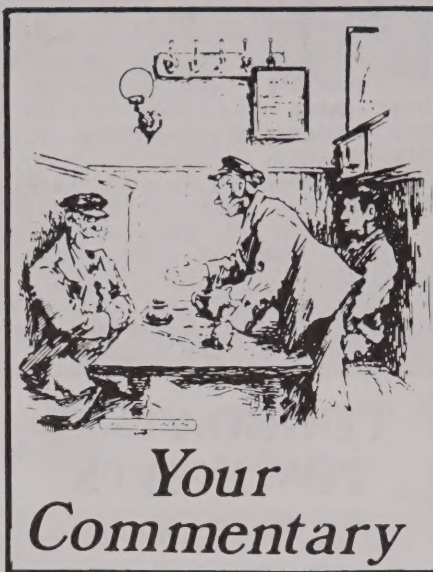
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Your Commentary

CAMP CRUISING CLUB

I particularly like the articles you publish on camp cruising in small boats and the "messabout" gatherings. I'm interested in learning if there are readers in Michigan who might be interested in forming a club to promote such activities in our area.

I have a 16' AMF Sunbird which I have sailed for two seasons and am looking forward to camp cruising in next summer. I would value the opportunity to meet with similarly inclined sailors in this area. If interest was sufficient, we could organize. Perhaps a meeting at a centrally located pub this winter to discuss this idea would be useful. Please call or write to me if the idea is attractive to you.

John Smolenski, 8 Lovers'
Ln., Grand Haven, MI 49417, (616)
846-6473.

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SOURCE FOR BUOYANCY BAGS

I wonder if any of your readers can advise me of a source for the buoyancy bags I must fit into an old Snipe I am restoring to meet that class' specs for flotation.

Roy Terwilliger, 5061
Northlawn Dr., Murrysville, PA
15668.

HOPE BOLGER WASN'T OFFENDED - I

I hope the letter in the March 15th issue from S.D. Lothrop didn't offend Mr. Bolger. I am sure his cartoons and comments aren't "comics" to most of your readers. He always presents interesting solutions to all kinds of problems.

Myron Young, Laurel, NY.

HOPE BOLGER WASN'T OFFENDED - II

I read with interest S.D. Lothrop's comments about Phil Bolger's designs. I take a proprietary interest in any criticism which might affect Bolger's continued appearance on your pages. I find it appropriate that Mr. Lothrop's assertions that Bolger's work, presumably his minimalist designs, seems to "contradict everything anyone has learned in the last 4,000 years about boat design" and belongs in a comic book, could be made as easily in defense of his work, for he is certainly entertaining, creative and controversial.

Passing for the moment whether or not Mr. Lothrop meant to praise or censure, my own experience with Bolger's designs goes back about five years when I was asked to make a simple rowboat for a friend with a very small pond. The boat was for undemanding forms of recreation, but believing that the scale, maneuverability, low cost and resale potential of a tender would fit the bill, I built a Bolger "Nymph".

Prior to this, my experience in boatbuilding had been in design and construction of canoes of rounded and slippery section. I had low expectations from the "vulgar shape" of the "Nymph". I probably would have preferred to have built a glued lap or cedar strip boat had the labor budget allowed. But I got a great deal of pleasure from the project and it was welcome relief from more complicated things. The big surprise was how well the boat performed. It was very easy to row because of the narrow immersed beam, but it was also stable as its flared shape would firm up when leaned.

Several years later, while playing at the "Wooden Boat" waterfront, I had the chance to test several of Bolger's rowing designs against more lovely shapes. I had long admired Joel White's "Shearwater" and "Nutshell" designs and had ample opportunity to try these out. But there were several Bolgerisms there which easily outperformed these lovelies in rowing trials. This is not in criticism of the White designs, which are excellent, but simply to point out that it is the physics of the matter which determine boat handling characteristics. Bolger's simplest designs are reduced to essentials and for that reason perform well. If they have an awkward appearance which challenges fashion conscious builders and small boaters, well so be it.

Thomas Dalzell, Pickering, ON.

ED NOTE: Phil Bolger has remarked, "If it isn't a box, they don't realize I designed it." He is not easily offended.

RACE BOAT REPORT

I've noticed how the various publications which covered it have reported on the Race Boat Regatta held last summer at Clayton, NY, and I give the prize to "Messing About in Boats" hands down, both for the amount of information conveyed as well as for imparting a feeling for the nature of the event. It was truly a great event as the boats got out and ran and didn't just sit at the dock waiting for the judges to arrive. This event moved our hobby away from being one of displaying floating antique cars, as many shows tend to present our boats.

Your coverage offered the best collection of photos and information, nobody else approached anything so comprehensive.

Boyd Mefferd, Canton, CT.

ED. NOTE. Credit goes to Walter Fullam who gathered up all the information, including the photos taken by John Maddrell. Our readers are the source of our best articles.

THAT FIRST EASTERN INTERCOLLEGIATE OUTBOARD REGATTA

Since I submitted that report in the October 15th issue on the First Intercollegiate Outboard Regatta, I have been doing some further research on that event. The old hotel on the waterfront is still operating under its original name, Sherwood Inn. The awards banquet was held there. The store where the 34 cups were displayed is gone, as are the team cups. I found only one driver who still had one. In addition to Stew Nunnelley mentioned in the article, Jack Wood and Loretta Turnbull went on to race outboards nationally and in Europe.

Walter Fullam, Princeton, NJ.

GOOD ROWING EVENTS

Great pictures of the Gerrish Island Race (Nov. 15th), it was a glorious day's outing. There were some interesting swells running once we got out off the shore a ways. Considering that my little 10' Payson/Bolger "Pointy Skiff" rides the waves like an eider, I could have sworn that I could have had a good view of Yarmouth, Nova Scotia, from the tops of some of them!

In your Mighty Merrimack coverage (Nov. 1st) I wish there had been more reported on the quantity of water that was flowing into the peapod I was rowing with my sons, it would have somewhat eased the dead last finish we achieved. My five year old fell asleep, and the eight year old acted as navigator. Unfortunately, this left us no engineering officer to man the pumps.

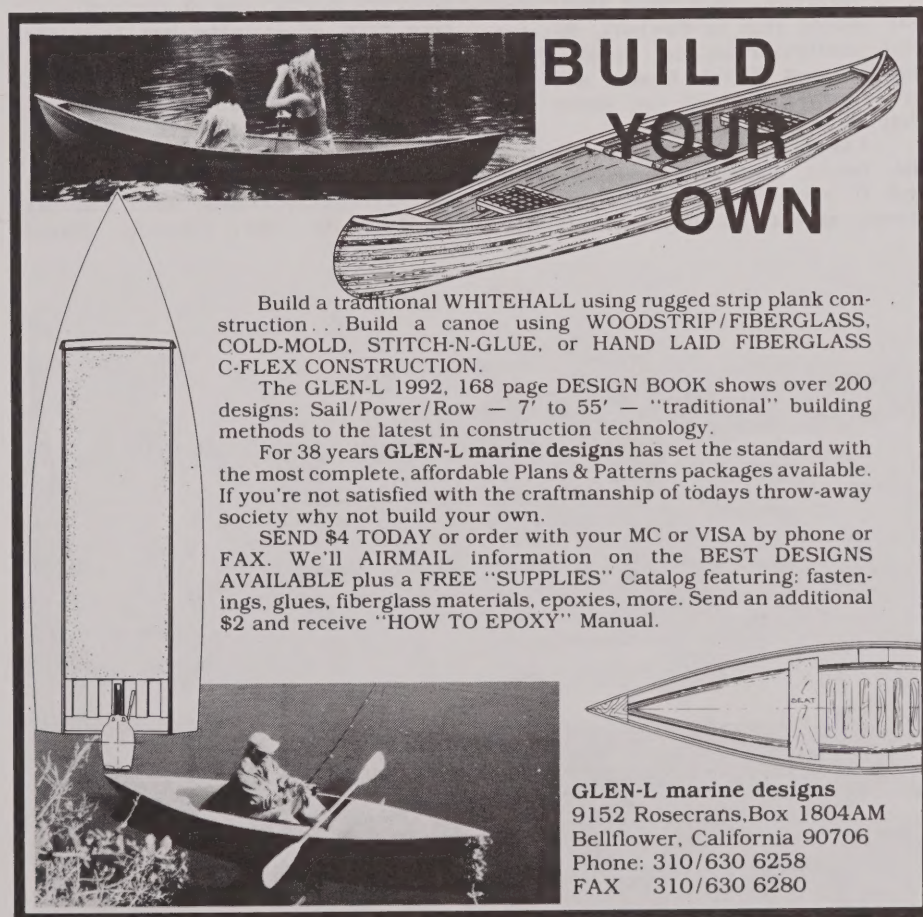
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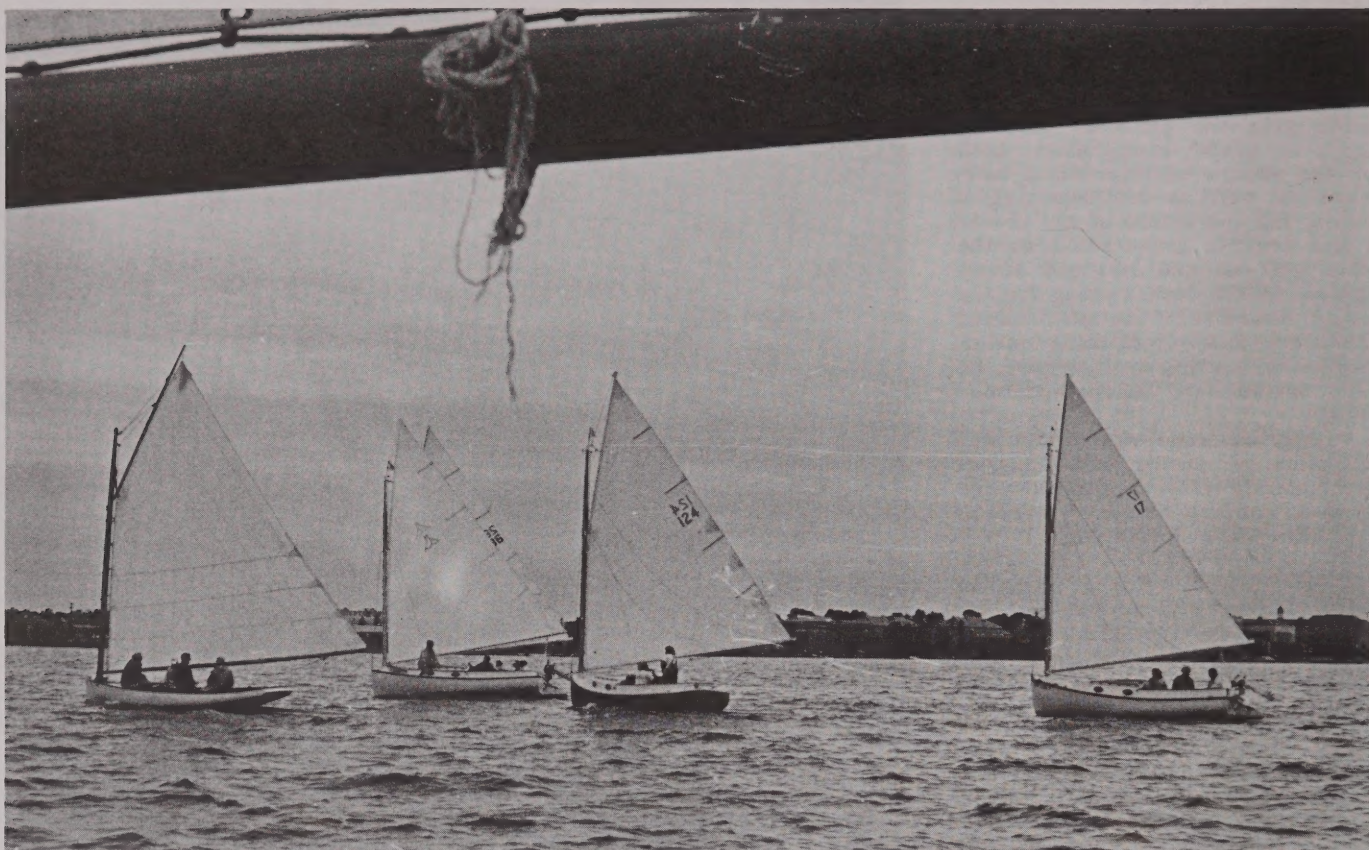
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Ida Lewis Catboat Regatta

By Lenny Lipton

Saturday, September 20th, saw our second trip to Newport, RI, for this particular catboat event. John Snyder and Terri Brown are the prime organizers of the event and they do a great job,

Last year was the first time Ida Lewis hosted a catboat race, and it shows signs of becoming a strong annual event. While it was

common to see cats racing around Newport at the turn of the century, this type of activity has been absent for many years. In recent years the Wickford Catboat Association has been very active with their fleet of Marshall cats, and Eric Collins has been very instrumental in promoting catboat racing on Narragansett Bay. Eric and his family own the Pleasant Street

Wharf Boatyard in Wickford.

Last year's trip was made by Marilyn O'Connor and I with the hope of sailing as a "pickup" crew, and if not, John had kindly offered to take us on the committee boat. At the registration Bob Luckraft, owner of the antique Crosby cat "Sara Hope" invited us to sail with him. "Catboat Cal" Perkins, whose own boat had been damaged by the recent hurricane, was also on board, so we made two new friends that day.

There were Nonsuch cats, Marshall 18's and 22's, along with a Handicat and two wooden cats. A fun race followed and a fine dinner and awards ceremony was held at the club on the porch overlooking Newport harbor and the sunset.

This year was similar, with John doing a bang-up job of organizing again. However, heavy winds the previous couple of days must have kept a few boats away. Cal Perkins' boat suffered a broken boom enroute and he had to return home. However, as race time approached, boats began to appear. First a deep reefed 1892 Great South Bay cat designed by Gil Smith appeared, then some Marshalls came upon the scene, so it was race time.



Eric Collins and crew prior to the start.



Paul Burke, Hanna, and Geoff Warner on "Katrinka".



Jack Greenlees and crew on "Susan B", looking good after 100 years.

The wind held until we got to the starting line! With light wind and a foul current, it was a tough windward leg around Gould Island, but once around the island, most of the remainder of the course was with the current.

This past year saw "Sara Hope" sold and had Bob Luckraft and some friends working to get the 1927 Crosby cat "Genevieve" ready to sail. Bob made thirty-something new ribs and did a lot of planking to get the old girl ready to sail, and finally launched in August. While the next couple of years will see work on the interior and rig, the boat is beautiful as she is and a joy to sail on, although she couldn't keep up with the smaller, sleeker Gil Smith design in the light air.

Winners and Awards:

Marshall 18's - "Cornelius", George Vargas.

Marshall 22's - "Muttochian", Mike Brown and the Brown kids.

Nonsuch's - "Mad Catter", Jay Burke.

Wooden Boats - "Susan B", Jack Greenlees.

Awards that should have been made:

Most Spectacular Landing - Paul Burke, "Katrinka".

Most Crew: "Genevieve", the party cat, Bob Luckraft with crew Cal Perkins, Tom Doherty, Chris Trundy, Mark Chase, Marilyn O'Connor and Lenny Lipton.

Best Dog as Crew - "Mad Catter", the Jay Burke family.

Mike Brown's "Muttochian" winning the Marshall 22 class.



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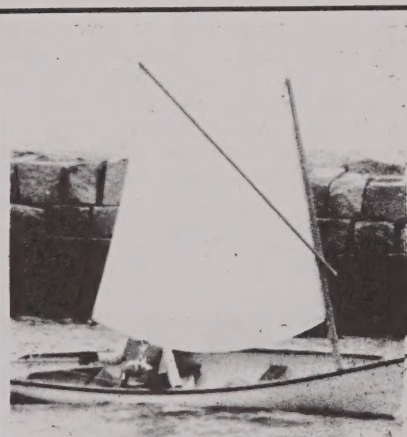
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Rogue River 4th of July

The rocks and boulders had magically grown larger and higher in the river bed. Slowly flowing through this rock garden, the mighty Rogue River was as gentle as a "wild river" can be. Low water and warmer than normal weather caused by the Pacific phenomenon known as "El Nino" had brought on drought conditions from which rock growth in river beds develops. The unusually mild winter with almost no snow or rain in the high Cascades also contributed to low water conditions.

Kayaking on the lower Rogue was, in some stretches between Gold Beach and the little village of Agness 37 miles upstream, an exercise in strolling through damp boulders. Yet the mail boats and the big passenger jet boats operated by Jerry's and Court's seemed to float through on vivid imagination rather than on the 4"-5" of clear green Rogue River water required to keep these speedy behemoths from ripping out their bottoms on the river bed.

The skippers of these excursion and cargo craft are not only to be admired for their finely skilled handling of their big, roaring boats, but also for their consideration for their passengers and for other river traffic such as we kayakers, fishermen and small boat sightseers. They also provide very humorous and informative commentary for their passengers as they pass by the river scenery. They make it all look so easy.

We chose to paddle on the lower Rogue as we had three paddlers in our group who had never been tested on a river, and the lower Rogue is a gentle teacher even though it doesn't mind giving its pupils a bath from time to time in order to hold their attention. Our new kayakers were from the San Francisco Bay area, friends of my brother-in-law Lloyd from his working days before his retirement. They were two father/son teams, Steve and Cory Baker and Brent and Chris Chandler. Cory, who at 14 stood 6'3" and filled the cockpit of his kayak, turned out to be the best "swimmer" of the group by trip's end.

A Forest Service campground at Lobster Creek, about 10 miles above Gold Beach, was our base camp. With a long concrete launch ramp where almost any size trailerable boat can be launched free, and a great gravel bar on which kids of all ages can find ammunition for stone skipping, it is a camper's dream spot. Nearby the jet boats stop at "Massacre Rock" to allow tourists aboard to photograph the spot where an Indian battle is said to have taken place long ago.

As we could not reserve a campsite in a free campground, Lloyd and I arrived July 1st to establish our claim. The California contingent would not arrive for two more days so Lloyd and I drove upstream to Quosatana Camp on our second day, where we launched our kayaks for a three hour trip back down to Lobster Creek. The weather was perfect and small rapids kept us interested as we paddled and drifted and breathed the clean air scented with madrone, manzanita, Ponderosa pine and yerba buena. Osprey and kingfishers competed with Great Blue herons, buzzards and others to provide us with an ongoing natural zoo. The canyon was a panorama of sights, sounds, smells and sensations. The young osprey in their nests lining the shore gave instructions to their parents, from their lofty penthouses, in screeching cries that reverberated up and down the canyon, as the adults went on with their routine diving and swooping.

The "lower coast" folks arrived in an excited, laughing, all talking at once explosion, almost too excited to sit down to our dinner of Dutch oven beans with sourdough bread and salad topped off with fresh fruit dessert. But they managed it. Clean, clear water falls from the canyon wall nearby, providing our drinking water, and it needs no additives to make it safe to drink. How long this will go on depends on how much it is appreciated by the campers who use it.

Next morning the "town" of Agness sat in early morning shadows in the Rogue canyon, yet there was movement at the Cougar Lodge

store as the manager swept the front steps and grinned as we inquired as to the best launch site. He had answered this question before, obviously. Our ride upriver was filled with excited questions, and I answered them with wild stories about "Old Killer" the rapid that eats kayakers, and about all the lost and broken kayaks and canoes that never came home.

"How many have died on the Rogue this year?" "Is this river really as bad as they say?"

"Worse," I answered. I also assured them that the fatalities that hadn't happened yet were too numerous to mention. In their elevated state of excitement, my comments went in and out without taking hold. The three who had no river experience were not totally unfamiliar with kayaking as they had paddled on San Francisco Bay and nearby lakes, so we weren't really overly concerned about their skills.

At 7:30 we entered the first white water accompanied by the standard whoops of youth on adventure. The waves were maybe 10" in the fast moving chute but it was an exhilarating 100 yards. We passed the mouth of the Illinois River and the lower landing for the tour boats. In Agness are three restaurants catering to the tourists, all offering superb food served ranch style on long tables outdoors. The food smells mingle with the fresh river smell and with the pine, madrone and sage. It is too much for your senses and is so tempting that it is a real effort to carry on downstream.

The river curves to the left just below the landing and a small but steep rapid there caused Cory and Steve to go for their first swim of the day. Steve was watching his son tip over when he lost his own balance. Like son, like father! I had led going into the rapid and sat in an eddy to watch the swimming begin. "Stand by to pick up floating objects," I yelled and reached out to snag a small cooler containing lunch. A pack of cigarettes I ignored, and later it was admitted that they weren't missed much. Well, Steve probably missed them a little. The warm water didn't bother the swimmers and we soon had them ready for travel again.

One hundred yards later Cory went over again on a sharp eddy line. "Cory, I think you need to slide your legs down into the boat so your knees don't stick up, you have too much weight too high up and you're top heavy."

He complied and immediately felt much more secure. However, this didn't keep him from capsizing three more times before the trip was over. After the third one he was overheard to say, "I think I'm getting the hang of this thing." He

never clarified whether he meant the capsizing or the recovering and re-entering. I never worried further about his ability after this.

We overtook a family of mergansers which began a wild paddling effort to stay ahead of us. Their young too small to fly, the mother refused to leave them, which afforded us some very close observations of this seagoing duck.

The canyon began to narrow down to less than 100 feet at water level, yet the river slowed, and we paddled with ears attuned to catch the first sound of any of the jet boats headed upstream on their first trip of the day. In this narrow section, a speeding big boat could cause us a lot of trouble. But none developed.

Soon the canyon began to widen and Lloyd, our resident foghorn and erstwhile singer, opened up and tested the echoing qualities of the steep canyon walls. His volume raised the hair on every creature within earshot and ruffled the feathers on the kingfishers and ospreys cruising overhead. The river snickered and gurgled happily as we massaged it with our paddles.

"A bobcat!" Lloyd's voice roared out above the sounds of the river. The big, long-legged cat intently searched the weeds and gravel near a small trickle tumbling into the river from the north bank. He ignored our passing, showing no interest, for he was quite used to people passing his haunts all day every day. Then suddenly, as though successful in his quest, he bounded up the creek with his long stride, and disappeared into the brush which covered the shore.

An osprey flew by with a large trout held so as to be aligned along its line of flight, and the young chick applauded as poppa approached the nest. An otter stalked, half seriously, a flock of lesser Canada geese that was strolling along the boulder strewn shore.

The heat bearing down now into the canyon confines enhanced the smells as the trees and their resins warmed. Yerba buena was the dominant smell overcoming the mossy, damp river smell. It was an enticing fragrance not unlike a woman's perfume, and we became euphoric as we drifted along now dozing. The Rogue worked her magic and we relaxed on her bosom.

"Hey, you guys, we're hungry! It's after noon already!" Our two teenagers jerked us back to reality and led us towards the rocks of the south shore. Lunch was a standup affair, not only because our butts were tired, but because all the head-sized stones offered scant prospect of comfortable seating. While enjoying our meal we noted evidence of the lunching here of otters and racoons, crawfish re-

mains and small fish bones littered the edge of the river.

In the sand are the tracks of the flying "bigfoot", the Great Blue Heron who "krarks" a morose protest as he gracefully eases away to another fishing spot. A rock skipping event gets underway and Steve appears to be the winner of the "gold". But the contest is left in doubt as the whole thing dissolves into a tussle for who can push who into the water. Everybody wins now. For a bunch of supposedly tired and hungry folks, they seem to still have plenty of energy.

The lunch stop was only a few miles above the campground, and darkening skies and rising wind persuaded three of us to pull out and call it finished. The other three decided to press on and fight the wind and finish the trip, about seven more miles. Later the winds died down and the sun returned so they enjoyed a glorious trip to the finish.

After we relayed the kayaks up to the campground, Lloyd and Cory looked for berry patches and I selected a likely looking picnic bench for a nap, awakening to the loud and boisterous arrival of Brent, Steve and Chris with the shuttle craft. Cory volunteered to stay with the three kayaks and we left for Agness and our other vehicles.

Forty-five minutes later we were loaded and our thoughts were focussed on finding something to eat and a place to rest our weary bones. The evening meal was put away amidst much discussion about which lures and bait would be best for fishing after dinner. Dishwashing was forgotten as tailgates flew open and fishing tackle of all sorts emerged. What happened to all that weariness? I guess I saved it all for myself as I couldn't muster up any enthusiasm and stayed in camp.

Two hours later they returned amidst comments of "water's too warm", or "too swift", "too windy", and "too something else." While Lloyd and I were set for an evening of paddling stories, the younger campers soon roared off in a cloud of leaves and exhaust for hamburgers and cokes for a bedtime snack. They never returned until every street, backroad and river access point within reach had been explored. A sudden thunderstorm finally hastened their return.

The rain became steady, and when morning arrived we agreed that our trip was over now. The steady light drizzle covered our loading operations and we said our good-byes in subdued conversations, giving the leave taking a funereal air. But as the loaded vehicles rolled past the stop sign onto the road home, someone yelled, "Next year, same time, okay?" and a chorus answered even more loudly, "Yeah!"



Part of the fleet afloat along the banks of the Tchefuncte River. There were numerous Chris Craft on display.

Madisonville Wooden Boat Festival

By John Clough

Rain did not dampen the spirits of thousands of boating enthusiasts who attended this year's Third Annual Wooden Boat Festival in the picturesque town of Madisonville, Louisiana, on the Tchefuncte (Cha-Funk-Ta) River on the northern edge of Lake Ponchartrain. Saturday brought some serious showers but Sunday, although overcast, was cool and dry. Over 100 boats were on display ranging from 10' to 112'

and from circa 1911 to today.

Boatbuilding skills were demonstrated in two different ways. A dinghy building workshop was offered in which participants could learn the basics of boat building and each would build a Louisiana pirogue over the course of the weekend to take home with them.

On a less serious level, 14 teams competed in the "Quick & Dirty Boat Building Contest". Each team had the same material and tool

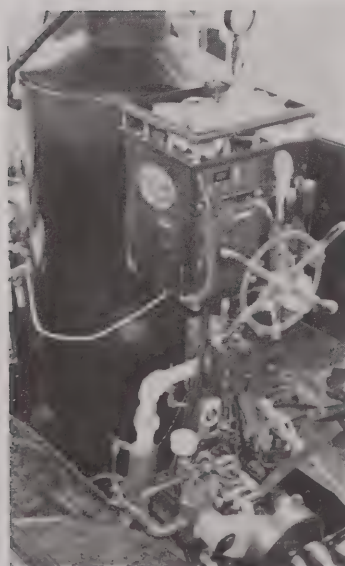
list, eg. 2-1/2 sheets plywood, 6 - 2x4's, a pound of nails, a piece of sailcloth, etc. Teams could use additional tools not on the list but would have to carry these with them in the boat in the race on Sunday as weight penalties.

On Sunday the boats were carried (road tested) to the launch site in a typical New Orleans style parade with a trumpet, tuba and banjo leading the procession. The race course had been laid out beforehand to suit local wind conditions and consisted of three legs; one to be rowed, one to be sailed and the third skipper's choice. Much improvement over prior years was evident in boatbuilding quality (or maybe in sailing and bailing skills?) when only one of the boats sank instead of half the fleet.

The Kids' Workshop manned by a local woodworkers' guild spurred the imagination of the youngsters, and its location near the beer booth encouraged the participation of the fathers. The workshop was complete with a tank for testing (and re-designing if needed) and over 600 boats were built.

The boats displayed over the weekend came from Florida, Texas, Mississippi, Alabama, Georgia, Tennessee and North Carolina. Many of the larger ones were open to visitors and several small boats were offering rides on the river. This location had ample room on the river and in the park along the riverbank, making the event most convenient and enjoyable.

Isaach Appleton finished off this 23' fantail hull as a classic steam launch, powering it with a 5hp one-cylinder Semple steam engine fueled by pecan wood. It was launched January 1, 1990. Isaach provided many rides along the riverfront throughout the weekend.



This 18' fantail launch was built for Robert Mayeux in less than two months by an 87 year old cajun builder with over 70 years of experience. Robert uses the launch to "explore the swamps", powered by this 1939 Michigan Marine engine.



Mike Broussard's viking ship "Red Dog" was built from a Norwegian lifeboat.

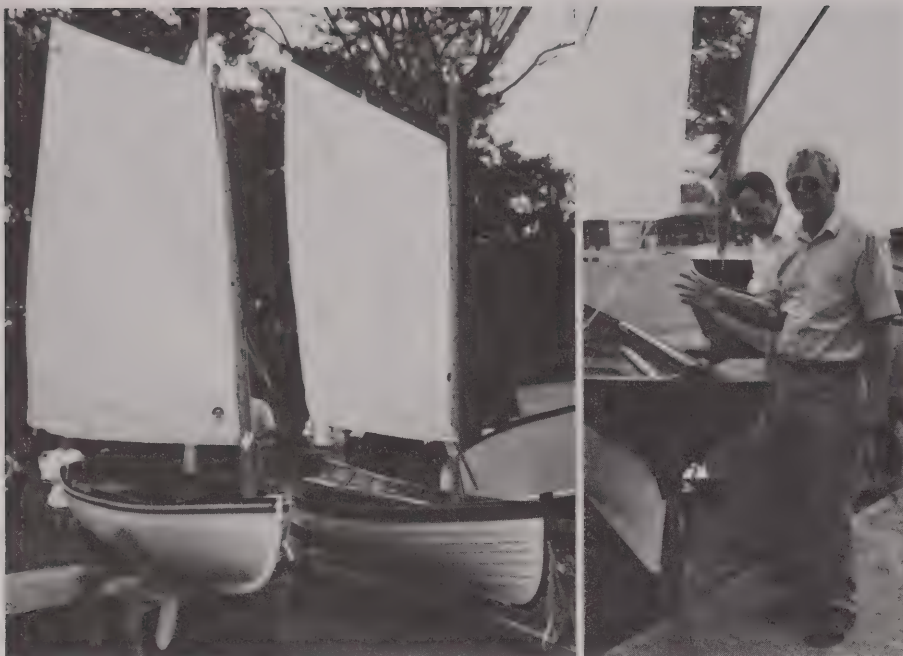


The steam tug "Mascot" is owned by Willam and Alex Ellsworth. It was built in 1969 as a 30 footer and lengthened to 40 feet in 1981 to accommodate a new engine, a double expansion steam engine of 5-3/4"x12"x8" stroke.

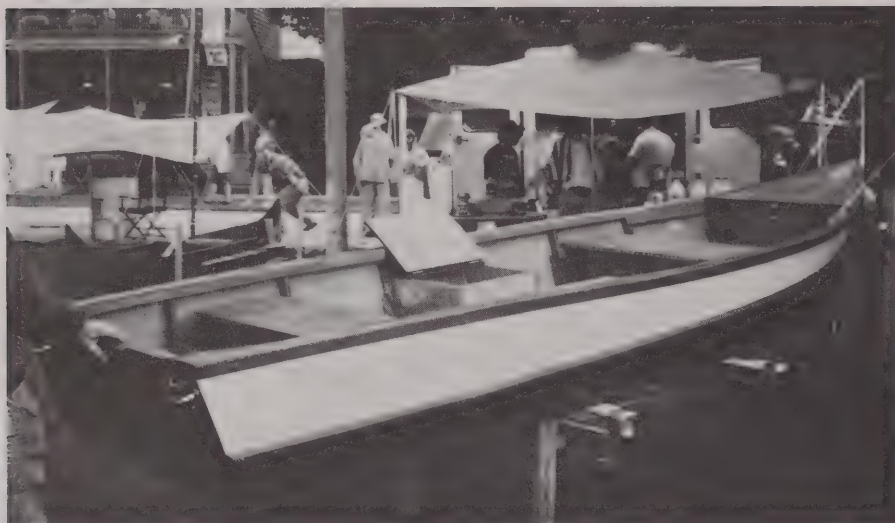


"Olive Jeanette", a 24' patrol boat, was built in 1926 for the Lutchter & Moore Cypress Lumber Co. She sank during Hurricane Betsy in 1965 and was salvaged and restored in 1988-89. Power is the original 1926 Red Wing four-cylinder 40hp gasoline engine. "Olive Jeanette" was entered into the National Register of Historic Places in October, 1991.



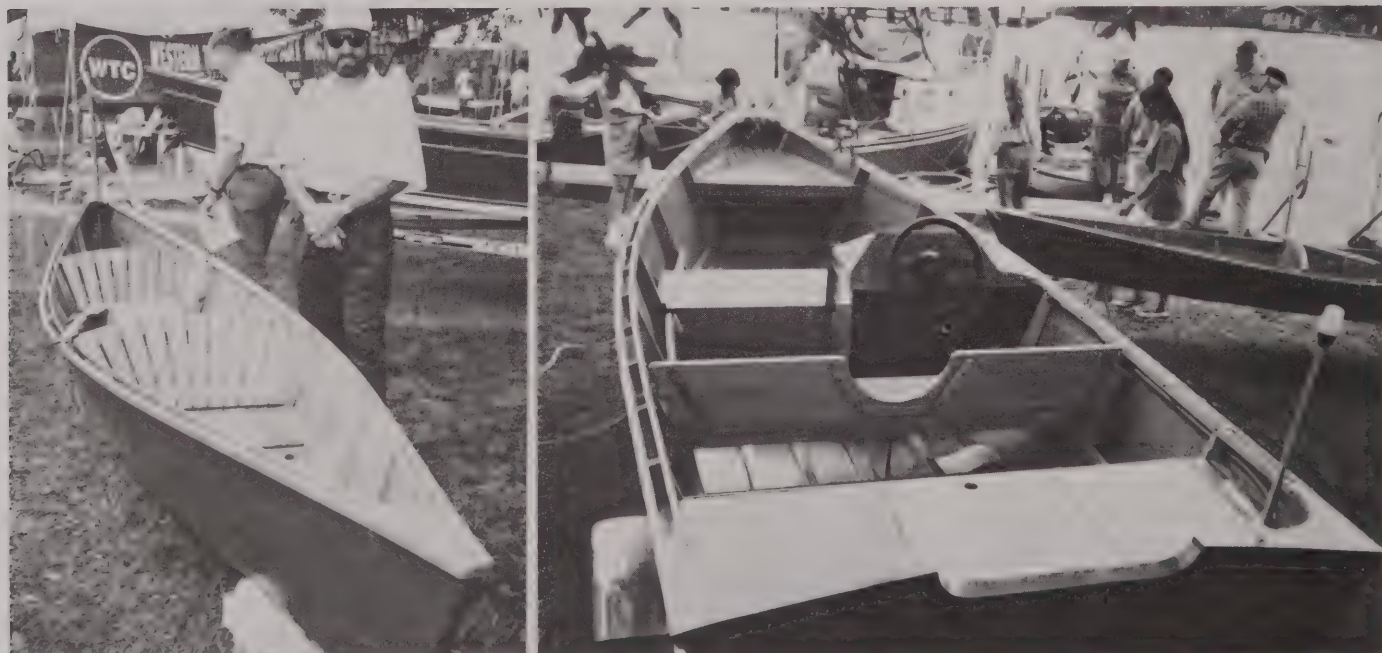


Paul Leboeuf brought these two boats. At left is his 12-1/2' "Gull" built in 1986 of four layers of 1/16" western red cedar using the constant camber technique. At right is a 15-1/2' Whitehall built from plans obtained from the Smithsonian. This boat was completed just one week before the show.

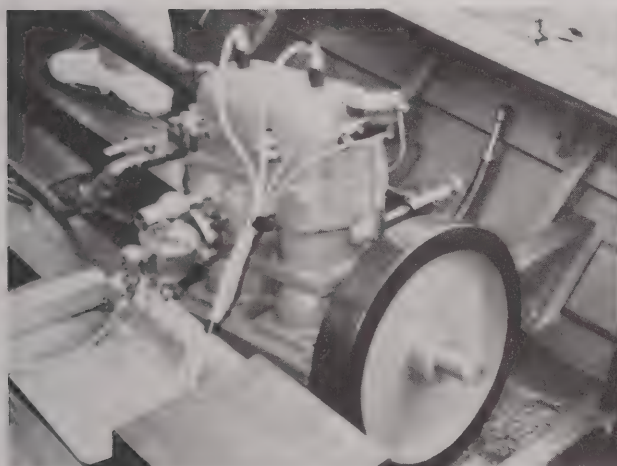
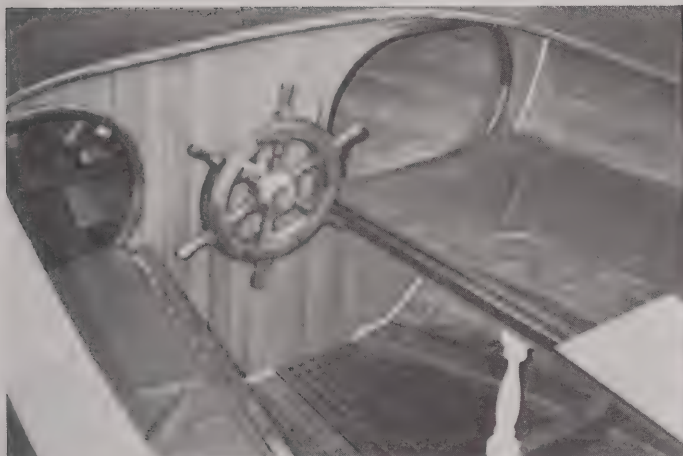


Turkey Quill Boats displayed this 15' Louisiana bateau.

Winthrop Turner of Baycraft Boats brought this beautifully finished pirogue, and also displayed two beautifully finished skiffs. The latter are built with oak frames, 3/8" marine plywood, bronze fasteners, and cypress. They have a "yacht" finish with lots of interior varnished brightwork. The 15' skiff measures 15'3"x66"x20" (freeboard) and weighs 325 lbs.



This gleaming Elver, "Daniel G" is owned by William Preston of Gulf Breeze, Florida. The 20' double-ended yawl was out of the water for 10 years. It was restored and finished off with help from Mike Grissom of Mike's Famous Boats of Pensacola Beach just in time for the show. "Daniel G" is believed to be Elver #1. Cockpit details show the quality of the restoration work.



Ernest Feltermen was giving rides in his 23' cypress bateau, powered by this 1940's vintage Nadler 8hp direct reversing engine from his extensive collection of antique marine engines.

Dick Gibbins built his pirogue in 1990 from measurements taken off Mr. Feltermen's boat. The length was shortened by a few feet and power is a Lockwood Ash 6hp two-cylinder engine, circa 1918.





Dirk Van Duym and his family enjoy the 28' sharpie Dirk built from plans from Howard Chapelle's "American Small Sailing Craft". This was Dirk's first boatbuilding project.

Joe Zachery built his yacht finished 32' skipjack "Deanna" in 1988 from plans for the "Calico Jack" designed by Joe Gregory (see "Wooden Boat" Nov./Dec. 1987).



Joe and Libby Graves with the 18' wherry, a Pete Culler design, that Joe built while attending the former apprenticeship school in Hyannisport, Massachusetts. In the background is a lugger built at Nichols State University which is on loan to a commercial living history attraction in Lafayette, Louisiana, "Vermillion Ville".



The popular Kids' Workshop where toy boats were designed and built throughout the weekend.



Several of the "Quick & Dirty" boats nearing completion.



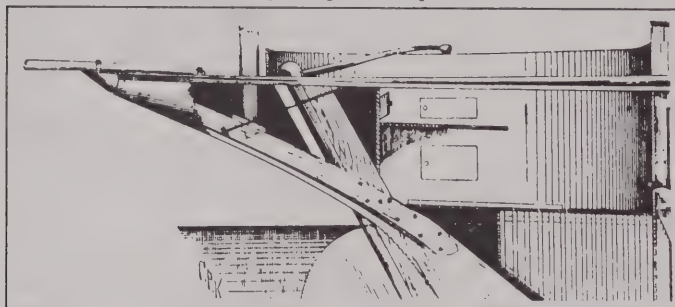
BUILDING "TOAD HALL"

an ongoing series by
David N. Goodchild
Part 5

BUILDING THE RUDDER TRUNK AND INSTALLING THE MOORING BITTS AND STUB MAST

THE RUDDER TRUNK

The construction drawing below of a similar but somewhat larger singlehanded yawl, (also taken from Kunhardt's "Small Yachts: Their Design and Construction"), illustrates the horn timbers required for yachts with counter sterns such as possessed by "Toad Hall". These timbers are necessary both to extend the counter and provide an enclosure for the rudder trunk. In the Central Girder Building Method, the question arises as to just how to pass the rudder through the center-line of the boat. The Girder already occupies this space!



Traditional Horn Timbers

The same procedure is used in the Central Girder building method, but instead of timbers we use plywood. In this case several layers of 3/4" plywood. First however, it is necessary to cut out a portion of the Central Girder to accomodate the rudder and its trunk. To do this I used a chain saw to rough-cut the slot and followed this up with finishing cuts from a circular saw. Once the slot was cut out and finished, I had to install a tube for the rudder post which would run within the trunk.

For this I wanted to use Schedule 40 PVC.

Let's digress for a moment to study the properties of PVC, in particular its toughness and its penchant for rejecting almost all glues of all kinds.

Regarding the toughness. As a tube, this material can be placed in the jaws of a vice and cranked closed until the walls of the tube are actually touching each other. If you then take the tube out of the vice and turn it 90 degrees, you can crank it in once again until it is perfectly round once more. As far as I can see, this affects the tube not one wit, (although microscopic analysis would probably show some damage), and as far as I can tell the material is as strong as ever. Even after all this torture, I have placed it on concrete and wacked it repeatedly with a sledge, with no apparent failure.

Regarding its dislike of adhesives. I often see items in the various boatbuilding and boating publications about the use of PVC for various functions. Each one of these articles blithely recommends that the builder simply epoxy in the PVC. They recommend its use as connections to through hulls, or for an enclosure for non-through-hull depth finder transducers. I'm here to tell you however, that you cannot epoxy PVC!

The material will not permit anything normally used in boatbuilding, or anything else, to adhere to it.

Because of its extraordinary toughness, I wanted to use Schedule 40 PVC for some very important uses in this boat and these will be fully covered later. But first, I had to find a way to glue the PVC rudder tube to the Central Girder.

In my testing I had tried to glue veneers to the PVC with the following glues, all with total failure:

EPOXY RESIN
POLYESTER RESIN
WELDWOOD PLASTIC RESIN GLUE
ELMER'S CARPENTER'S GLUE
PLASTIC GLUE
HOT MELT GLUE

I did not test Resorcinol since I had none on hand. Nor did I consider using the solvent which normally welds the pipe together in a plumbing installation, since this is in fact a liquid welding material which melts the matching faces of the pipe and thus is not an adhesive at all. It has absolutely no effect on any material other than melting the PVC. I did however find one adhesive that bonds readily to the PVC and at this point (6 months after the test) is still holding as tightly as on the day I applied it. This is CONTACT CEMENT! Yes, the stuff with which you bond formica counter-tops.

Here's how I used it to bond in the rudder tube.

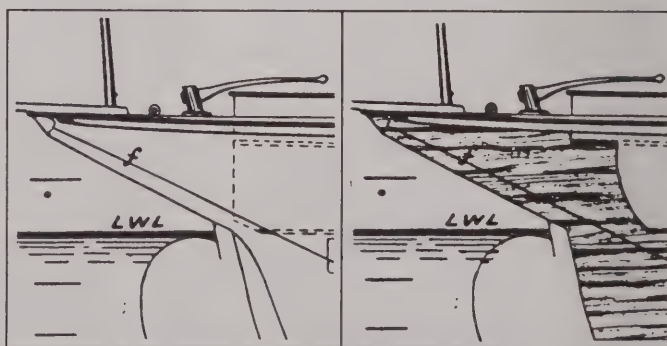
I steamed a little 1/16" Maple veneer until I could make it take a tight turn, then while wet I fastened it around the PVC rudder tube with hose clamps. After it had dried out, I removed the clamps and now had a 1/16" Maple veneer tube curved to a slightly larger radius than the rudder tube. I applied a coat of contact cement to both the tube and the veneer, and then rolled the veneer on to the PVC tube.

It bonds instantly of course, and now I had something (the Maple veneer) to which the epoxy would adhere. I then put the rudder tube into the slot and taped and epoxied the veneered surface to the surrounding Central Girder. The trunk laminates were then put on to completely surround the tube and form a totally water-tight trunk.

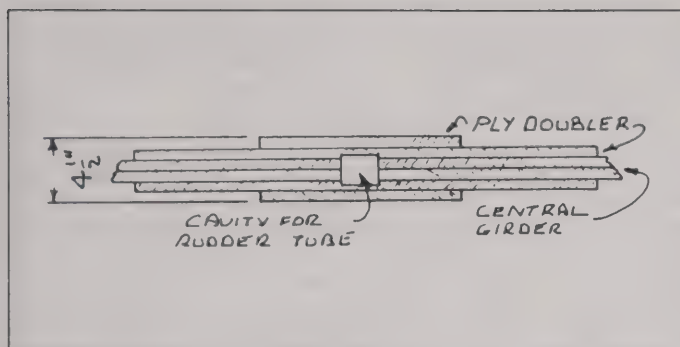
If we compare the detail below from the Structural Design drawing published in Chapter 2 and the drawing from the original traditional design also shown in Chapter 2, we will notice one difference. What appears to be a cockpit seat support appears in my modification. This is indeed what it is, but this function is wholly incidental to its main function of extending out the Central Girder through multiple laminations in



Test Fit



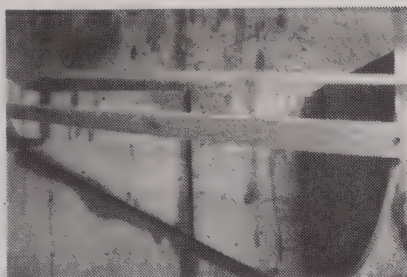
Original Cockpit and Modification



Building out the Rudder Trunk

order to support the portion of the Girder which forms the overhanging counter.

Just glassing in the PVC tube, does not a rudder trunk make, so it is necessary to overlay this with additional layers of ply in order to continue the Girder around this, since if this is not done, once the



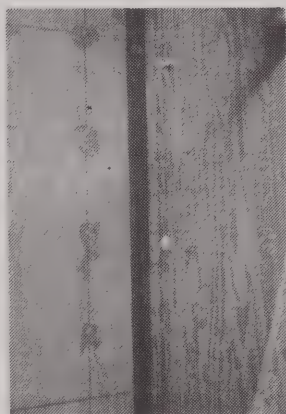
The Rudder Trunk

boat is cut out of the Building Frame, the counter would be supported only by the planking and the rudder trunk would undergo unacceptable stresses. I cut pieces of 3/4" ply to do this. The drawing above indicates the layers used. Around the rudder trunk, the Girder is made up of a total of 6 laminates, (3 on each side) for a total thickness of 4.5". I also carried two of these extra laminates the length of the deadwood, down to the where the heel of the rudder will be attached. This made the deadwood 3" thick from the counter down to the heel.

THE MOORING BITTS

The original design showed double bitts at the heel of the bowsprit. These I planned to reproduce, and here is where a real benefit of the Central Girder shows up! (I also planned to add double bitts aft).

The forward bitts (starboard bitt base is shown here) are epoxied to the rear face of the #1 Collision Bulkhead (Station 2) and to the Central Girder. In addition, the bitts are through bolted with 3/4" bolts through the central girder. This fastens the bitts together with the Girder between as the meat of the sandwich. This procedure does three things: one, it reinforces the forward collision bulkhead substantially; two, it produces a massively reinforced set of mooring bitts, and; three, it mechanically fastens the Central Girder together at this point.



Mooring Bitt Base

One problem crops up here which is similar to another problem mentioned last month, and that is in transferring points from one face of the Central Girder to the other. A similar solution obtains however. After test-fitting the mooring bitts, I wanted to be sure that they would align properly athwartships. To be sure that I had them positioned properly, I drilled a 1" hole on a line between them. Using this, I could site through from one side to the other and make sure that when I epoxied and bolted the bitts in place they would be straight.

While I was at it, I made the draining bottoms for the anchor lockers. The area below these two areas will be sumps, and excess water and mud from the anchor rode will drain through these two plates into the sumps, from which it will be pumped out when it accumulates.

A digression here.

One criticism that might be applied to the Central Girder is that the whole thing ultimately relies on the bonding of a single veneer to that of another veneer. While this is essentially true, it is hard to visualize the force that could pull apart a veneer in its entirety, though localized damage or stresses could cause a problem. To overcome this, my plan utilizes such things as the mooring bitts and the stub mast to mechanically reinforce this bonding. In addition to this, major portions of the boat are bonded together in at least two planes. For example, the #2 Collision Bulkhead (Station 4) is joined to the Central Girder with a structurally reinforced fillet. However, another layer of 3/4" plywood is epoxied to the face of this two-part bulkhead after Cut-Out thus bonding it completely athwartships. The same thing is done with the companionway bulkhead.

In another plane, a layer of 3/4" plywood is also epoxied to the tops of the tank tops as we saw last month. This then bonds the entire structure together in a second plane.

THE STUB MAST

We will see how the rig is put together in the Rigging Chapter, but it is sufficient to say at this point that there is both a "stub mast" and a mast. The stub mast as shown here is bolted to the Central Girder and projects above the deck by an amount which approximates the normal bury shown in the design. The mast (which is hollow) then simply slips down onto this stub mast and is rigged in a conventional manner. This is effectively a deck-stepped hollow gaff mast which to say the least is a little unusual. By carrying the stub upwards to the height of the original bury however, we have what amounts to a "fixed-end column" which is what would typify a normal keel-stepped mast, rather than a "pin-end column" which would be a deck-stepped mast (at least according to Ian Nicholson's "Boat Data Book"). What this enables us to achieve is totally water-tight mast partners, because after the deck is installed the entire area is glassed in tightly to the deck structure.



Stub Mast

0 365

81 hours to date

Time Log

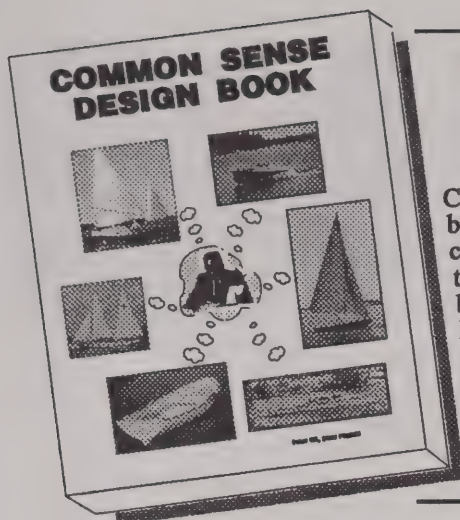
NEXT MONTH

We will look at the planking theory for this traditional round-bilged-boat which is entirely constructed AND planked in plywood.

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THE NASHUA RIVER.

CHAPTER I.

WEST BOYLSTON. — LANCASTER.

"Where through the calm repose
Of cultured vales and fringing woods the gentle Nashua flows."

WHITTIER.

AT the end of the trip on the Housatonic I had the boat sent as freight to West Boylston on the South Branch of the Nashua, in Worcester County, and in July of the following year took the three o'clock train from Boston on the Boston and Albany Railroad, with a friend of previous experience in river travel, to make a voyage in her down the Nashua. At Worcester, after a very convenient interval of forty minutes between trains, which we improved by making additions to our store of supplies, we took the five o'clock train on the Worcester and Nashua Railroad.

After a short ride of twenty-four minutes we landed at West Boylston, and, without delay, obtained of the station-agent the bill of freight for the boat, which amounted to six dollars and fifty-five cents. The charge of the New York, New Haven, and Hartford Railroad from Stratford to Springfield, a distance of seventy-five miles, was one dollar and seventy-five cents; that of the Boston and Albany for transporting her from Springfield to Worcester, fifty-six miles, three dollars and twenty cents, while the charge of the Worcester and Nashua for nine miles was one dollar and sixty cents.

The boat weighed only about one hundred and fifty pounds, but was rated by the first road as weighing seven hundred. The Boston and Albany, however, was much more generous and had rated her as weighing two thousand pounds. The rate for a boat on the printed tariff of the Worcester and Nashua Railroad is fifteen hundred pounds, but the Worcester and Nashua in a magnanimous spirit lost sight of its own rating and adopted, by some strange preference, that of the Boston and Albany instead of the somewhat more reasonable fiction of the New York, New Haven, and Hartford.

Having briefly called the attention of the agent to the somewhat remarkable variability of rates for such an apparently extraordinary article of carriage as our boat, we discovered, upon lowering her from a long enforced retirement on rafters in the loft of the freight-house, and bringing her to the light of day, that she had been badly damaged in transportation. There was a yawning crevice nearly seven feet long on one side close to the bottom. The seams were of course all open, but we had foreseen that they probably would be, and had provided ourselves with means to make them tight. It was necessary, however, to procure a skilful workman to repair the injury, and, upon inquiry, we were directed to the wheelwright, Mr. Goselin. We carried the boat with our baggage on a wheelbarrow, with alternate reliefs in wheeling, down a pretty steep road from the dépôt, and across the level of a narrow valley to Goselin's shop, which is on the bank



of the river. Goselin examined the break carefully, and then with a calm, judicial air that was eminently reassuring said he could repair it on the morrow.

Just beyond Goselin's a handsome stone bridge with stone parapets spans the Nashua, and only a few steps away is an ordinary wooden one over a canal. Immediately beyond the canal is a small, unpretentious hotel, which, however, unluckily, happened to be closed; and, as it is the only one in town, we were compelled to seek quarters for the night at a remote private house, — while farther on, past a row of buildings, in front of which is a park, that night, perhaps, be considered extensive in Lilliput, at the end of the road, is an old, two-storied, double-gabled, red brick building, under a steep hillside, in the longest block of buildings in town.

The view southward from the lower village is exceedingly beautiful. The interval stretches away in broad and fertile meadows of rich, dark green, bordered on the west by a wooded bank, broken, at a distance, by a projecting headland of bare earth, to a line of high curving

hills a couple of miles distant, where a white church-spire gives relief to thickly-wooded slopes. The river flows in graceful curves over the broad expanse, its course marked here and there by a bordering of trees, while at the extreme end of the vale, where the hills crowd together, hangs a high red bridge. The canal runs along the easterly side of the intervale, and half a mile away, at the end of a wooded bank, close under a hill, stands, entirely by itself, in a grand sort of way, the large brick building of the Clarendon Mills. There is a bridge at the upper village, which is perhaps a third of a mile above the stone bridge, and just below it is the dam of Holbrook's Mill.

It would be easy to carry a boat by the dam, and in taking a trip on the river it would be well to begin at least as high up as Oakdale, the next station above West Boylston, on the Worcester and Nashua Railroad, where the Quinepoxet River from Holden and the Stillwater from Sterling, unite to form the South Branch of the Nashua; and, generally, the higher up a river one can



begin in boating, provided only it is navigable, the better.

Furthermore, since taking this trip the Massachusetts Central Railroad has been completed to Oakdale, and furnishes the most direct route thither from Boston. The station at West Boylston is alongside the canal.

The high ground between the upper and lower villages at West Boylston commands, at most points, a fine view of the broad intervale below; the river, lying deep and quiet like a narrow pond between picturesque banks, while the shapely peak of Wachusett stands forth prominently in the north, only a few miles distant, and adds a mountainous flavor to the gentle beauty of all the rural landscape round. The view from the summit of Mount Wachusett, which is easily accessible, is one of the finest, in extent and variety, of any in Massachusetts.

Early in the afternoon of next day, the boat was ready, so, after preparing and eating lunch in the blacksmith shop which adjoins Monsieur Goselin's establishment, we put her in the canal, as the river itself, on account of the large volume of water drawn off through the canal, was, as we had ascertained, too shallow in many places for navigation. In spite of repairs and caulking, the boat leaked pretty badly at first; but we loaded the baggage and cast off about three o'clock. The canal is wide

enough to row in, and there is a good current. We soon came, however, to a bridge so close to the water that we could not pass under it, and we therefore made a portage over it.

The canal then opened into a small pond, bordered on the left with a shady road lined with oblong, box-like boarding-houses. As we pulled down the pond we had a fine view, from its high level, of the intervale opposite and below.

We landed on the embankment at the foot of the pond, and carried the boat over a grassy slope between the buildings of the Clarendon Mills and the canal, and put her into the race-way just below, and in a few minutes were going at a lively rate in a very swift current between banks of uniform height, marked alternately with greenery and patches of gravel.



After a while, however, we came to a barrier in the shape of a log, which for a few minutes looked troublesome. My friend, however, got out and, without much difficulty, lifted one end of the log, and the boat glided under without any disturbance to the baggage, which was heaped up in quite a mountainous pile in the bow. Shortly below, swiftly going with the rushing current, we came to another bridge so low that we could not pass it, and we were again compelled to make a carry, which, however, we quickly accomplished.

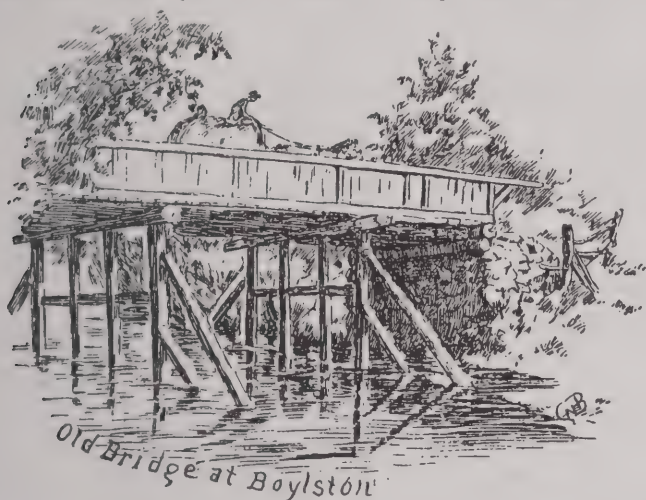
The canal thereafter assumed much more the appearance of a river as it flowed, with frequent turns, rapidly between low, open banks, often bordered on both sides with a thick network of bushes. After a delightful sail of about two miles in all, in the canal, the boat drifting stern foremost all the while and the oars only used to keep the course, we emerged into the river, narrow, deep, swift-flowing, and bordered with trees.

We sought here to get a glimpse of the Red Bridge which hangs so high in graceful suspense, in the view from the head of the intervale at West Boylston, but could

discover no trace of it, and its later whereabouts remained a mystery of the voyage. We soon passed a high sand-bank on the left, and then, after a few windings, glided through refreshing, cool shadows, under Carr's Bridge, an ancient, weather-stained structure of quaint gracefulness, made still more attractive by the beauty of its shaded approaches. The road south leads to Boylston Centre.

Below, the river was bordered on the right by a steep, woody bank, while opposite were open fields. By and by we passed gravel embankments of the Massachusetts Central Railroad on the right, and after a while pulled between piles upon which the railroad is carried over the river, and entered the pond above Sawyer's Mill.

We pulled under a bridge near the end of the pond, and landed at the left of the dam just below. We found, however, that, upon this occasion at any rate, it would be



easier to get over the dam on the right-hand side, as water was not pouring over the dam and there is quite a high ledge of rocks below the dam on that side. It took us only a few minutes indeed to lower the boat into the river below the dam, and, having reloaded the baggage, we made rapid progress down stream. The Nashua indeed flows very swiftly here, wandering in a charming, vagrant fashion hither and thither over the level of quite an extensive valley, dashing at frequent intervals over beds of gravel and making music as it goes. It was past six o'clock, and we talked of halting to pitch the tent, but, tempted by the pleasant windings of the swift-flowing stream, we continued on and neglectfully passed one good camping ground after another.

While shooting through a rapid at a lively pace we came near being impaled on a barbed wire stretched across the stream. There was quite a number of such wires at various points along the river, and they constitute the only source of danger I know of on the "gentle" Nashua.

After a while the shallow rapids came to a sudden end, and we entered the head of the long pond above Clinton. We soon pulled under a bridge and past a primitive steam-boat landing below, and then began to look out in earnest

for the night's resting-place, but for a long time without discovering a location in any way desirable. We finally got into the broad pond and at last halted on the left shore, and pitched our tent in the woods on the level of the bank above, and while regretting opportunities for camping neglected above the head of the pond, congratulated ourselves as darkness set in that we had found a place not quite so bad as we had just before come to believe would have to be our refuge. Before going to sleep we could plainly hear conversation and the noise of wagons on the high-road on the opposite side of the pond, and during the night were startled at times into half-conscious wakefulness by the intermittent tread of some creature near the tent.

(To Be Continued)



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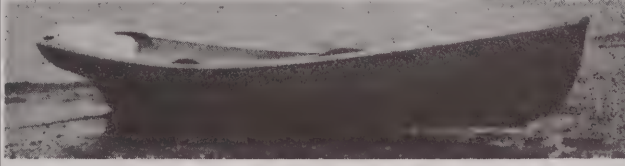
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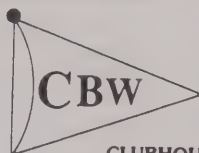
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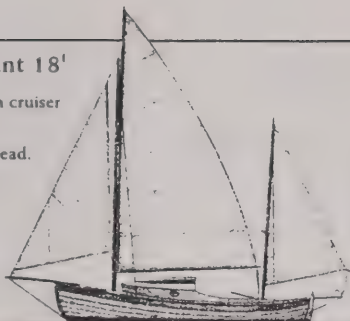
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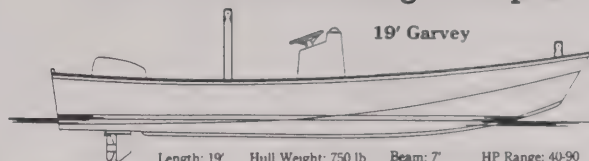
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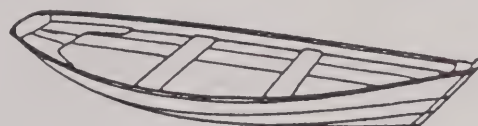


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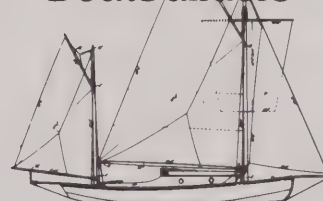
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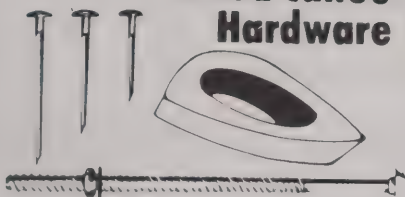
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Bolger on Design

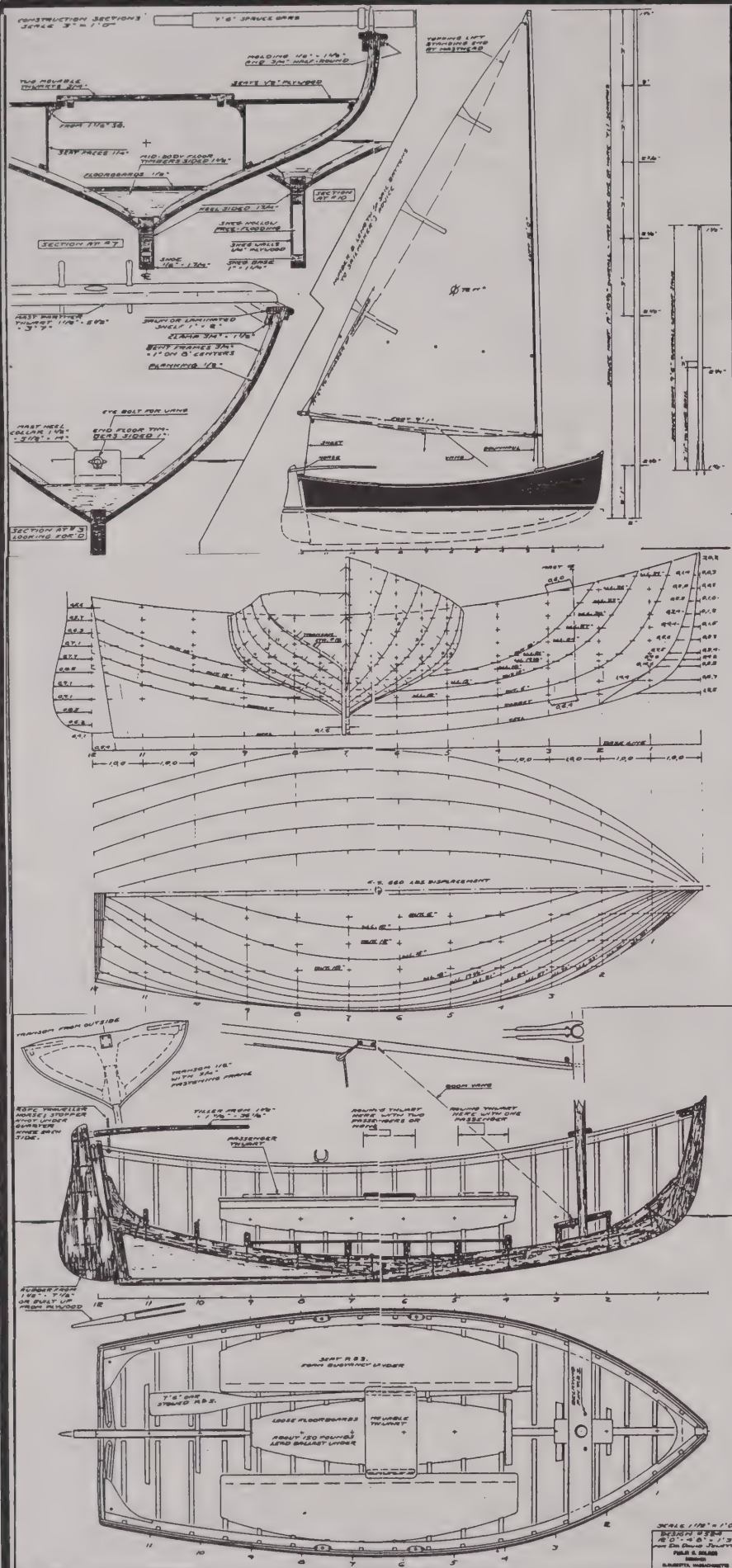
Bahama Dinghy... Yacht Version

Design #524 12'0" x 4'8" x 1'3" Sail 72 sq.

The man who ordered this design wanted to try building a bentframe carvel-planked boat for the experience. I lined her out to be somewhat undemanding to frame and plank; no very hard bends, not a lot of twist or spiling in the strakes including the garboard. A deep section like this is reasonable in an inside-ballasted boat, and the weight and sharp lines cope better than more modern types with a bobble of motorboat wakes.

The full keel, unballasted and all on one siding, is a good stiffener to hold the shape, and keeps the inside clear. Against that, it makes her slow-turning (which she can stand on account of the extra momentum) and hard work to row because of all the surface area. The plywood walls aft save piling up a lot of deadwood to swell and shrink, and shortens the bore for the bolts; I've been using these for twenty-odd years and they've never given any trouble.

The design amounts to a yacht version of a Bahama dinghy, with less power and capacity for easier building and handling.



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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. (17)



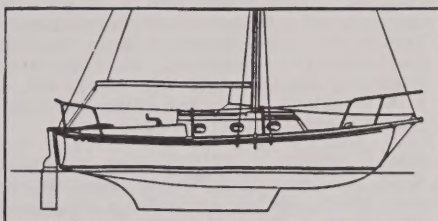
11-1/2' OLD TOWN SAILING DINGHY, antique gaff rigged, nr perfect orig cond. Black topsides, white bottom, Collectible, \$5,000. FRANK SCULLY, 175 Washington St., Marblehead, MA 01945, (617) 631-6158. (17)



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. (17)

HOMESTRAND MARINE STOVE, alcohol, #205-32A, one burner works fine, one burner flares, \$20. MARK NOLAN, Braintree, MA, (617) 848-3895. (17)

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.



23' COM-PAC MARK II SLOOP, 1985 (commissioned 1986). Superbly crafted FG shoal draft pocket cruiser in Bristol cond. Slps 4, galley, sails w/cover, 8hp Evinrude Sailmaster w/alternator, galv tandem trlr, compass, CQR anchor/rode, cockpit & winter covers, extras. Asking \$10,000, reasonable offers considered. BOB GROESCHNER, Norwalk, CT, (203) 847-8726 (lv message). (17)

SAILEBOARD, I have 2, will sell 1. F2 Strato (\$675) or Tiga Spirit (\$475). Both in vy gd cond & displace approx 220 liters. Offered w/6.4 UP sail (never used), 1-pc epoxy mast, tie-on boom, harness & lines. Might trade for canoe, kayak or other small craft. KEN MEYER, N. Whitefield, ME, (207) 549-5741. (19)

WANTED. Book of stack markings for U.S. & foreign freighters & cargo ships. RICHARD BROWN, 6950 N. Seeley Ave., Chicago, IL 60645, (312) 973-2070 collect eves. (17)

16' "GREENLANDER II" folding 2-person sea kayak by Foibot. 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 planked. ROBERT KUNTZ 05006-051, Biggs Army Air Field, F.P.C. P.O. Box 16300, El Paso, TX 79906-0300. (16)

BRONZE PROP, 3-blade, 12" right, shaft taper 1" to 3/4", \$20. MARK NOLAN, Braintree, MA, (617) 848-3895. (17)

12' TERN SAILBOAT, Fg sloop blt in Holland. Compl boat w/beautiful spruce spars. Fast & safe, \$500. DAVE PARK, Severna Park, MD, (410) 647-9640. (19)

8HP KOEHLER ENGINE, compl w/pump, shaft, electr start. Ideal for open launch direct drive hookup, \$350. DAVE PARK, Severna Park, MD, (410) 647-9640. (19)

WANTED. Steam engine, boiler & parts sources, by boatbuilding school developing youth training programs. Please send catalogs, references or any leads to suppliers of parts for small steam plants for small boats. W. HUNLEY, Alexandria Seaport Foundation Boatbuilding School, 1201 N. Royal St., Alexandria, VA 22314. (17)

WANTED. Small steamboat donation suitable for youth training program at tax-exempt foundation. We need to get the boys and girls working now to be ready for the spring season. W. HUNLEY, Alexandria Seaport Foundation Boatbuilding School, 1201 N. Royal St., Alexandria, VA 22314. (17)



WANTED. Classic brass cowl vent pictured. FRED GOEBEL, 22 Rock Ridge Rd., Newtown, CT 06470, (203) 426-6986 aft 6:30pm. (17)



18' OLD TOWN OTCA SAILING CANOE, mahogany rudder, leeboard, leeboard thwart, 8' spruce mast, ACA sail, cane seats. Quality restoration in 1990. Stored inside, exc cond, \$1,600 ready to sail. TOM TOMPKINS, Virginia Beach, VA, (804) 427-3454. (17)

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

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)

"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)

BOAT PLANS, all UNUSED cond. 10'6" "Sunshine" sailing tender, trad constr, vy compl, \$15. 10' Weston Farmer inboard launch, trad constr, \$5. 10'7" Stimpson Rhodes wherry, trad constr, vy compl, \$15. 14' or 17' lapstrake double-paddle canoe, trad constr, vy compl, \$15. DK 14 tortured plywood kayak, \$5. Rob Roy double-paddle canoe, modified Glen L, manual & patterns, \$20. 16'10"x6'7" "El-nar" ply fantail inboard launch, vy compl, no lofting, full size, \$25. Make offer for whole bunch.

RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (17)

WOODWORKING TOOLS. Makita 12" planer & 6" jointer Model 2030. Not to be confused w/low quality combo. Over \$3,000 new, asking \$1,500, lightly used. Small bench w/Dewalt grinder & low speed hone & precision vise, asking \$85.

RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (17)

PORT & STARBOARD LIGHT, kerosene, from old Crosby catboat, \$65.

G.L. Clark, 32 Ocean Ave., S. Yarmouth, MA 02664, (508) 394-8390. (17)

SWAP, for small sailboat, my '72 Plymouth Duster w/low miles, 6cyl std, floor shift, gd shape.

DICK, Natick, MA, (508) 655-8361. (17)

THE CARPENTER'S BOATSHOP (a non-profit organization) has wooden sailboats, powerboats and rowboats under 24', some projects, some parts, many ready to go. We repair & build new. Send long SASE for current listings.

THE CARPENTER'S BOATSHOP, Branch Rd., Pemaquid, ME 04558. (EOI)

SEA KAYAKS. 17' Sea Lion made by Aquaterra, like new, cost \$1,050, sell \$650. 17' FG Orion designed by Derek Hutchinson, w/skeg. Almost new, cost \$1,800, sell \$1,150. Open Scupper Sportsman, a real fun boat. Cost \$800, sell \$300. Also 3 paddles, 2 vests, kayak cart.

LINUS THRASHER, Ormond Beach, FL, (904) 677-0958. (17)

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ROWING SHELL SPECIALS. 20'8" Durham Rec Trainer w/oars and new velcro quick-release shoes, \$995. 20' Little River "Sprint", 1991, blue & white w/FG passenger seat & oars, \$995. 24' Little River "Rivershell", oak trim & oars, nice shape, \$995.

DOUG WATT, Winter Haven, FL, (813) 293-3408. (17)

APPLEDORE 19 by Martin Marine. Outstanding rough water recreational row boat. Compl sail outfit & trlr, \$2,000 OBO.

GEORGE SMITH, Marine Science Dept., UConn Avery Point, Groton, CT 06340. (17)

WANTED. Old boatbuilding magazines such as "Boatbuilder", "How to Build 20 Boats", etc. Also plans for hydroplanes & runabouts raced in the '60's & '70's.

BILL RICHARDSON, P.O. Box 1435, Rincon, GA 31326.

WANTED. Used inflatable in gd cond @ reasonable price (cheap).

RICHARD RUDIS, Mansfield Center, CT, (203) 456-1335. (17)

BOATBUILDING BOOKS, all in NEW cond. "Two Yachts, Two Voyages", Iliscok, \$5. "Modern Powerboats", West, \$5. "Theory & Practice of Props", Stanton, \$2. "Basic Electricity", U.S. Navy, \$4. "Mechanics", Hartog, \$3. "Strength of Materials", Hartog, \$3. "How to Build the Haven 12-1/2", \$7. "How to Build the Gloucester Light Dory", \$4. "Build a Clancy", \$3. "Old Marine Engines", Grayson, \$7. "Elements of Seamanship", Taylor, \$4. "Cold Molded & Strip Planked Boatbuilding", Nicolson, \$7. "Nautical Quarterly #28 (old Gold Cup book)", \$20.

RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (17)

SMALL BOATS & STUFF. Glen L's "Rob Roy", a solo wood & FG double-paddle canoe, sharp, \$250 or trade for a canoe sail rig. 18' bare FG hull, NEW, Jim Thayer's "Duckah", white gelcoat, \$450 or BO. FREE, misc parts from old iceboat, aluminum steering wheel, boom, sail, etc.

MARK NASH, 19 Ridgewoods Ct., St. Peters, MO 63376, (314) 926-0895. (17)

WAVE PIERCER, 17-1/2"x20" Olympic spec kayak by West Side Boat shop. Kevlar/epoxy, 1" skeg, no rudder. Exc cond, \$500 firm.

BOB PORTER, Ipswich, MA, (508) 356-7794. (17)

21' PLANING DAYSAILER, designed for performance & blt as prototype for new class. Design rights negotiable. Hull intended to be used as plug. Wood core FG construction, aluminum spars, Hood sails, trlr.

MATT LEUPOLD, Wayland, MA, (508) 358-4897. (17)

16' SHEARWATER CATAMARAN, FG hulls, wood deck, aluminum CB's & rudders, wood spars (mast, boom & jib luff spar), sails & trlr. This is a Mk IV hull w/Mk III rig in gd cond except for plywood deck, \$650. Delivery possible.

KEN MEYER, N. Whitefield, ME, (207) 549-5741. (19)

22' S-2 6.9 SLOOP. This is a vy high qual boat w/Kenyon spars, Harken blocks, Lewmar winches & Doyle sails, w/trlr & 5hp Tohatsu OE. 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)

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' CUSTOM WOOD SLOOP, flush deck, hard chine, arc bottom, fin keel, epoxy over cedar hull (began life as a Star in 1950). Self-bailing cockpit, cuddy w/sitting hdrm, wooden spars, standing backstay, 3 sails, single axle trlr. Nds assembly & painting, \$1,995. Delivery possible.

KEN MEYER, N. Whitefield, ME, (207) 549-5741. (19)

16' DECKED SAILING CANOE, aluminum hull, compl rig incl ACA lateen sail, outrigger & pontoon, \$450.

BILL NEWCOMB, Calabasas, CA, (818) 222-4316. (17)

15'6" WOODEN PEAPOD, blt 1976 to U.S. Coast Guard Plan #111943 CG-18. Exc cond, won 1988 Coast Guard Cup Race in Newburyport, MA.

CUSTOM HOUSE MUSEUM, 25 Water St., Newburyport, MA, (508) 462-8681. (17)

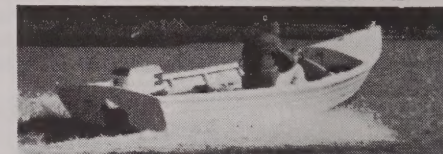
"FLIGHT OF THE DAMN FOOLE", Tom's chronicles of his recent coastal cruising adventures in his famed Townie, now in a book. \$10 postpaid.

TOM MC GRATH, 11 Severance St., Lynn, MA 01904. (TF)

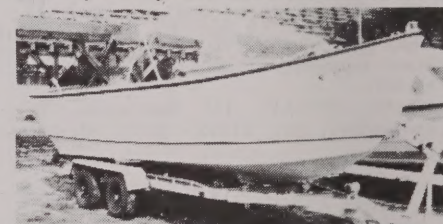
16' BANKS DORY, 1992, lapstrake pine on oak. Used 1 summer. \$1,100.

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

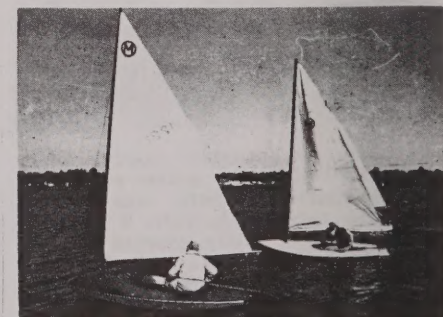
SIMMONS SEA SKIFFS



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



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



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

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)

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)

SAIL RIG: Unstayed composite wood/epoxy/carbon fiber mast 34-1/2'x5", 22' sprit boom, sail matched to luff curve of mast bend, about 269 sq ft, tanbark. Ideal for Black Skimmer or similar boat.
RICHARD ZAPF, Georgetown, MA, (508) 352-8331 (eves). (17)

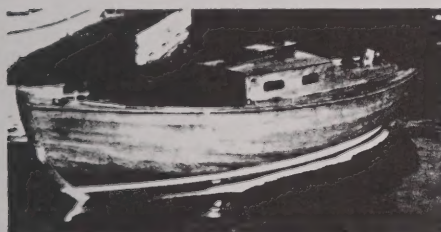
23' TRUE ROCKET SLOOP, 1963, cedar on oak, gd cond. 4 cyl Palmer runs, w/trlr. \$1,500.
ERNIE STELLER, Canaan, NH, (603) 632-4783. (16)

"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)

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)

BIRCHBARK CANOE BUILDING COURSE on Lake Superior (Wisconsin shore). July 2-17, 1994, OR July 23-August 7, 1994. \$750 incl lodging..
DAVID GIDMARK, Box 26, Maniwaki, QUE J9E 3B3, Canada. (EOI)

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)



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)

17' OLD TOWN CANOE, 1929 Model HW, AA grade, professional restoration, \$800.
JOHN DZEN, S. Windsor, CT, (203) 648-9565. (16P)

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)

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)

KELLS 21' SAILBOAT, 1974, swing keel, cuddly 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)

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) 985-5358. (17P)

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)

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Mix Ratio: 2:1

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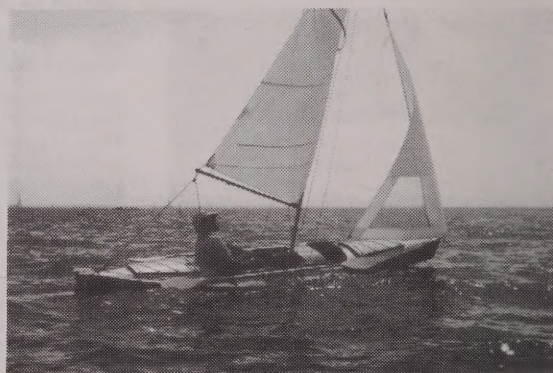
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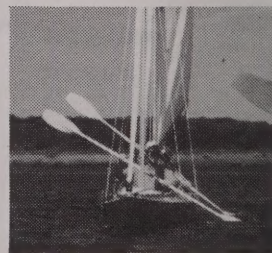
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