

Twice a Month!



messing about in BOATS

Volume 10 - Number 17

January 15, 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...

We'll relieve the February winter drabness a bit with a pictorial overview of last Fall's St. Michaels Small Craft Meet, thanks to Jim Thayer, and travel the Everglades Wilderness Waterway onboard Kenneth Murray's 21' Bay Hen. Ernie Steller regales us with his tale of a dory cruise attempt in "The Cruise of the Bear", and Mississippi Bob Brown looks back on 50 years of "Urban Canoeing", and then discusses "Getting the Most from a Single Bladed Paddle". We'll have George Hume's 1950's design for a 21' cruising sailboat and Phil Bolger will present his Auray Fisherman's Punt. Projects will include Aenius Precht's "Birdwatcher in a Hurry", and "Building Toad Hall, Part 6" from David Goodchild. "What You are Building" looks at a Bolger schooner, Wittholtz catboat, 5' traditional canoe model, and a fancy 12' lapstrake yacht tender. Two book reviews are planned; "Bahamian Sailing Craft" by William R. Johnson, Jr., and the "Big Book of Boat Canvas" by Karen S. Lipe.

On the Cover...

Don Betts' tiny 7' "Peacat" at hull speed, a boat Don confidently asserts is "the only fully rigged Cape Cod catboat you can carry any distance on your shoulder." Details on the current update of Don's creation are in this issue.

Over the past ten years I have been privileged to meet many, many creative people who have applied their imaginations to innovative concepts in small boats. There are many amateur Phil Bolgers out there, lacking Phil's professional expertise and long experience, but not his innovative ways of looking at small boats. On this issue's cover is one example from one of the most creative guys I've met, Don Betts of Brooklyn, NY. Don's creativity is of the sort that eschews plans, he just sketches up his idea for a small boat and goes ahead and begins to fabricate it. He is an artist and photographer and obviously has an eye for form and function.

Don has been but one example to me that it is okay to go ahead and try out one's own ideas when deciding to build a small boat. I originally was attracted to the traditional small craft espoused by John Gardner in his columns in "National Fisherman" and still admire these lovely and functional boats. But I'm not a craftsman, I'm one of those awful people who builds a boat in something of a hurry and then says that it is "good enough", an acceptance of my own limitations and lack of patience that true craftsmen characterize as an admission of falling short of the right way.

However, I don't lack for far out ideas, only the time to pursue them more fully. I have some degree of disrespect for the established wisdom surrounding small boating when it seems to me to be more the result of it "always being done that way" rather than from pragmatic reviewing of the situation.

An example from the sea kayaking mystique. I was told to learn the fabled "bombproof roll" to rescue myself from a capsize. Okay but that's not an easy skill for an old guy to acquire and I felt that some sort of equipment alternative would be best for me at my level (I'm not paddling the North Sea in winter) and if I ever did learn to roll I'd still have it as a backup.

This example leads to how my readiness to innovate proceeds. I made a paddle float from polyurethane block which also doubled as a backrest in my kayak, and was tethered to the boat in such a way that when it was put into action the tether located the float nicely at about 90 degrees to the kayak's axis. Then I got interested in the inflatable Sea Wing sponsons marketed by designer Tim Ingram. These, when deployed, would provide superb stability regardless of sea conditions as long as I needed

to get back into the boat, pump it out, and ready myself to resume travel. Tim sent me a set, but I loaned them to Dick Wheeler for possible use on his Newfoundland to Cape Cod trip in 1991 (he never needed them).

Innovation forged on in the meantime, as I wanted to rig my kayak for sailing but was not interested in the gymnastics keeping the narrow craft upright would require. So I decided to borrow the trimaran idea and began to build a set of outrigger amas for my big Folbot fiberglass double, amas which would retract against the hull when paddling, and deploy into the trimaran format when ready to sail, using one of Mark Balogh's high tech fully battened sails. It's not done yet, but looks promising for this year.

This was not enough on this tack though, and I began a similar modification to one of my two Seda Viking solo kayaks. The Viking is a pretty stable solo boat and I like it. To sail it would be too demanding an experience for me though, so the trimaran concept was adopted. Here I chose to install two amas made from 4" pvc pipe on the rear deck out of the way for paddling on a foldup rig of aluminum tubing from the hardware store, one which would deploy them far enough out to give me about a 4' beam. The prototype worked out okay with a downwind run late last fall, with no leeboard for lateral resistance I could not reach or beat with the slippery hull. But in the 15 knot breeze it accelerated nicely ahead with a 35 square foot sail made of 4 mil plastic. So onward.

Lateral plane was needed so I fabricated an aluminum mounting strip along one gunwale so that an old canoe leeboard I had could be moved fore and aft until the rig would balance. The sail, a nylon affair, is sleeved to slide over a telescoping aluminum mast made from one of those extension handles for pruning saws and such (I found several in the local salvage yard at \$2 a pound) that can be carried on the rear deck when not in use. Off the wind it opens into a wing-and-wing setup, on the wind one half flops over onto the other to make a conventional sloop type setup. All the sailing stuff stores out of the way when paddling and adds about 10 pounds to the boat.

I have a lot of fun by not being a purist, and as I said when I began this discourse, I am attracted by the opportunities which exist in small boating to pursue one's own innovative ideas, for better or for worse. It's great fun to try, and better yet when it works well.

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.

New England Small Boat Exhibition, through January. West Marine Products, Peabody, MA, (508) 535-7332.

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

Museum of Yachting Celestial Navigation Course, January 19-February 23. Newport, RI, (401) 847-1018.

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

Crash Bob's Rowing Race, January 23. Hull, MA. (617) 925-4826, (617) 242-8806.

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

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

On the Rocks Winter Boatbuilding Courses, February 7-13 & 14-20. Key Largo. FL, (908) 888-0670.

North River Boatworks' Beat the Winter Doldrums Party, February 26. Albany, NY, (518) 434-4414.

Annual Snow Row Rowing Race, February 27. Hull, MA, (617) 925-4826, (617) 242-8806.

North River Boatworks' Introduction to Lapstrake Boatbuilding Course, March 1-5. Albany, NY, (518) 434-4414.

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.

North River Boatworks' Canvas Canoe Repair Course, April 26-30. Albany, NY, (518) 434-4414.

9th Annual Cedar Key Small Boat Meet, May 1-2. Cedar Key, FL, (904) 543-5307, (313) 468-6456.

Northwest Small Boat Messabouts, May 1, Olympia, WA; July 10, Port Townsend, WA; September 11, Marysville, WA. (206) 526-1579.

Wooden Boat School Spring Courses, through May 8. NY, FL, CA, West Indies, (207) 359-4651.

Wickford Steamboat Meet, June 6. Wickford, RI, (401) 295-2570.

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

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

Scansport Canoe Expeditions to Russia & Norway, June 19-30, June 30-July 10. (603) 632-7654.

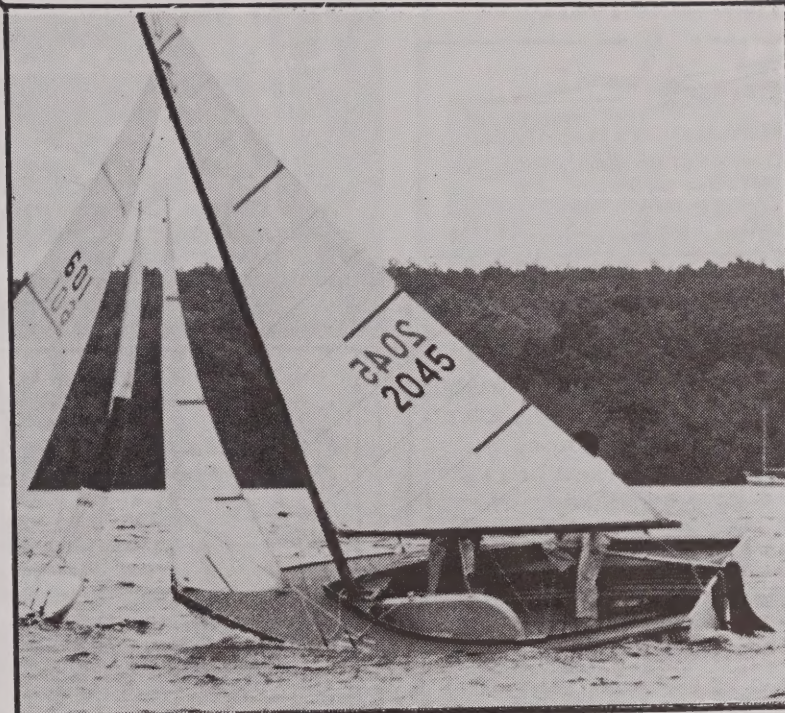
1200 MILE CANOE RACE, Finlandia Clean Water Challenge, Chicago to New York, June, 1993 (early notice to prospective entrants), Jeffrey Yeager, ACA, (703) 451-0141.



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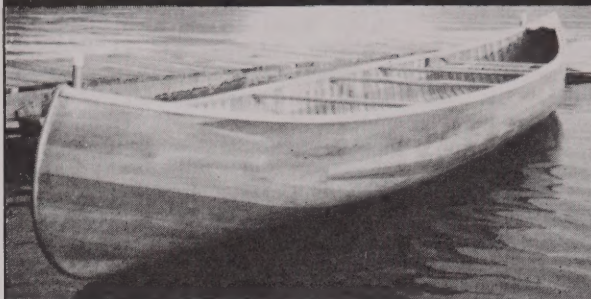
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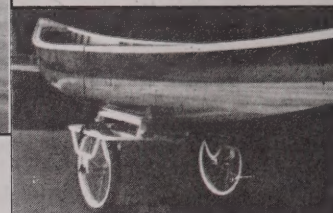
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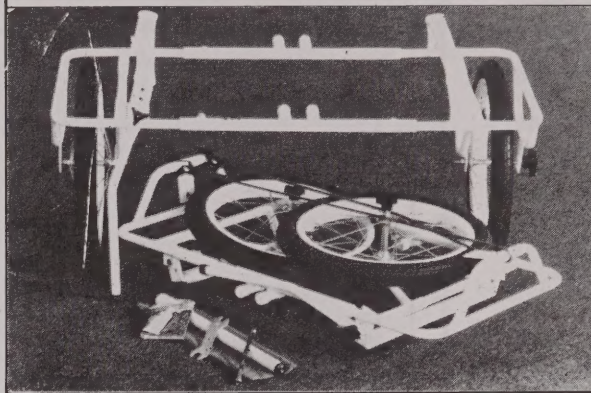
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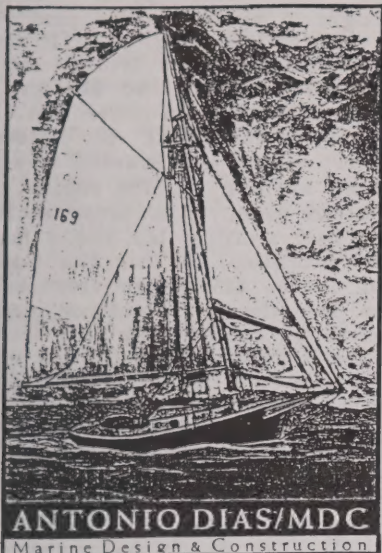
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Reviews... By Bob Hicks

MARINE DESIGN & CONSTRUCTION
DESIGN BOOK



Antonio Dias designs and builds boats in Wallkill, NY under the name Marine Design & Construction. The name tends to conjure up an image of some large

scale enterprise, and while he and friend Kay laughingly refer to it as their "ship factory", it is really a one-man shop. Tony is a graduate of the WCTI boatbuilding school in Eastport, Maine, a number of years ago, and design is his real interest, building follows on as a natural supplement as Tony prefers to build the boats he custom designs for clients. He happened to be one of the successful exhibitors last year at the Newport Wooden Boat Show, taking an order for one of his "Little Cat" daysailers (October 1, 1992 cover).

Tony has assembled 17 of his designs into a 20 page illustrated catalog. The designs are very traditional in nature, ranging from a downeast Muscongus Bay Sloop through a British influenced double paddle sailing canoe on to a sizeable adaptation of a Portuguese fishing boat. They are not at all lookalikes. Detailed discussion of each illustrated design includes much of the inspiration for each as well as the nuts and bolts of its accommodations, construction, and anticipated best use. Despite the traditional nature of the designs, Tony has adopted glued lapstrake

construction technique for his current project, the "Beach Point 18", a trailerable daysailer/weekender with basic accommodation for two.

The MDC Design book is available for \$5 from Antonio Dias/MDC, 193 Tillson Lake Rd., Wallkill, NY 12589.

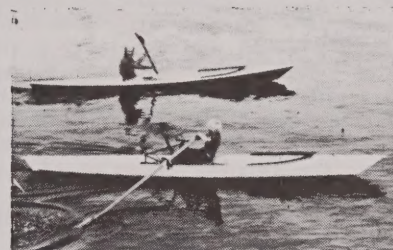
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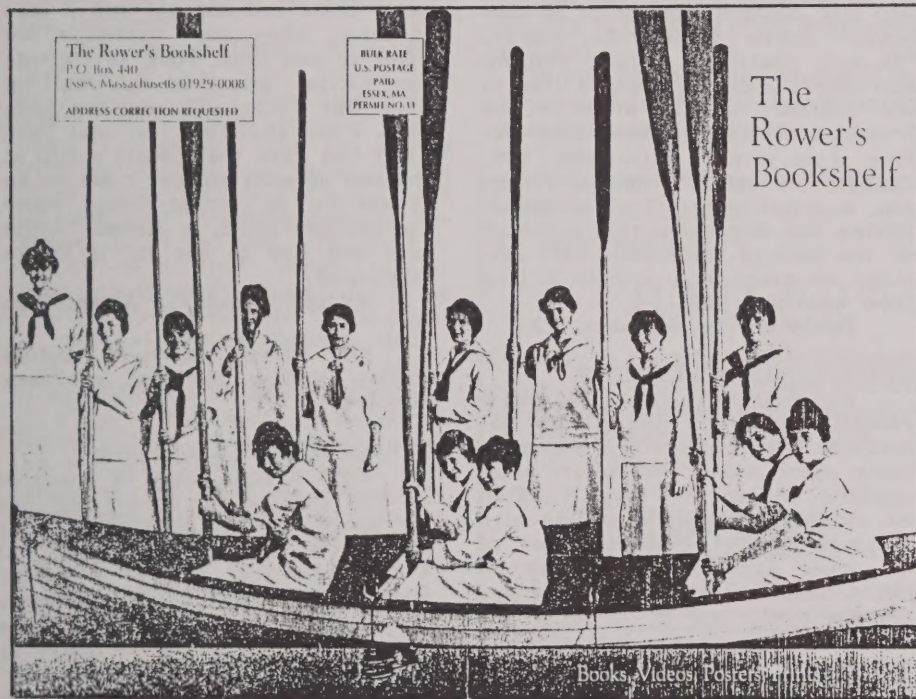
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THE ROWERS BOOKSHELF

Pat Smith started her small specialty mail order book business devoted exclusively to rowing at just about the right time on the upswing in interest in recreational rowing. Her little initial catalog of five years ago, based on the limited quantity of rowing related books then available, has grown into this 36 pager bursting with books, posters, magazine subscription offers and videos. All this just about rowing! Sliding seat rowing, where exercise and fitness are part of the message. Current titles on technique and fitness mix with histor-

ical reference books, along with special titles for women rowers. A number of those evocative posters of the golden era of sculling add to the choices.

Pat has undertaken to provide subscriptions for the British magazine, "Regatta" and also will produce her own quarterly newsletter, "Waterlines" to stay in more frequent contact with those interested in rowing literature and art. It should be an interesting journal. For a copy of this catalog contact Pat at The Rower's Bookshelf, P.O. Box 440, Essex, MA 01929-0008.

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STRETCHED "MICROTRAWLER"?

The presentations of the serious temptations of Phil Bolger's "Microtrawler" in the April 15th issue and "Hawkeye" in the September 15th issue may result in our placing our Bolger "Gypsy" (January 1, 1988 cover photo) in your Classified Marketplace. The step sharpie hull and the write up of the "Hawkeye" speed trials are intriguing.

"Hawkeye's high sides and length would do well on our North Carolina sounds, but "Microtrawler's" cabin and deck design are more promising for weekend gunk-holing, being gently rocked to sleep afloat in the comfort of a cabin. Which brings me to ask, "Can the two designs be combined into a stretched version of "Microtrawler"?"

If this could be so, it would increase deck space aft by moving "Hawkeye's transom aft, providing a larger cabin and eliminating the motor cover. The prospect of maneuvering "Hawkeye" in tight quarters in other than light air with a full "Microtrawler" cabin, given the turning behavior of motor well designs, also could be a drawback. Any chance of Phil Bolger addressing this inquiry?

Mike Pedneau, Raleigh, NC.

ED. NOTE: Phil Bolger responds as follows:

"These things are too laborious to design on account of all the expansions required to do many of them. For people who can, and will, loft from ordinary off-sets, I can whip them out for modest fees. For that matter, anybody can design such superstructures, once they get the idea. I'd like to do some with garvey bows, eliminating the cosmetic blunt pointed upper bow which complicates building.

As for "Hawkeye", the point about this layout is that you can build anything you like on that great flat deck. If what you build is very heavy, more power will be needed to plane out, that's all. For instance, a superstructure resembling a coastwise sidewheel steamer, end to end and side to side, could be done, although on an 18 footer it'd be best if all of it didn't have standing headroom!"

BARGAIN BOOKS

Maybe you should inform your readers about the International Marine Publishing "Super Sale Locker" bargain new books at only \$5 each, listed in their newest book catalog.

Jim Thayer, Collbran, CO.

ED. NOTE. If you don't receive the IMP catalog, write to IMP, Tab Books, Blue Ridge Summit, PA 17294-0840. for a copy.



ANOTHER BOLGER BOOK

I would like to see Phil Bolger do another design book. Somewhere in his writings he has stated that the reason he hadn't was that he'd not been asked to (by the publisher, I assume). Everyone who has enjoyed his series of boat design books ("Different Boats", "Small Boats", "The Folding Schooner", etc.) and would like to see another, should write to the Editorial offices, International Marine Publishing, P.O. Box 220, Camden, ME 04843, attention Jim or Jon, and tell them so. International Marine has suggested this approach on the back of their Fall, 1992 catalog, so drop them a note telling them what you want.

David Gulley, Houston, TX.

RESPECT FOR OTHER WAYS

I enjoyed your editorial recently in which you nicely described the windsurfers enjoying their sport while the rowers were working out in the bay. So often we older folks don't recognize with respect boating activities most of us never experienced. I have an old windsurfer, one of the originals I'm sure, and if the wind and water temperature are just right, I still enjoy a spin. Hard to fit into my rowing, but it is fun.

Jack Hubbard, Cohasset, MA.

NOT CLOROX BOTTLES

I loved your editorial on the Cape Dory Typhoon. My Tanzer 22 is a larger version of the Typhoon, roomier, more comfortable, faster, better built, but not as pretty. Clorox bottles they are not. We have had a lot more fun on our "Bucephala" than we ever had on the Elver I built, and it only takes us an hour to get to Gloucester! The ridiculously low prices being asked nowadays for such nice boats are a great advantage also.

Jay Moore, Marblehead, MA.

THOSE OLD WAYS

Two letters in the October 15th issue prompted memories of bygone ways. David Graves' comment on "cheap power" allure brought to my mind sweet memories of the "William Scott", a 13' lapstrake skiff that my brother and I built in 1946. We had \$25 and a burning desire for a power boat. So we built the skiff of leftover 1/2"x8" siding and powered it with a used washing machine engine, 3" of steam hose, 3' of brass rod, a boot heel stuffing box and a home made propellor. It took one week, cost us the \$25 and provided endless fun through childhood years thereafter. I can supply information on the design and construction with some real specifics on how to build and power it CHEAP.

I was also intrigued by Bruce Given's letter about sculling standing up to cure compression fatigue and the sitting down rowing blahs. I grew up on the East River off Mobjack Bay in Mathews County, Virginia. My grandfather was a waterman, working oysters and fishing all of his life. In the Great Depression, my Dad did likewise. They both worked from unpowered small boats and did not own a pair of oars. They went seven to ten miles to and from work in flatbottom skiffs, standing up sculling with flat white oak sculling paddles. I can still feel that boat jump when Dad gave that paddle a flip at the end of each stroke. I can do an article on an honest-to-God stand up sculling skiff, a limber "white oak" and how to use it, if you're interested.

William Hunley, Alexandria, VA.

ED. NOTE: We have invited William Hunley to send us these memoirs.

SPRUCE SAPLINGS ANYONE?

Does anyone know of a source in New England for spruce saplings for spars? I'm in need of several; 23' for a mainmast to finish out 4-1/2" diameter, 18' for a mizzen mast to finish out 3-3/4" diameter, two 10', one 7' and one 6' for booms and gaffs. I know I can glue up from 2x stock if necessary, but they would be more traditional for the unstayed rig I have planned, and bendier too. The hull is a Hartley, and since it's not a racing class here, why not give it a more interesting rig?

Charles Schmitt, 41 Highfield Rd., Glen Cove, NY 11542, (516) 676-2158.

DOESN'T MIND LATENESS

I don't mind it when issues arrive late because it just reminds me that "Messing About in Boats" is published by an ordinary human being instead of a big corporate machine.

Gaeton Andretta, Bridgeport, CT.

BUD MC INTOSH IS DEAD

The dean of the wooden boat-builders in my area is dead, Bud McIntosh passed away December 18th after a short illness at 85 years of age. He lost his beloved wife Babe just last August. He was a beloved and respected figure, personally and professionally, humorous, folksy and a delight to be with. Visiting him at his home was like stepping back thirty years in time. Bud just wanted to talk boats, a lifelong love affair. Bud and Babe, two originals.

Dick Winslow, Portsmouth, NH.

SPECIAL AND UNIQUE GROUP

I have been a small boat owner only since April but a whole new world has opened up for me. I have become a part of a very special and unique group of people, those who enjoy "simply messing about in boats." This past summer I proudly sailed my beautiful wooden Melon-seed skiff built by Marc Barto of O'Connell's Boatshop around to various shows (see August 1, 1992 cover) and at these events I have met some truly wonderful people. "Messing About in Boats" brings me regular reminders of my small boating weekends.

My dearest friend is a small boat owner and so I knew right away what to get him for Christmas, a subscription to your magazine. I hope he will be sailing with me this summer amongst the other small boaters. I agree with Ed Greene ("Your Commentary", November 15, 1992) that I feel like "a member of a club" rather than a magazine subscriber. So I'd like to welcome my friend Pete to the club.

Abigail Adams, Summit, NJ.

NORTHWEST MESSABOUT SOCIETY

The Northwest Messabout Society's first newsletter is hot off the copier. Three messabouts are scheduled for 1993 in the Puget Sound area and at least four newsletters will be published during the year. Yearly membership is only \$5. Inquire for more details.

Tony McGarry, 2200 N.E. 88th St., #13A, Seattle, WA 98115, (206) 527-9285.

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David McIntosh, well-known Dover boatbuilder, dies

DOVER - David C. "Bud" McIntosh, boatbuilder and designer, died Friday, December 18, 1992, in Wentworth-Douglass Hospital, Dover, after a brief illness.

He was born in 1907 and was a lifelong resident of Dover.

A graduate of Dover High School, he attended Dartmouth College and did postgraduate work at Harvard University in English literature.

In 1931 he established a small boatyard on the Bellamy River near Sawyer Mills, and moved in 1935 to a site on the Piscataqua side of Dover Point. There he devoted the rest of his life to designing and building boats.

He was perhaps best known for his book, "How To Build A Wooden Boat," published in 1987 by Wooden-Boat Publications, in which he described in detail, from the perspective of fifty years' experience, the process of building a big ocean-going sailboat.

He was predeceased by his wife of 53 years, Adelaide "Babe" McIntosh, who died late in August.

The family plans to have a memorial service for Bud and Babe McIntosh at a date to be announced later in the spring. Memorial contributions to the American Cancer Society, of which Bud and Babe were longtime supporters, would be appreciated.



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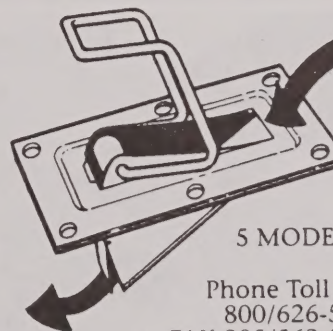
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In 20 years of marriage Karl and I have, as have many couples, made numerous compromises. While I spend the afternoon at the art museum, he finds the nearest maritime or history museum. He wants to see the local but well known boat building shop and museum, so I find an antique shop or needlepoint store. He needs to make a stop at the marine shop so I find the nearest dress boutique. We both like the book store - he's in the boat section and I am in the mystery section. I don't like the water, so while he takes the boat out I sit on the beach and read. Right? Wrong!

Many years ago Karl said, "I think I'll buy a boat." Naively, I thought he'd get some cute, sporty little boat. He and his friends would go fishing a few times. He'd get tired of it and sell it. That first boat was a Lido 14. He actually turned it over in the lake. Fortunately, I wasn't with him. Our friends, not only his friends, but also mine -- thought the boat was really fun! The kids were young, and we only sailed the boat on day trips to the lake. I sat on the beach or bank and read my book while he and the kids went in the boat. This I could handle. However, our life was never the same after the purchase of that boat!

The kids got older, and Karl said, "I think I'll get a Dovekie from Massachusetts. We will have to drive to Mattapoisett to pick it up. We'll make a vacation out of it. We'll see Boston and Martha's Vineyard. It'll be fun." I was so gullible! Before I knew what was happening, we were picking up a Dovekie and sailing across Vineyard Sound in a fog. We never even saw that island, Martha's Vineyard, until eight hours later when we ran into it in the dark! This was after the Porta-potty had turned over, the kids were tired and starving, and Karl had to row about an hour because we had no motor and no wind.

The Good Sport

One or two years later Karl said, "My brothers and I and few friends are going to charter a boat out of Florida." "Oh, great," I said, trying to sound excited. "Do I get to go?" "No, no, just the guys." (I tried to quietly give my sigh of relief.) They nearly got themselves killed that time because I wasn't there to ask if we really had to sail when all of those black clouds were boiling up in the sky. I was hundreds of miles away watching the weather station and trying to decide what medication to give my 80-year-old mother-in-law just before I told her that all three of her sons were lost at sea.

Another year or two passed. One lovely, breezy day Karl said, "Let me take you out in a catamaran. You'll love it." I didn't even know what a catamaran was. This was off the coast of Cannes, Australia. We were flying around, and I was soaking wet.

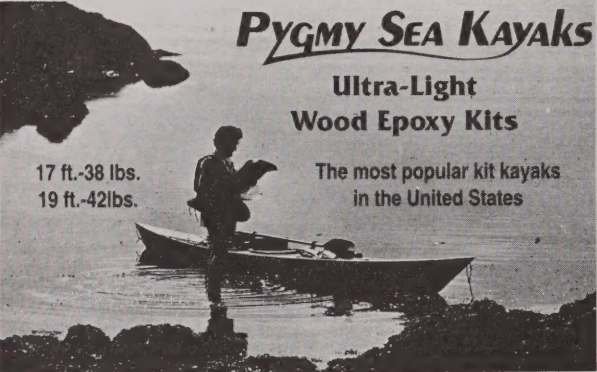
"I don't like this. I don't care how much you paid to rent this thing." He took me back to shore. Five years later, "Let me take you out in the catamaran. You won't get wet. I promise. This is different." I am a slow learner. However, I did make the whole ride this time.

I'm never sure how this got started, but a year or so later Karl said, "Let's take a trip in the boat. We'll trailer it to Massachusetts (we live in Texas so right away you know this is not a very big boat), put it in the water and do some sightseeing by water. It'll be comfortable. We'll eat out or I'll cook. (I gave up cooking except in my own well-equipped kitchen many years

ago). You'll love it." "What if it leaks?" I said. "Oh, I promise, it won't leak." One night, off the coast, a storm came up. We knew about it and docked at what appeared to be a good anchorage. We had a nice meal at the marina restaurant. We went to bed, feeling very snug as the rain beat on our boat, knowing that we would stay dry. I, not being a very sound sleeper, woke up about one o'clock, though I felt just a bit damp, and heard the drip...drip...drip.... Finally, unable to stand the fact that Karl could sleep through this, I woke him up. We tried everything but could do nothing until daylight. By then, everything in our boat was very wet. Well, that, in itself, is another story!

The final straw came about ten months ago when Karl said, "I think I'll build a boat. The kids are gone. I can use the game room?" After all these years I still naively imagined a canoe or a dinghy. Wood and epoxy started arriving. Band saws, electric sanders and jig saws started coming into the house in plain brown wrappers. Friends just dropping in, physicians and plumbers making house calls -- all became consultants on woodworking. Sawdust began flying around the house. Words such as scarfing, Bolger and lofting came up in everyday conversation. The man is building in my house an eighteen foot mahogany cabin cruiser. Was that it? Did I leave him? Did I demand that he give up the boat, or I'd give him up? I'm no fool. I knew what he would choose! No, actually, we have almost the perfect boat. He is building a beautiful wooden boat with a shower and a closet just for me, and I am sure he's just kidding about the exciting and romantic time we'll have when we sail the boat across the Atlantic...or about the sailboat he has just gotten the plans for...!

By Eugenia James



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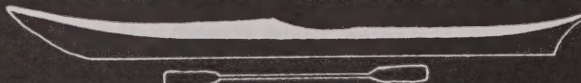
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Life in a "Nutshell"

By David Abbott

That builders and sailors of Nutshell prams are a breed apart was evident during the recent Great Wicomico Nutshell Regatta in Burgess, Virginia. A weekend of racing, comparing designs, and camaraderie was enhanced by sparkling weather and brisk breezes. Nutshell prams and Wee Punkins competed using the Portsmouth Yardstick handicap. Worthy of mention is that all of the boats were constructed by their owners and proudly displayed.

The Nutshell pram, designed by Joel White for "Wooden Boat", captured the imagination of six stalwart members of the Great Wicomico Cruising Club in Virginia about four years ago. These six, led by Nick England, purchased plans and lumber and as a winter project, set forth. In England's home they cut, sanded, glued, fiberglassed, sanded some more, varnished, sanded again, and turned out six beautiful sailing prams. Masts, rudders, tillers, centerboards and seats were all lovingly built along with lasting friendships.

By the time they were done, a song had been written about them, a launching party was held and a newspaper article had been printed about their endeavor. Informal races began on Friday afternoons and have continued since. These jaunty little craft with their tanbark sails have attracted so much attention sailing on the river that now their numbers have swelled to ten. The newer prams were built either by Nick or by their owners from kits and videos or while at the Wooden Boat School.

The Great Wicomico prams have competed in the Newport Wooden Boat Regatta and in the First Nutshell Regatta in Newport, RI. This year they hosted the first Great Wicomico Nutshell Regatta open to all Nutshell prams and small wood-

en boat designs. This will be an annual event on the second weekend in October.

The weekend began with a buffet supper where out-of-town guests met their hosts, discussed the merits of their craft and attended a captains' meeting. Saturday's races began at 1:00 and were followed by a dockside and lawn cocktail party to allow for lively discussion of tactics and boat idio-

synchronies before dinner was held at a nearby restaurant.

Awards were presented after the dinner. First place went to Charlie Strachan of Wicomico Curch, VA, in his 9'6" Nutshell "Salt Lace". Second went to Chet Bradley of Leedale Shores, VA, also in a 9'6" Nutshell. A special award was presented to Louis Lemond of Westport, CT, who travelled furthest to take part.

Rounding the mark



Launching Punkins.





Three generations still happy at cruise's end.

The timing was right for a new adventure to close a busy summer season. We had celebrated a 70th birthday, a 40th wedding anniversary and had participated in a regatta, an antique boat show and the Wooden Canoe Heritage Association Assembly in Peterborough, Ontario. As a memorable boating season drew to a close, we undertook one last adventure.

In 1979, my husband, Dick, and I had traveled to England where we rented a narrowboat for six idyllic days on the Avon and Severn Rivers. Although it rained some of every day but one, and the third week of May brought flood waters to the rivers, we thoroughly enjoyed our canalboat experience. In the years thereafter, I longed for a similar experience in the United States, and eventually learned of a company in western New York that was starting to rent canalboats. Financial considerations made us procrastinate, but when finally I learned of a company renting canalboats at Troy, New York, closer to our Vermont home, we decided THIS was the year to mess about in another canalboat. We arranged for the rental of the Canvass White for September 26th through October 2nd, and invited one of our daughters, Jenny, and her husband, Eric. With them came their adopted Chilean baby, Chloe, almost ten months at the time of the trip. Three generations on a canalboat 41' in length, 10' wide -- what a great experience!

Dick and I started out from Vermont on Friday, September 25th, planning to stay in a motel that night in order to be fresh for the 9 am to 12 noon instruction period. As we crossed over the Hudson River on the Troy Route 7 bridge, we looked down and spotted the two colorful canalboats moored together, awaiting the next new crews. Checking in at the motel, we quickly unloaded our gear and walked down the riverfront path to the canalboats, eager for a first closeup look. After we introduced ourselves to some of the charter men, they invited us to board the Canvass White. (The boat was named after an hydraulic engineer who made possible the locking system.) We were delighted with the boat and found ourselves awash with memories of the narrower canalboat we rented in England. The Canvass White is a steel boat, brightly painted in red, gold, white and black. The aft hatch doors sport a boating scene and a floral design, and there are beautifully varnished seats in the stern. Steering is accomplished with the aid of a wooden tiller, and for ease in docking or locking through, a bow thruster easily moves the bow to port or starboard. The throttle adjusts speed from a slow easing into locks to a full speed 2900 rpm, approximately five plus miles per hour. A large umbrella was stowed away for use in hot sunlight or rain, with pipes fixed for conveniently holding it. The captain also has available a good two-way radio for talking with

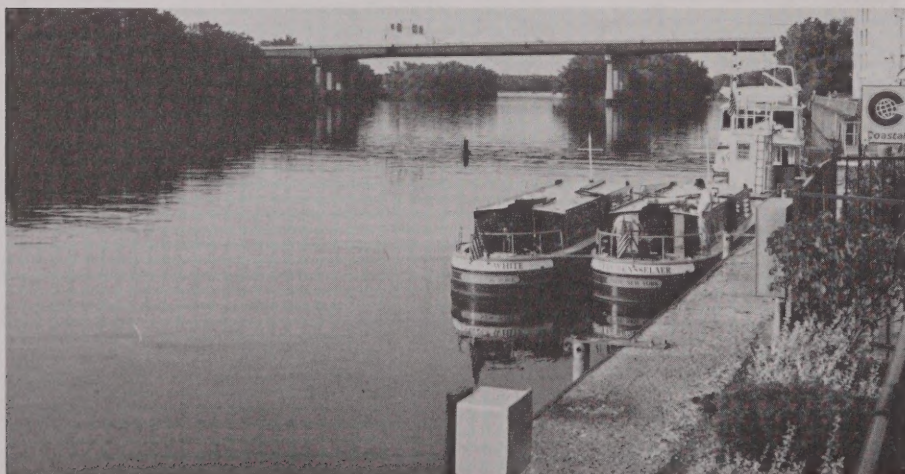
THREE GENERATIONS ON A CANALBOAT

By Nancy Cawley Jerome

lockkeepers and a fine book of charts for the region. On top of the boat were two bikes (Jenny and Eric used them), a boathook (not needed) and a gangplank (not needed). Heading down below, we came to one sleeping bunk near the stern, with a vanity basin and private head and plentiful storage in drawers and shelves. Another bunk area was immediately forward, with privacy doors at each end of that area and again, plentiful storage. Next was another vanity basin, another head and a shower area. At this mid-point in the boat, there was a side hatch opening up through the roof, where the linesman stood during locking and docking operations. The forward area was a combination of living room, dining room, kitchen and sleeping quarters. The couch became a bunk bed with the addition of the dining table. The legs of the table were adjustable and at night could be lowered to match the height of the couch base. The kitchen contained a small refrigerator with freezer section, a three burner stove and oven, a double sink, and all the utensils, dining items and pots and pans that anyone would need. A propane room heater was in this area and a propane hot water heater was in the mid-section of the boat. Windows were all about, and if the weather was inclement, a passenger could see very well from the living area. Carpet strips covered the floors, curtains closed at night and louvered windows let in plenty of air. The interior of the boat is finished nicely in wood and we felt very comfortable immediately. In the bow, outside the double doors leading from the living area, there were seats on either side and more storage for grill, PFD's, water hose, and other necessities.

Our three hour instruction period allowed time for all parts of the boat to be explained and explored and for trials of docking and locking through the Federal Lock at Troy. I was at the tiller and Dick handled the lines. At noon, our three crew members arrived from their home near Boston, and after much maneuvering the gear needed for a baby plus their own gear was stowed away. Chloe's playpen/travel crib was placed in the spot where the dining table usually stood, and we managed to find sufficient room in the area even with the dining table out in the middle. We actually left the Troy dock later than we had intended, but at 3:30 pm we headed north to go through the Federal Lock once more. We traveled on the Hudson River to Waterford and the first Champlain Lock. The

Two canalboats await new crews at the dock in Troy.



weather had been chilly and wet all day, so we decided to ask the lockmaster if we could moor for the night at Lock C-1. He agreed and we happily shut down operations, enjoying a fine meal and companionship before turning in for the night.

Sunday, September 27th dawned grey once more. A hurricane in the south had brought unsettled weather to our region, but we hoped for better days ahead. Eric handled the lines for docking and locking through, while I steered. At other times, we all had a hand at the tiller, but for much of the journey, Eric steered. This morning we went through the Mechanicville Lock C-2 and then stopped at Mechanicville's Municipal Dock for water and the purchase of a few groceries. As we continued north and through the Mechanicville Lock C-3, we enjoyed the rural scenery. The locks continued to be a challenge requiring great attention to detail and keen eyes. We had to spot from a distance whatever was available in each particular lock for securing the boat, be it rope, pole or ladder, and then agree which one would be our target. For someone with great pride in docking a canoe flawlessly, I was chagrined to find it was not easy to bring a 41' steel boat next to the lock sides of concrete without a bump. Eric was quick at catching whatever the lock offered and soon we felt more comfortable with the routine. In fact, by our return trip, we were making perfect landings, as the charter boat owner had predicted! By lunchtime, we had locked through Stillwater Lock C-4. It was here that our mate boat, the van Rensselaer, passed us. Two delightful Irishmen were aboard and our paths crossed a few more times before the end of the week. They were flush with canalboat experience in Ireland, full of eagerness to go as far north as possible in Lake Champlain and then return to the Erie Canal to go through the Waterford Locks, all in six days. Their trip turned out to be quite different than they had hoped when they went aground on their way back to the Erie Canal. Apparently a buoy had been regarded too casually and their boat rode right up onto a ledge, necessitating a trip from Troy by the towboat to pull them off. We did enjoy the ebullient Irishmen, liking their accents and their happy airs.

Leaving Stillwater Lock C-4, the rain came down again. Eric steered and I watched the charts and kept him company. This was the longest between-locks stretch, 14.3 miles to Schuylerville Lock C-5. We passed Saratoga National Historic Park and saw cannon atop a hill. There were interesting houses, docks and decks along the waterfront in some areas and rural scenes in others. Our progress seemed quick, as it had in England, until we realized that our average speed was just over 5 mph. We watched herons, egrets, ducks, geese, turkey vultures, cows, other boats, people watching US, add waves parting at our bow, then rippling toward the banks behind us. Finally we arrived at Schuylerville Lock C-5 and were told that we could moor in a fine cove next to the Lock for overnight. Here were lovely lawns, nice flowers and picnic tables, all tended by the lockmaster with pride, just as it was in England. Jenny and I had a good walk, discovering an historic marker stating that Burgoyne's men crossed at this spot over a boat bridge. After dinner, the rain stopped and we all enjoyed the magnificent stars.

Monday, September 28th brought us a perfect day, warm and sunny and most welcome after two rainy days. Fort Miller Lock C-6 led us to the narrow Champlain Canal, then we returned to the Hudson River. In the river,



A stop at Stillwater lock C-4.

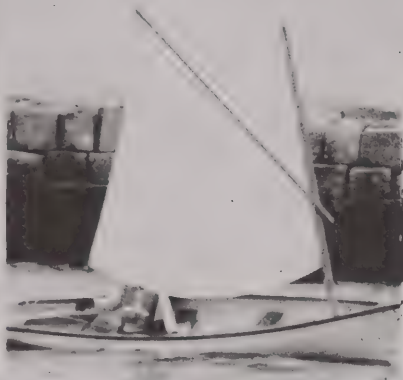
buoys must be searched out and followed, but in the canal the going was straightforward. By now we were well accustomed to life aboard the canalboat and the warm, sunny day made our spirits soar. Many large boats passed us, going south for the winter, sailboats with masts and gear lashed down on deck. At Fort Edward Lock C-7, we passed in front of the lock in order to go up an inlet to the Fort Edward Yacht Basin. The lock was completely filled with an enormous government barge, just then heading south. The inlet to the Yacht Basin was lovely and restful, and the Basin itself was a fine place to stop for lunch, groceries and a water fill-up. A most interesting coincidence occurred here when three kayakers arrived. In talking with one, we learned that they had started their trip to New York City from Shelburne, Vermont, heading north to South Hero, then south on the New York side of Lake Champlain. The kayaker was amazed to learn about my father's canoe trip with a friend in 1915, going from Bound Brook, New Jersey north on this same route, ending in the Richelieu River in Canada. My father's trip had inspired the selection of this particular route we were taking and I felt that his indomitable spirit of adventure was a shadow of a fourth generation traveling with us. Eventually we went back down the inlet and through Lock C-7, where we saw many turkey vultures. With such beautiful weather, we decided to press onward and passed through Fort Edward Lock C-8 and then to Smiths Basin Lock C-9. Here we were given permission to moor at an idyllic spot, next to a low wall beyond which an expanse of green grass and lovely trees reminded us again of England. A small but high dam near us provided "white noise" for sleeping, and our rest was enhanced rather than disturbed by a lonely train whistle, an appropriate sound to hear in the night while aboard a canalboat! The sunset and sunrise both were spectacular here, and the scenery was an artist's dream.

Tuesday, September 29th was another beautiful day although the temperature was much cooler. After a long haul (9.1 miles), we arrived at Comstock Lock C-11, where divers were working in the lock area. (There is no Lock C-10 in the canal system!) The miles to

Whitehall Lock C-12 passed quickly, and we decided to tie up to a wall just below the lock. A retired man and his son and grandson came to admire our boat and told us that the boat had been pictured in that day's Glens Falls Post-Star! Later a couple came to have a picnic lunch near us, and they gave us that section of the paper. The photo had been taken the day before at Fort Edward while we were away getting groceries. As we traveled on, several lockmasters and spectators mentioned seeing the photo. Whitehall had many attractions: Skenesborough Museum, which was closed, unfortunately; Skene Manor with its huge clock face, easily visible up on a hill, now a restaurant but once the home of the Skene family; most unusual antiquing nearby; and an impressive war memorial. Whitehall was originally Skenesborough, and was the birthplace of the U.S. Navy. Late in the afternoon, we went through Lock C-12 into the windy, wave-strewn narrows of Lake Champlain. We went just far enough to realize how beautiful this area was, but then had to turn around and head back to Whitehall for the night. The boat is fun to turn, full speed and tiller hard over makes it seem to turn in its own space. At 11:30 pm this night, an enormous barge went past us on its way north. I wouldn't want to be responsible for locking through a barge that size!

Wednesday, September 30th was the start of our return trip. We were now wearing many layers of warm clothing as the weather had turned quite cold. The sun was lovely, however, and we were having fun. Our crew's ages ranged from 70 years to 10 months, but all had adjusted easily to the boat and all were having a fine vacation. There were often times for explorations as we stopped along the way, time for Jenny and Eric to use the bikes, and time to relax and enjoy the unfolding scenery as we twisted and turned along the canal and river. We returned to Fort Edward for overnight, a lovely place to stay.

Thursday, October 1st was very cold, 41 degrees with a wind chill much lower. This was a pleasant day, regardless of the temperature, with walks interspersed with travel and a lovely evening at Mechanicville where another (or the same?) barge went past in the night.



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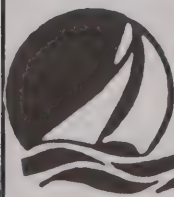
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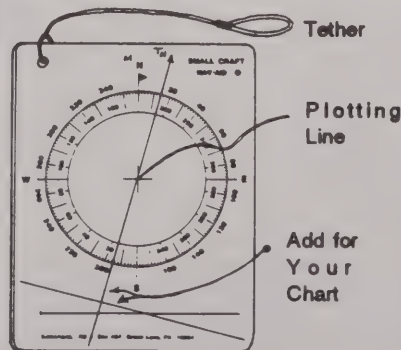
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Friday, October 2nd was one more beautiful day, still cold. We made good travel time and locked through uneventfully. At the Troy Lock, an excursion boat, Dutch Apple II, entered the lock right before us, and the passengers all gathered at the stern to watch the pretty canalboat tie up. Happily, this was a no-bump event, and we waved at them as they took photos. We returned to the Troy Dock before the designated hour and found our friendly Irishmen there before us. One of them took a family photo with our cameras, and then we started to unload our gear. The little family of three headed east to the Boston area and Dick and I headed northeast to Vermont. We were very happy, satisfied that we had added another canalboat adventure to our previous one in England. Three generations enjoyed the peace and slow pace of a canalboat without the sometimes traumatic foreign travel before and after the cruise. For our daughter and son-in-law, there were no telephones ringing, no fax machines, no mail, and very quickly they started to unwind and absorb a lifestyle slower than they might have dreamed. This trip was truly an adventure we all enjoyed, and one we hope to duplicate in the future. Messing about in a canalboat is a unique experience and we heartily recommend it!

For more information: Collar City Charters, 427 River St., Troy, NY 12180, (518) 272-5341. In western NY - Mid-Lakes Navigation Co., P.O. Box 61, Skaneateles, NY 13152, (800) 255 - 3709.

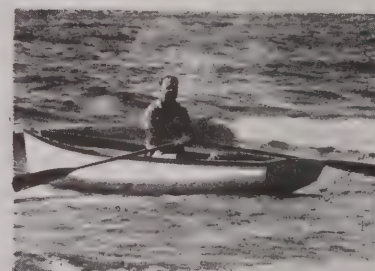
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SOMETHING ABOUT BOAT CAMPING

By Jim Michalak

A few years ago the State of Illinois built a hotel which looks over one of the large man-made lakes there. Folks get to walk in the woods and see the beautiful sunsets for \$60 a night. For years I'd been doing that for free. I could even relocate my waterfront property at will. I was boat camping.

There's nothing new about boat camping. Right after the Civil War, Nathaniel Bishop spent months circumnavigating the eastern U.S. in a 14 foot canoe (which he rowed most of the way) and in a duck hunter's sneakbox. Modern boat campers can be every bit as ambitious as Bishop, but I'm going to propose something less strenuous for the common man. It's more of a first step that you can build upon.

To me boat camping is simply camping in a boat. L. Francis Herreshoff called this "beach cruising" and was a great fan of it even though he made a living designing yachts for millionaires. The design he called his Beach Cruiser, a 14 foot dinghy, shown on page 88 of his *The Complete Cruiser* has the basics which I've tried to stick into my little sailboats.

Foremost is a spot big enough to sleep in. That is a clear space 6-1/2' by 2', but I've camped on the floor of a solo canoe whose bottom plank was only 11 inches wide. My air mattress pretty well filled the canoe. I had to get up and out of the boat at night to roll over (Nat Bishop had the same problem), but I was able to spend the night sleeping, more or less.

For camping two you'd think a space of 6-1/2' by 4' would be required, even though the double bunks of some yachts are smaller than that. My first real camping boat was a Bolger Jinni, a flat bottomed yawl, 16' long and specifically designed for camping with a 6-1/2' by 4' flat cockpit floor. The wife and I camped in the Jinni quite a bit but it's chummy. It's like those "two man" tents that are great for one. If you want to sleep two men, better get a "four man" tent. I should tell you sleeping head to foot makes for less interference of sleepers. Better wash your feet before turning in! Maybe a 13' by 2' clear space is better. Sleep foot to foot.

Not too many small boats have this kind of

clear floor space, although it's fairly easy to design if you're starting from scratch with a new drawing. Seats must either be removable or eliminated. It's best to eliminate all frames in the camping area. You may need to increase the size of the wales and thicken the floor to compensate for the lack of framing. I made an old Teal skiff suitable for camping by adding another 1" x 2" lamination to its wale and taking a saw to the center frame that was blocking my sleeping space. The modified boat was better all around; no heavier than before but just as rigid and with a wide open center. And that is another benefit of a camping style design -- an open playpen of a cockpit that is very pleasant to use even when you're not camping. A camper which sleeps one has room to daysail two, sleeps two will daysail four, etc...

For a sailboat the use of leeboards, external daggerboards or external pivoting boards will eliminate the clutter caused by a centerboard or daggerboard case. These leeboards may be ugly from the observer's point of view, but from the user's point of view they are efficient, out of sight, and out of mind.

You can't have a large external keel or V-bottom because you need to beach the boat flat, as Herreshoff did. He used inflatable tubes as rollers to bring his dinghy up to dry beach. For solo camping a suitable boat might weigh 100 pounds or less and rollers aren't really needed. I never could find rollers and they might just sink out of sight in the mud we have here anyway. For heavier boats, such as my Jinni, I'd pull the bow as far up on shore as possible. Usually the hull is about half in and half out of the water. It's all I can do but has real disadvantages compared to a totally beached boat.

For one, getting out of the sleep space requires climbing over the bow (or stern -- sometimes it is best to beach stern first) and often a step into the mud. Being able to step straight over the side onto dry land, as you can from a totally beached boat, is perhaps the biggest advantage of this sort of camping. Once ashore, even a twelve footer has more "deck space" than the largest yacht.

And it's solid deck, too. There's no pitching and rolling to contend with, but that's not true with a half beached boat. One night I had Jinni half beached on a quiet lee shore to our southerly summer winds. During the night a north wind blew in bringing choppy waters which made noisy slaps against the hull and physically lifted and dropped the stern onto the bottom every few seconds. For me there was no sleeping in it and I tied a pocket hammock between two trees for the night. I came back a month later and found the beavers had eaten my hammock trees.

A totally beached boat can be pulled up high enough to avoid worries about waves and tides. We don't have tides where I live but I've seen the lakes go up and down several feet a day and the rivers a foot an hour. I once had a Birdwatcher tucked onto a shore and settled in for the night. About 5 AM I awoke to do some business and found myself far more disoriented than normal. The lake had her and I was drifting free a quarter mile from my camp site. Luckily there was almost no wind. Even a half beached boat needs to be tied down.

I prefer a hull with a plain bottom plank armored with fiberglass and with no rub strakes, external or internal stiffeners or even a skeg, if possible. A light flat bottom hull with good rocker can be slid over mud, sand, grass and gravel like a sled. Bottoms like this usually have poor directional stability in the water and need a little help from a leeboard to go straight. Canoes and rowboats always seem to need at least a skeg to go straight.

And don't underestimate the ability of a canoe or rowboat for boat camping. In fact, I maintain that a light rowboat is the optimum. For \$150 a hull such as my Roar or a Bolger Dory can be built, which has the clear space needed to sleep one plus enough storage volume in the ends to keep all your gear on board while you sleep. They will weigh perhaps 75 pounds empty if you keep weight in mind while building. They are a snap to solo cartop or slide around on a beach. There is no sail rig to build or stow. In truth, once you've got rowing down, these boats will take you almost anywhere faster and safer than a sailboat. Admittedly, if I lived on the Gulf Coast and could sail the protected waterway on a reach for months at a time, I'd have a sailing camper. On narrow streams I'd have a canoe. Once you get involved in this, you'll have one of each!

You know, people who "anchor out" can miss a lot. Late one afternoon I saw a ski boat, very low in the water, quickly pull up near my spot. The worried skipper had with him a crew of three young lovelies all wearing those tiny tight things young women swim in. The captain immediately repaired to the stern and suffered to find the leak. I was going to help until I saw his beautiful crew bailing the boat, straining this way and that with buckets and hopping and bouncing to and fro. For a final performance they all three bent low and, with every muscle in perfectly poised prominence, thrust the heavy boat free of the shore. I was satisfied just to watch. It was better than TV.

No matter how you beach, never take a conventional tent, I say. Where I live setting up a tent will bring out the shore patrol in seconds and you'll be sent home. You see, I'm not certain boat camping is totally legal except in unusual areas like the Land Between the Lakes in Kentucky/Tennessee. I suspect the entire world has a "No Camping Except In Designated Areas" rule. And the fact is that if everybody did it, I'd stop doing it. To me boat camping is a getaway, somewhat non-social in



Opposite page: My little sailing jonboat, "Piccup Squared" with lugsail rigged for shelter. Above: Just the basics here, a 13' "Toto" canoe with air mattress, sleeping bag and bug net at the ready. The original Bolger "Jinni" camper shown here with rig stowed on crutches on a windless summer day. The "Jinni" rebuilt with a walk-through cabin and offset mast ala "Birdwatcher". The cuddy is just long enough to lie down in and just high enough to sit up in.



nature. So I'm secretive and discreet about it. If I've spent a night camping in my boat and nobody else knows it or can tell I was there, I've had a success. Just the same, I'm in the habit of having a valid fishing license and some minimal fishing gear such as a telescoping fishing pole. Sitting on shore and fishing all night is totally legal and so is snacking and boiling a pot of coffee.

"Just fishing," I'll tell the agent.

"Good luck," he'll reply. "But don't fall asleep. That's illegal!"

Hiding the sleeping bag and air mattress may not be easy. A good air mattress is a wonder of modern times. Every bit as comfortable as a real bed to me. I think the best ones are rubberized canvas. Mine is a "Winnebago" manufactured in Yugoslavia. Actually, you can sleep on your boat cushions and life jackets and you'll have them along anyway. Sponge the floor clean and let it dry before putting down your mattress. You're setting your bed on the boat's floor, unworried about sticks and stones

beneath. Crawling creatures are effectively blocked by the bottom. But I once parked Jinni over a crawfish hole. All night I heard the crawfish clawing at the bottom of the hull trying to get out of his hole. Sort of like an old horror movie.

Ah, critters! The big furry kind have never been a problem. The only trouble I ever had was when three raccoons, in the middle of a noisy family fight, tried to board the Jinni one night. Some shouting and flashing of lights sent them away, arguing all the more among themselves. Don't lie awake thinking deer will be grazing next to your boat. Let's face it, hunters lash themselves to treetops and douse themselves with fox pee just to see one.

It's the tiny critters you'll see a lot of. If I were an entomologist I'd do a lot of boat camping. I think I could discover a hundred new species a night in the summer. I'd slide a canoe into the tall shore weeds and when it was half full of bugs, maybe an hour or so, I'd pack them off to the University. Originally I didn't allow for bugs and effectively never slept. Then I tried bug spray and still effectively never slept. It seems they know to avoid the sprayed areas and go straight for the lips, eyelids, nostrils and ear canals, and if you think I'm kidding, you're wrong. You're almost better off letting them bite you and go home happy customers than to have them buzz your ears all night. The trouble is that they tell their many friends. So I got a bug net at a discount store. Works great! Sometimes I don't need the bug spray but I take it along just in case. The net needs no frame to be effective. Just lay it loosely over you like a sheet. On summer evenings the net is often warm enough to eliminate the need of a sleeping bag.

Ah, the sleeping bag! I bought a new one years ago and it looked so fluffy I saw no need to take the air mattress. Laying directly on the floorboards, the fluff mooshed down to nothing. Not only was there no cushion, but the slick nylon bag kept sliding downhill on the somewhat canted floor. Another sleepless night. For summer camping I'm not at all certain a sleeping bag is required. A heavy sheet or bug net may be all you need for warmth. One fluffy sleeping bag can take up as much volume as all the other gear combined and, in some boats like a solo canoe, the storage volume is precious. If the temperature gets below 60 degrees, you'll need a bag but you don't need an expensive one. Camping in really cold weather is a hardship I avoid. Get a sleeping bag with synthetic filler which still works when wet.

And what if it rains? My advice to beginners is never camp on a rain forecast. Since I got a NOAA radio years ago, I've never been caught out in an overnight rain, but it will happen someday and I'll get wet. I've tried boat tents in the past. The first was a low, tight fitting affair for my little Teal. I used it one 40 degree night and spent the evening dreaming about how cold I was. With no ventilation, the inside was damp and miserable. For Jinni, I made an open ended job with six feet of headroom. It worked very well stretched from stem to stern set on a sprit boom as a ridge pole. One warm summer night my wife and I got caught in a good rain which didn't bother us at all. Next morning I rowed back to the ramp in the rain with the tent still up (no wind), oars sticking out under the tent, and wife watching out the bow opening directing me. Now I carry the tent but don't put it up unless it really starts raining. It restricts movement, and, worst of all, my view of nature which is why I'm camping in the first place.

My Piccup Pram and its several related cousins sail with a balanced lug rig which can be set up as a shelter. Herreshoff suggested this for his Beach Cruiser. It works surprisingly well in showers as he said it would. It won't stand a tornado, I fear, but it's there for you if you need it.

I haven't done it yet, but I think a good tent could be rigged for rowboats using the oars as tent poles. Use a light nylon tent fly material. It is supple enough to fold compactly and be quiet in the wind. The blue poly tarps are cheap and waterproof but are hard to fold and make a racket in a wind. I've tried it -- another sleepless night. Your tent will stay tight in almost any wind if you secure it with shock cord like they do real tent covers. In fact, a quick shelter might just be a self supporting tent fly like that of a Eureka Timberline tent, for example.

I suppose a Birdwatcher type boat is the best rain camper. You can even sail or row it covered over. I designed a plywood cuddy cabin sixteen footer with a walkthrough roof similar to Birdwatcher, but smaller and much cheaper. I modified my old Jinni to test the notion and it works well. Leave off the hatches in good weather and cover the walkway with a bug net at night. If it rains, you can pop the hard top into place in a minute. That original sixteen footer, called Pencilbox, is under construction by a man who wanted to keep his kids safely corralled in the open topped cuddy and didn't care a damn about camping.

Well, if we've fooled the rain, I'll suggest some other weather parameters. Keep within them until experience allows you to expand them. Our large shallow lakes white cap in 10 to 15 mph winds and make rough and even dangerous going for smaller boats. 40 degrees is too cold. 90 degrees is getting too hot and will greatly increase your drinking water requirements.

Take 2-1/2 gallons of water per person per day. I've found it to be enough, including cooking and a bit of washing. For a one day trip I use an insulated jug of that amount. In the summer I'll put in ice to the top, add water, and it stays cold for a day. I drop in cans of my favorite beverages and they stay icy cold just like in a beer commercial. I'm refreshed just thinking about it.

I've also started taking along a little percolator for coffee. It makes three cups of the real stuff in five minutes on my little stove.

For a stove, get a backpacker's one burner job that uses standard propane bottles. I have an excellent little butane stove that I've used for years but the butane bottles are now available only by writing to the Queen of Jupiter. These things don't always work well in really cold weather and you're supposed to sleep with the fuel bottles to keep them warm. No kidding. I would avoid any stove requiring gasoline. Don't get a pressurized kerosene job. I've got one and it's a beauty. It roars like a Saturn rocket and I've abandoned it several times thinking it was about to explode on the launch pad, which it hasn't done yet. I wouldn't dream of using it in a boat. It belongs at Cape Canaveral.

Get a little set of aluminum pots and dishes like the Boy Scouts use. If it comes with an aluminum drinking cup, throw that cup away and get a plastic one unless you like burning your lips.

For food, start with a bag of doughnuts for breakfast. Peanut butter and jelly sandwiches work for lunch. If you're gonna cook, avoid anything requiring refrigeration. I like pasta and cheese, self-contained in a box. Just boil the pasta and mix in the cheese. Canned stew is

good too if you can digest it. If you're gonna be out all day, think in terms of 2500 calories a day. You don't want to be hungry. But for the first timer, I suggest eating a big meal before camping, setting up camp in the evening before dark and just skip cooking. Then hit the doughnuts and coffee for breakfast and get off the lake before the water skiers wake up (about noon) and into a restaurant. At the restaurant, take into account that you probably look and smell bad.

I'm suggesting the first timer keep his boat camping experience brief because he may not get much sleep. Until you're used to camping in the rough, your senses may be overwhelmed by strange noises. Earplugs help a lot and I'm very serious about this. You would think that after the skiers have finally run out of gas and the yachters out of firecrackers that it would be nice and peaceful, and sometimes it is. But on a calm night you'll hear a new set of noises -- an interstate highway miles away, or a railroad you never knew of. In Southern Illinois it's coal mines and well drills with huge diesel engines. Crickets chirp, frogs croak, fish splash, owls hoot and coyotes howl. Furry things scamper through the woods around you. And around sunrise you may hear early fishermen proceed through a litany of sincere oaths aimed at starting balky outboards. Yes, I've awakened to that too. You can't keep the noise out by shutting the door, but you can shut your ears.

Had I done so, I might have missed a fiasco years ago when I was awakened by the roar of an engine and the flashing of headlights. The nearest road was a half mile away, at least, but these fellows were determined to carve a new one through the brush at midnight. Luckily they were on the opposite side of a small inlet from me. Their vehicle sank to the axles in mud and that alone saved them from going into the drink. They divided up their beer and headed back down their new road to seek a wrecker. I didn't wait for their return but rowed out into the pitch black stump filled inlet to another sight.

It pays to have your gear set up so you can relocate quickly. Another time I camped in a tiny canoe on a closed off abandoned campground. Or so I thought. While cooking noodles and watching the sun set, I couldn't ignore the

whine of huge engines ranging through the old grounds, now overgrown with trees and brush. Closer and closer they came until there was no doubt in my mind that I was about to get run over. The Army had chosen this place and time to hold maneuvers! As they roared by in full gear with guns dangling, they all waved to the guy sitting in his little boat boiling supper. I relocated quickly before dark. Paddling a tiny canoe in the dark feels like floating through deep space and seems about as safe.

After dark I like to stare into deep space a lot and read a little. A small book with big print is nice. I always take two light sources. I suppose a flashlight is handiest but they don't always work. A little fluorescent tube job is best for reading and area lighting, but they don't always work. I've tried a little candle lantern but it was very expensive and gives little light. It's very compact. Refill candles are special order from the Queen of Jupiter. My favorite light is the old fashioned kerosene lantern. It's bulky but cheap and always works. Bring at least two lighters but never start a campfire.

Take a change of clothing along. One nice thing about summer camping is that no bulky clothing is needed. In cold weather bulky clothes can become a limiting factor in your camp. Also, exhausting a supply of dry clothes in wet conditions can be downright dangerous.

Don't forget the toilet paper. Keep it in a waterproof bag like a zip lock. You go discreetly in the woods. Watch out for the bears. They go there too, we think.

Well, I'm at the end and I hope I haven't discouraged you. It's really simple and requires little hardship if done properly. The less gear you take the more you'll enjoy it. Something interesting happens almost all the time. First, try boat camping by yourself or with someone equally fanatic, at least until you get your gear figured out and you can sleep or are used to not sleeping. Don't ever drag along someone who hates roughing it. Not only will they be repulsed forever, but you'll likely find the experience repulsive, too. However, if someone notices your satisfied fanaticism and wants to come along, by all means give it a go. Explain to them that there's no cable TV. For that they need \$60 at the State's new hotel.

Of course "Birdwatcher" is something of an ultimate for boat camping.



"Peacat" Update

Since launching my "Peacat" a year or so ago I have updated the design based on what I have learned in sailing the original. The following are the major changes for the new model:

1. A cockpit liner for lots of flotation.

2. Extra-wide coaming lip for crew's hiking out comfort.

3. The same huge, reefable sail plan on a smaller, lighter hull gets the boat up to hull speed on the slightest breeze.

4. Spars that are interchangeable with the previous model.

5. A 1/4" aluminum plate kickup rudder and off-center centerboard. These do not "float up", and do sing loud and clear when running the shallows.

6. The off-center centerboard is out of the way, enabling live ballast to be low and forward where it is needed.

7. The smaller, lighter hull is even easier to carry up the beach, possibly this is the ONLY Cape Cod style catboat that can be carried any distance fully rigged on one shoulder!

8. The curviest, simplest stitch-and-glue hull, each half of which can be cut from a single 4'x8' sheet of marine plywood with no scarfing (after building a total of 372' of scarfed together boats, it was time for a change!).

9. Building time of two weeks, evenings and weekends.

The 1993 model plans will be worked out in the near future as soon as I can get to that paperwork part of this project. The boats can be shown at get togethers in the northeast and mid-Atlantic this coming season, possibly at Mystic in early June?

Some other designs I'll have plans for if interest proves to be sufficient include the following:

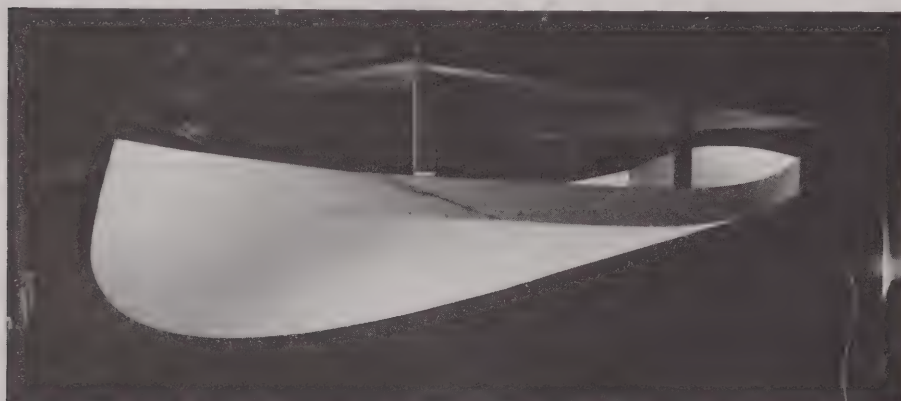
1. 10'4" hard chine adaptation of Rushton's "Wee Lassie", weighing 16 pounds, built from one 4'x8' sheet of marine plywood with four scarf joints required. The prototype was built in nine hours from starting the design to launching the boat.

2. 14'11" low volume sea kayak, weighing about 20 pounds, the hull built from one 4'x8' sheet of marine plywood requiring six scarf joints, plus deck framing lumber and fabric deck covering. Capacity is about 150 pounds of paddler and gear.

Don Betts, East River Boats,
87 Luquer St. Brooklyn, NY 11231.



Moving right along under an impressive amount of canvas for a seven footer!



Is this a boat or is it sculpture?

Resting on the beach.



DC-10 DESIGNER'S COMMENTS

By Douglas Cooper

Good things come in small packages, small is beautiful, keep it simple stupid. All of these well known phrases apply to the little DC-10 sailing dinghy. Yes, there's lots of small sailing dinghies in the world, but most are rowing tenders with rigs added as an after-thought, some are terribly uncomfortable, and others just don't sail very well. The DC-10 was conceived from the beginning as a sail boat and to fulfill four criteria: 1) As small as practical for one full size adult. 2) Satisfying performance without being physically demanding. 3) Good stability for sailing off-season in cold water. 4) Ease of construction for the amateur. Light weight was also a factor not only to enhance performance but to make the craft easy to transport. However at all times construction details were approached from a possible first time builder point of view.

To a certain extent the DC-10 was designed around a standard fiberglass sailboard mast and a 10' sheet of plywood. Epoxy-glue construction was the obvious choice as this makes plywood boats truly structurally sound and long lasting. Compound curves and complex bevels were avoided wherever possible. Though some may think these a challenge to their boatbuilding skills others, who may be inexperienced, can find them a lay out nightmare. The construction is straight-forward as long as one is willing to work with a little epoxy. The plans include the dimensions of the expanded panels which can be drawn directly onto the plywood sheets. The structural pieces are very simple and in nominal dimensions. The plywood panels are joined at the corners with spruce framing.

We believe that the greatest virtue a sail boat can possess is stability. Thus a completely flat cross section was adopted. You can actually stand up and walk around in this boat. To avoid flexing of the bottom panel, a foam core with double longitudinal stringers is employed. The combination of a flat, hard chined bottom and keeping the weight down low by sitting in the boat (there's ample room) makes for a comfortable, solid 10 footer. Two bulkheads, forward and aft, form large buoyancy tanks which together with the foam in the cockpit area provide more than adequate flotation. After a capsized the boat is easily righted with about 10 gallons of water left inside. The slightly wet operator simply climbs in over the stern, sits on the back deck and bails it out.

The overall result is a 9'10" boat with a comfortable cockpit, small enough to car-top, and simple to build. This design also features thick foil section daggerboard and rudder, and an efficient sleeve sail on an unstayed mast. Weighing in at approximately 90 lbs. the DC-10 is easily carried by two adults utilizing the built in handles.

The DC-10 performs efficiently on all points of sail and in the full range of wind velocity. The first thing you notice when you get in a DC-10 is that it does not roll out from under you. Sheet in and it smoothly accelerates up to hull speed. Bear off and move back to keep the bow up and it leaps forward to what seems like a plane. Head up and move forward to point high on the wind. This boat has great maneuverability, push the tiller hard over and you'll spin right around.



After a few years of sailing and racing, these little boats have attracted a loyal following of owners, builders, beginning sailors, expert sailors, young sailors, senior sailors, and serious competitors. Safe and easy to sail, the DC-10 is the ideal trainer while still offering race oriented performance to the experienced. It has been our experience that people who just see photos and drawings of the DC-10, there are more exotic and better looking boats, react with "so what" or "it's just a box," but when they see it in person all rigged up and then they sail it they say, "this is great! What a blast!"

Complete plans and instruction booklet are available from Cooper Boatbuilding and Design. The complete plans consist of 7 13"x24" sheets including construction, lines, daggerboard and rudder details, and sail plan. Also included are dimensions for drawing out the full size panels onto the plywood sheets, full size details, sailmaker's drawing, and suggested hardware list. The building instructions are a 26 page booklet with step-by-step procedures and detailed illustrations. We estimate the DC-10 can be built for approximately \$650.00 in materials cost (includes mast and sail) and about 80 hours labor. The price of the

plans and booklet is \$50.00 U.S.

For more information regarding the DC-10, the DC-10 Class Association, complete or semi-complete boats, custom designs, or to purchase plans, contact: Cooper Boatbuilding and Design; P.O. Box 616; Woods Hole, MA 02543, (508)548-2297.

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NAUTILUS CANOE

By John Summers



In the late 1860's, Englishman Warrington Baden-Powell designed the first of many decked sailing canoes to bear the name "Nautilus". The brother of Robert Baden-Powell, founder of the Scouting movement, Warrington was inspired by the canoeing exploits of John MacGregor, who had recently published his stories of his cruises in the canoe "Rob Roy".

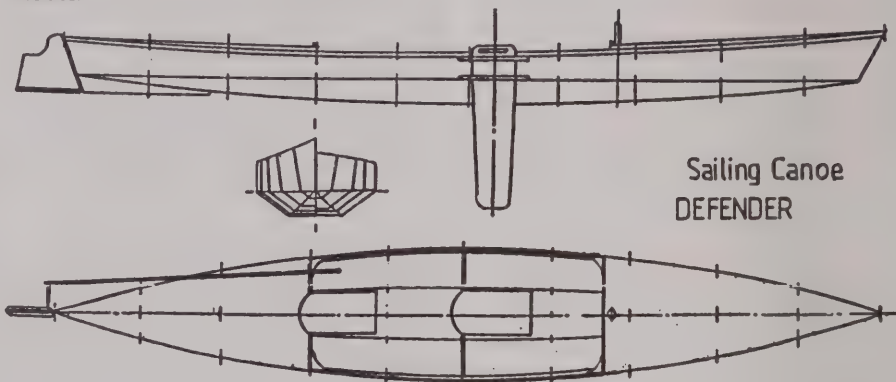
The first "Nautilus" was of the "Rob Roy" type, designed primarily for paddling. With "Nautilus #2", however, Baden-Powell began to modify the design for better sailing qualities, and paddling became secondary. In 1870, two boat-builders in the United States began building sailing canoes to the designs for "Nautilus #3 & #4", which helped to launch the canoeing craze in North America.

Our company name was chosen in tribute to Warrington Baden-Powell, his designs, and the independent and self-reliant spirit which building and using your own canoe can foster. Our designs were created by British designer John Bull, and are decked sailing canoes that can be built at home by anyone with basic woodworking skills and access to a lumberyard and hardware store. These slim, agile canoes offer thrilling sailing and safe and easy paddling with either single or double paddles. They take up little space and are easily stored in a garage, and can be transported on top of a car or on the lightest of trailers.

"Ranger" is 12'6" LOA with a 28" beam, carries 30 sq. ft of sail lateen rigged, and weighs 50 to 60 lbs. Construction is of 1/4" plywood, mahogany and pine and takes about 100 hours with average woodworking skills and simple tools. Enclosed buoyancy tanks in each end provide dry storage as well.

"I have not yet figured out why there is never any wind when one goes out to take pictures in a sailboat, but I am sure there must be a reason."

Rigged and ready on the beach.

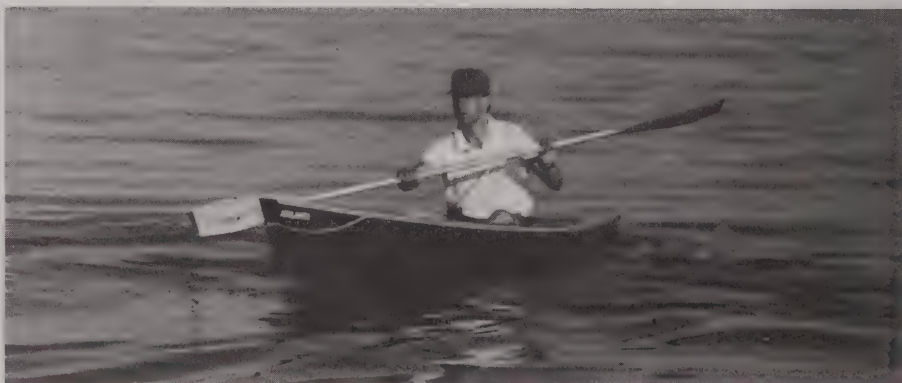


Sailing Canoe
DEFENDER

"Defender" is "Ranger's" big sister at 15'6" LOA with a 28" beam, carries 40/30 sq. ft of sail lateen rigged, and weighs 65 to 75 lbs. "Ranger" is the boat to accommodate two under sail or paddle and has the same construction details.

John Summers, Nautilus Canoe Company, 162 Chalmers St., Oakville, ON L6L 5R9, Canada.

Underway with double paddle power.



THE NEXT GENERATION "COCKLESHELL" KAYAK

By Eric Risch



My wife and I for some time have been enamored with Bob Hicks' "Cockleshell." Cockleshell is a ten foot long, "back to the basics" kayak for use on inland waters that Bob designed and sold plans for. His design philosophy of unadulterated economy and simplicity was what originally caught our attention at the small craft workshop in Mystic, Connecticut a few years ago, where several Cockleshells were represented by their enthusiastic owner/builders.

The basic concept of the original Cockleshell was exactly what we were looking for, a portable (under 30 pounds), inexpensive kayak that was easy to build (I noticed most of the Cockleshells at the workshop were built by children as their first boat). A double paddle Cockleshell would enable us to explore all the interesting tributaries and marshy areas on the Connecticut river that even our 12-foot dory skiff with its long oars is too burdensome for.

However, because the Cockleshell is only 10 feet long, it is too short to track without "wiggling" on every stroke of the paddle. At the Mystic workshop, I noticed one of the Cockleshells had been lengthened by two feet to make it 12 feet overall. The extra length transformed the "poke-about" Cockleshell into a more serious kayak. We decided to build a pair of stretched versions of the Cockleshell, and since we had other design changes we were considering as well, we secured Bob's permission (enthusiastically!) to work with his design.

Using Bob's original plans and theme of simplicity and economy as a starting point, we lengthened the basic design to 12 feet, lowered the freeboard by a couple of inches, enlarged the skeg, narrowed the beam and enlarged the cockpit.

Other changes included modifying the two hull side patterns so that both the chine and the sheer edges are straight, (when laid flat) for ease of cutting out the thin 3 mm plywood with a knife and straight edge. The hull assumed a curved sheer and 1-1/2 inches of rocker after the sides were bent around their bulkheads. The bottom was flattened from the original shallow "vee" (it added too much weight with the extra seam and the flat bottom greatly simplified construction). The extra buoyancy was not required because of the additional two feet of waterline.

The construction method was "tape and glue." Instead of using wire to fasten the hull

together as with "stitch and glue," which can be time consuming to both install and remove the wires, we used two inch wide gray tape. It turned out to be much simpler than using wires -- just tape the entire hull together on the outside, then fiberglass tape the chine seams on the inside. Turn the boat over, remove the tape, then fiberglass tape the outside chines.

Setup was very simple since the bulkheads served as the molds as well, just like in the original Cockleshell. Using the 3 mm mahogany enabled us to score out the wood components with a knife and "pop" out the pieces like a balsa wood model. In place of metal "c" clamps, which one never has enough of, we used clothespins to hold pieces like the sheer clamp in place while the epoxy hardened, again, just like a model airplane. A good deal

of weight was saved by using quality mahogany marine plywood (\$30 a 4x8 sheet), since it was unnecessary to fiberglass the hull for protection and strength.

The deck framing was simplified yet made stronger, particularly around the deck opening. I felt it was important that I could bare my weight up on side decks to facilitate getting in and out of the kayak. The cockpit opening was enlarged to handle an adult's legs a little easier as well as a "passenger," Emilee, our small dog.

My wife and I built two boats over five weekends at a cost of about \$175 each, which included the cost of applying West System sealing. Though they are two feet longer than the original design, they required no additional materials (they were squeezed out of two 4x8 sheets of plywood) and weigh 23 pounds each.

We built them in the early spring of 1991, so in retrospect, after two seasons of use and a couple of small craft workshops, we are very pleased with their performance and proud of their appearance. They track well and have just enough waterline to get up to a reasonable paddling speed. Because they have open cockpits, we limit their use to protected waters, though a third of the interior volume is a sealed flotation chamber for safety.

Our new Cockleshells are stable enough to use without prior kayak experience, fast enough to paddle at a reasonable speed, have enough room left over to carry a big picnic lunch and our dog, yet light enough to effortlessly port them to our favorite creek.

Since Bob is no longer formally selling plans for the original Cockleshell, he has generously offered us the use of the name "Cockleshell" for the new lengthened version. Plans are available for the 12-foot Cockleshell by contacting: Eric C. Risch, 14 Landing Hill Rd., E. Haddam, CT 06423-1315.



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"SKIDOO"

This past July saw the launching on Barnegat Bay of my new boat, "Skidoo", a 15-1/2' sharpie skiff of my own design based on a Chesapeake Bay crab skiff. For inspiration I credit Howard Chapelle, Karl Stambaugh and John Brady. There were three things that were important to me when I set out to design this boat.

First, she would be easy to build. To me this meant that there would be no compound bends in the chine log and sheer clamp. To this end I designed it so that if the sides are laid out flat, both the chine and the sheer are straight.

Second, she must be pleasing to the eye. There is no reason why a boat that is easy to build has to be ugly. Phil Bolger, in his efforts to design simple and efficient boats, seems to have forgotten the importance of beauty.

Third, she should sail well. Initial tests have indicated that she sails well, although she seems a bit sluggish in light airs. I had hoped to give her a good sailing test in October at the Mid-Atlantic Small Craft meet at St. Michaels, but the premature birth of our daughter changed those plans.

For the most part she has met my expectations, although in some ways she was not as easy to build as I would have liked. If I am able to work out the details, I hope to someday be able to offer her plans for sale.

David Moreno, 311 Roxborough Ave., Philadelphia, PA 19128.



UNCLE AL'S CANOE

Here's a photo of my Uncle Al Rakas with his first attempt at

strip building a boat, a 13'8" canoe from a "Popular Mechanics" plan. He made his own cedar strips and built his own seats, caning them by hand. His paddles were also hand built. Uncle Al built a duck-boat many years ago and has carved his own duck decoys, and made his own fishing rods and lures. He uses the canoe on area lakes in Connecticut and on the Farmington River and down at the family cottage in Westbrook, CT.

Pete Androsko, Yorktown Heights, NY.

RESTORING A NEWPORT "NOMAD"

Last July my wife and I purchased a 1966 Newport "Nomad", a 22'7" FG sloop that was manufactured in Gloucester, Virginia by the now defunct Newport Boats. The boat had been completely stripped out but was complete.

I have repainted the exterior hull with Interlux "Ocean Blue" Brightsides polyurethane and am now working on the interior. The whole shebang cost us only \$1,000, including a tandem axle trailer, seven life jackets, gimballed compass, porta-potti, fire extinguisher, two anchors, swim ladder, electric loading winch, 9.6hp Evinrude and ten year old, hardly used sails with roller reefing on main. The bargains are out there!

The restoration so far has been a lot of work, but has also been a learning experience. This boat, to be named "Isabella" in honor of the Columbus quincentenary, will hopefully provide years of family unity for my wife and two daughters and me, starting this coming summer I hope.

Adrian Vallejo, 2503 Lawndale, Amarillo, TX 79103.



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Launching the Marine Bicycle

By Bob Hawk

Carl and Clary Burgwardt own the Pedaling History Bicycle Museum in Orchard Park, NY. Included in their collection is this marine bicycle, launched last August for tryouts on Chautauqua Lake, New York. Inspiration for this launching came from an 1884 issue of Chautauqua's "Assembly Herald" which announced the arrival of such a marine bicycle at the town dock.

The bicycle portion was discovered a few years ago in a Harvard University boathouse. A cast bronze nameplate on it reads: "Marine Bicycle Co., Portsmouth, New Hampshire, 1881". The pontoons were later constructed from original patent drawings. The pedals drive a crankshaft which rotates a screw propeller mounted at the stern. The small cloth device over the rider's head was supposed to be a sunshade but it seemed mostly just to get in the way.



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BY
HENRY PARKER FELLOWS
ILLUSTRATED BY WILLIS H. BEALS

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1884

THE NASHUA RIVER.

CHAPTER I.

WEST BOYLSTON. — LANCASTER.

We got under way about nine o'clock Wednesday. After a short pull between the high banks near the foot of the pond, which diminishes in width toward the end, we landed on the sloping edge of the dam, as water was not pouring over it. The dam, which is just below a bridge, is of stone, not wide, but upwards of twenty feet high. There is no opportunity to get by the dam on either side; it was also quite impossible to lower the boat down its perpendicular face, and we had no inducement to attempt it, as the bed of the stream below was completely dry; so we pulled back past a propeller and two or three sail-boats moored in a group and landed on the north shore near a wharf, and then had to walk up the long hill to the village before we could find a team to carry us around. We drove past the Lancaster Mills, — and out of the long array of buildings came an infernal clatter, — and then along a very fine level road, which at one point runs close to the river. We might have launched the boat here on the brimming flood, but the teamster advised us that there was another dam only a quarter of a mile below, so we continued on, and in a few minutes drove across the road below it, and then shot the boat down a sloping bank, lined with great trees, into the river. After embarking, it seemed to us, as we looked up stream under the bridge, as if it would not be at all difficult to get by the second dam, which is so low, indeed, that I believe we might have floated the boat over it. We had made considerable saving in time, however, by the long carry, which cost for ourselves, boat, and baggage, about a half mile in all, seventy-five cents. A rapid current bore us swiftly on in an open interval with high hills at a little distance on almost every side. The houses of Clinton were scattered over the more remote western slopes, with here and there a window glittering in the rays of the sun, and all tremulous in the heat, looking so hot and uncomfortable that we were glad to turn to the

swift movement of the coolly flowing river. The current after a little while, however, subsided in the still water of a pond. We supposed at the time that the North Branch of the Nashua here joined the one on which we were sailing, and we looked doubtfully from time to time into the numerous green recesses in which the pond abounded. Fortunately, however, we kept rightly on our way to the foot of it where there is a bridge, with a grist-mill, a homely, old-fashioned building which outwardly gives indication of its use, on one side, while on the right, opposite, is a hill of graceful slope, marked by a great elm and crowned by a farm-house. There is no village in sight, but the place, I believe, goes by the name of South Lancaster. We made a portage, which was very easy, to the right of the bridge, to avoid the dam, which is beneath it. The dam is not very high, but the edge is lined at brief intervals with stakes, which divide the fall of water in a very pretty way into innumerable glass-like portions.



We lowered the boat over a little ledge of rocks below the fall, and, while backing her down stream, had our attention attracted to a man on the bridge, who was wildly gesticulating, as his voice was useless in explanation, on account of the noise of the water. We quickly concluded, however, as we were hurrying along in the swift water, and keeping a sharp lookout for our course, that he was trying to tell us about danger on the river, of which we had no fear, and we, therefore, gave him but momentary heed. In a few minutes, we pulled through an arch, under a lofty embankment of the Lancaster Railroad. The road was designed to give Lancaster direct communication with Boston; and was completed to Hudson, but never used. It is now, however, I understand, operated as a branch of the Old Colony, which is thus considerably estray, as it were, from Cape Cod and Plymouth County.

The Nashua then flowed mostly with a swift current, with many a crook and turn over the wide level of a

fertile valley. The river now glided gently between turf banks, and, again, rippled along with soft murmurs; or, descending a bed of gravel, "made music on its pebbled rim." Here and there was a tree or a clump of bushes, while the hills which bordered the valley were silent in a motionless, sleepy haze.

Just above Atherton Bridge, the novel spectacle of a boat on the river, attracted and held the undivided attention of a man and two boys who were sifting gravel on the bank. They gazed with such friendly, sympathetic interest, until we were lost to sight, that I wish we might have taken them in. Below the bridge, we came upon an artist on the left bank, under a white cotton umbrella, painting, perhaps a group of cattle at the water's brink, or some noble trees, or the rich expanse of the broad and luxuriant Lancaster interval beyond.

The river quickly sent us on our way as it rushed from bank to bank, and in a few minutes we were hurried down a swift rapid to the mouth of the North Branch of the Nashua, a tranquil, dignified stream that seemed like a reproof to check the other's boisterous flow. Pulling out from the current, we landed at the edge of the ripple on a sand beach, at the point of junction, a very delightful spot. Just in front, looking down stream, is the Centre Bridge, which spans the united rivers, while in the rear, between the two branches, stretches a lordly field of more than two hundred acres, bordered on the north by a wooded slope, and marked in the middle by a gigantic oak. The banks of the rivers are lined with trees, which congregate in a little assembly at the point. We pitched the tent here, near the smoothly flowing, dark-brown water of the North Branch. A little distance above was the bridge of the Worcester and Nashua Railroad; and beyond the easterly end, we caught a glimpse here and there, amid banks of foliage, of the houses of Lancaster.

It was past noon, and we began to make preparations for lunch, when we discovered that our can of milk was missing, and then, alas! somewhat too late, we knew the meaning of the rude pantomime by the man on the bridge at South Lancaster. He had endeavored to warn us that we had left it on the bank. It was idle to think of rowing back up the swift stream, so we returned by way of the railroad, under the hottest of July suns, and, luckily, found the can in the cleft of a rock, a little to one side the place of our embarkation, still in plain sight from both road and river. The Nashua is, however, I believe, the Lethe of New England rivers. We were often, indeed, lulled into a state of forgetfulness, in following its mazy windings. At the outset, we forgot a pipe, then the ridge-pole and supports of the tent, and at Lancaster left the hatchet.

Late in the afternoon, we pulled up the North Branch. We rowed under the railroad bridge and the Sprague

Bridge just above, and then toiled through a stretch of rapids. We pulled up half a mile perhaps in all, and then turning about, glided swiftly through one rapid after another, with only an occasional stroke, hardly necessary, save to give direction, where thirty or forty hard strokes had barely sufficed to carry us laboriously up. We landed at the Sprague Bridge, and, after rambling through the village, returned to our camp at the junction.

The North Branch of the Nashua is, as maps indicate, a very tortuous stream. I have little doubt, however, that, with a light boat, and no disinclination to an occasional "easy," by wading where the rapids are shallow as well as swift, one could go up as far as Leominster, which is eight miles above Lancaster, and, perhaps, to Fitchburg. It is, however, I have no doubt, easily navigable in descent, from either place, by skiff or canoe.

We rowed up the North Branch again, in the evening, and landed at the foot of a lane, immediately below the railroad bridge. Returning late from the village, we had to grope our way cautiously through the lane, which was very dark; and the river was so black that we could not see a boat's length in any direction. The voyage to camp was, indeed, throughout, a nocturne of shadows.

(To Be Continued)

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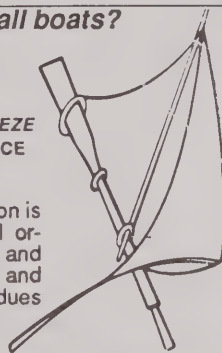
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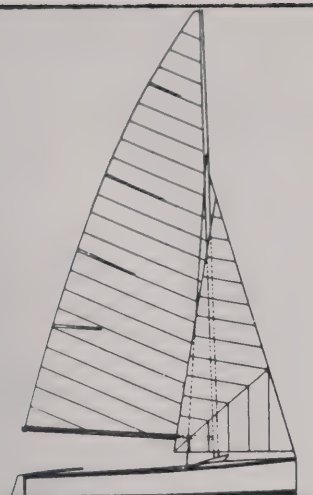
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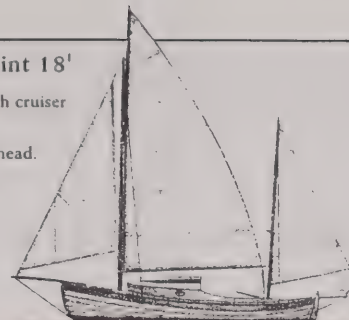
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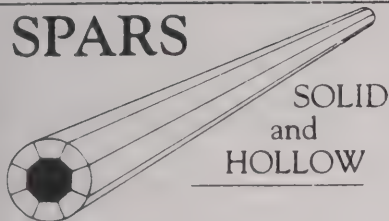
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We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4" - 1-1/4". Prices: \$7.50 - \$10/lb. Send \$1 for sample packet.

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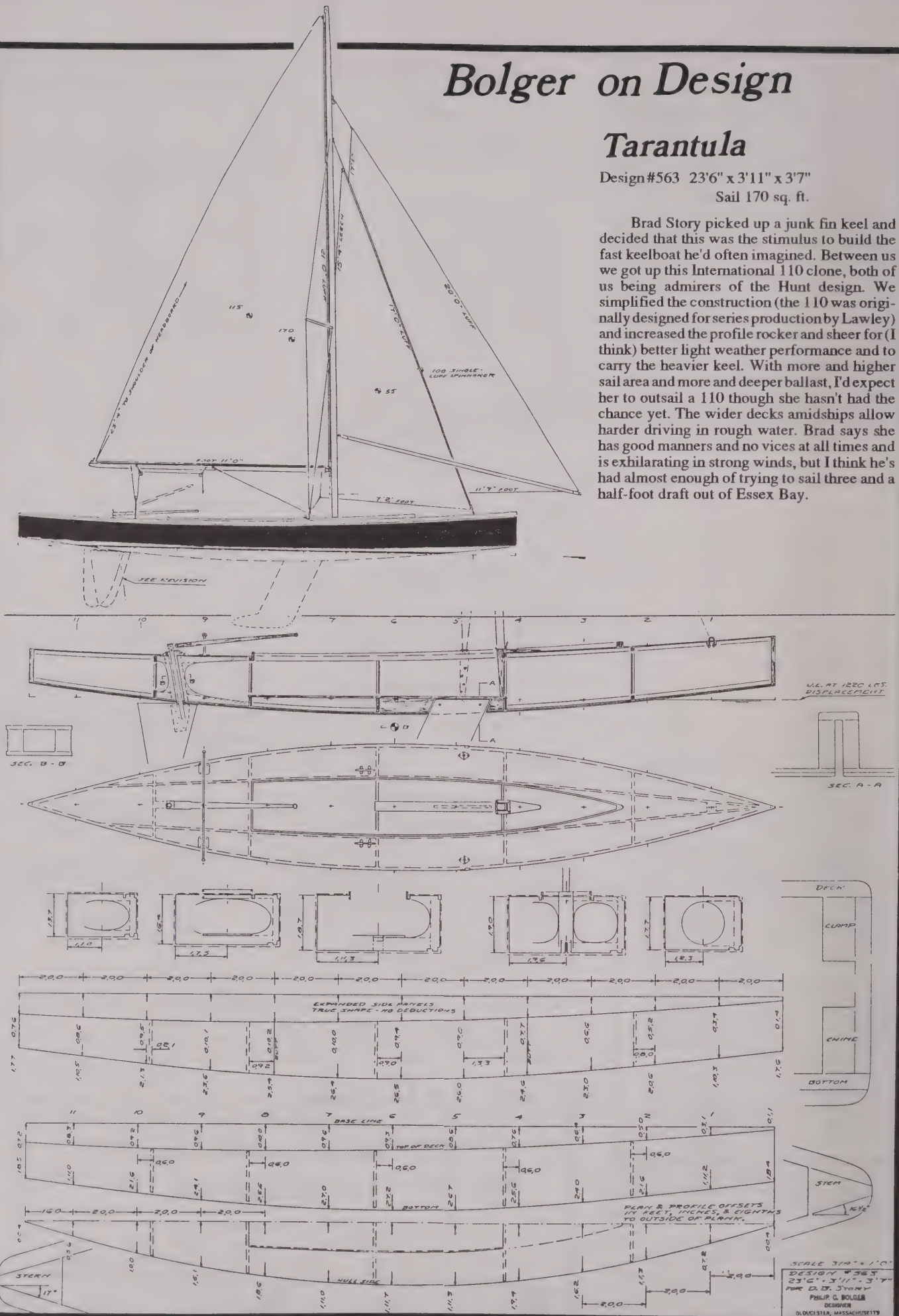
Bolger on Design

Tarantula

Design #563 23'6" x 3'11" x 3'7"

Sail 170 sq. ft.

Brad Story picked up a junk fin keel and decided that this was the stimulus to build the fast keelboat he'd often imagined. Between us we got up this International 110 clone, both of us being admirers of the Hunt design. We simplified the construction (the 110 was originally designed for series production by Lawley) and increased the profile rocker and sheer for (I think) better light weather performance and to carry the heavier keel. With more and higher sail area and more and deeper ballast, I'd expect her to outsail a 110 though she hasn't had the chance yet. The wider decks amidships allow harder driving in rough water. Brad says she has good manners and no vices at all times and is exhilarating in strong winds, but I think he's had almost enough of trying to sail three and a half-foot draft out of Essex Bay.



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. (17)



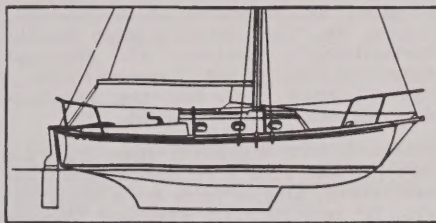
11-1/2' OLD TOWN SAILING DINGHY, antique gaff rigged, nr perfect orig cond. Black topsides, white bottom, Collectible, \$5,000. FRANK SCULLY, 175 Washington St., Marblehead, MA 01945, (617) 631-6158. (17)



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, pottle, 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)

SAILBOARD, 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)

22' CAPE COD CATBOAT, FG, fully equipped for coastal cruising. Slps 4 in full hdrm cabin w/enclosed head. Cabin heating stove, table & cockpit awning make this a vy comfortable boat. New sail & engine overhaul last season. Westerbeke diesel, VHF, depth sounder, speed log, Bruce anchor w/Danforth backup. FRED WALES, Manchester, MA, (508) 526-7396. (18)

CHANCE OF A LIFETIME! Unload your unwanted Klepper or Nautiraid double sea kayak, trade for our FG singles, Selkie & Dirigo in gd cond await new homes, will consider cash. MEADE/HUGHES, S. Hamilton, MA, (508) 468-4697. (18)

WANTED. 18-22' trailerable sailboat w/cabin for family fun. Funds limited, enthusiasm and repair ability adequate. We want to teach our kids the joys of sailing/cruising. GORDON BROLLIER, Hudson, OH, (216) 528-0116, lv message. (18)

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)

"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)

16' NEWPORT FG KEELBOAT & trlr, converted Chinese junk rig. Have marconi rig and sails also, sculling oar & OB.
DONALD MUSANTE, Groton, CT, (203) 448-3615. (18)

16' BRISTOL BLUEFISH RUNABOUT, hard chined molded plywood w/50hp Merc OB & rough trlr. \$500.
R. WHITMAN, Marstons Mills, MA, (508) 428-9368. (18)

C-SCOW MAST & SAILS, mast nds spreader repair, otherwise OK. Sails consist of new main w/window from Melges, new lg jib from Starwind, used small jib from Ulmer, all exc cond. \$350 takes all, will separate.
THOMAS ABBOTT, Millerton, NY, (518) 789-4623. (18)

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)

19' CAPE DORY TYPHOON, Hull # 331. Weathered but solid. Main & jib in gd cond, genoa poor. Marine head, bunk cushions, 4hp Johnson. On cradle in Southwest Harbor, ME (near Bar Harbor). \$3,000.
EDWARD FEINBERG, Chattanooga, TN, (615) 624-7420. (18)

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)

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

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", Hiscock, \$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)

'60's BEETLE CAT, dead, come get it, it's in my way. Spars, hdwre, sails incl. Will burn next full moon.
O'CONNELL'S BOATSHOP, Smithsburg, MD, (301) 416-0935. (18)

13'6" GOOD LITTLE SKIFF, Culler design flat bottom rowing skiff w/varnished interior. Used vy little 1 season, perfect. \$900 (w/trlr \$1,150).
BILL EVERETT, RR 1 Box 46, Monroe, NH 03771, (603) 638-2370. (18)

OUTBOARD WANTED. 3.5-4hp w/20" shaft for Sea Pearl, prefer auxiliary tank. Exc cond only.
RON KILBURN, P.O. Box 326, Oriental, NC 28571, (919) 249-0508. (18)

FOR SEA PEARL: OB bracket, rudder mount, sails, accessory items, Bruce anchor, etc, etc.
RON KILBURN, P.O. Box 326, Oriental, NC 28571, (919) 249-0508. (18)

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)

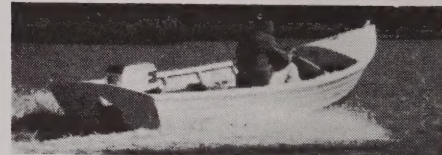
16' DECKED SAILING CANOE, aluminum hull, compl rig incl ACA lateen sail, outrigger & pontoon, \$450.
BILL NEWCOMB, Calabasas, CA, (818) 222-4316. (17)

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)

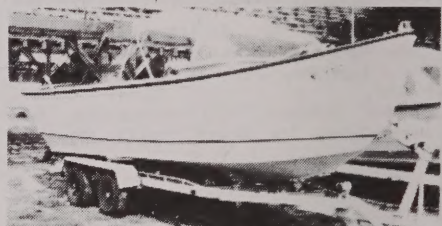
15-12' LYMAN RUNABOUT, clinker blt approx 1955 vintage. Never restored, vy nice cond w/many coats of paint & varnish. Ready to go, nds motor. \$600.
R. WHITMAN, Marstons Mills, MA, (508) 426-9368. (18)

WANTED. Oil running lights, brass or galvanized, less than 8" high.
JIM HUGHES, Greenwich, CT, (203) 661-0912. (18)

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)

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)

16-1/2' WHITEHALL, row w/2pr spoon oars, sail w/70 sq ft spritsail, CB. Cedar on oak, vy gd cond, trlr available. Del arr east coast to Key West, Feb '93. \$3,300.
R. GRAHAM, Portland, ME, (207) 797-4795. (18)

22' CATALINA, 1981 FG sailboat, slps 5. Dinette, stove, sink, icebox, porta-potti, radio, compass, depth gauge, marine battery, mainsail, jib, genoa, anchor, line, all rigging, fenders, cushions, 8hp Mariner long shaft OB, trlr. Exc cond, \$6,500 or BO.
PAUL VOLENIK, Sedgwick, ME, (207) 359-2106. (18)

USED BOOKS & PAPER, including old Lake Michigan Yachting Association yearbooks, Black's "Handy Guide for Marine Engineers", Kephart's "Camping & Woodcraft", Great Lakes history, fur trade tales, 1925 steamship brochure, more. SASE for 2-pg list.
OWEN CECIL, Box 634, Oscoda, MI 48750. (18)

DELICHTFUL 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)

LIGHTNING #2880. New bottom (1991), deck canvas & mast finish. Actively sailed & camp cruised summer of '92. \$1,000. Delivery in New England can be arranged.

MATT MURPHY, Brooklin, ME, (207) 359-9826 eves. (18)

WANTED. Wooden canoes, will buy any cond or size.
CHANNING HOWARD, Essex, MA, (508) 768-7282 days. (18)

"WOODEN BOAT" MAGAZINES, complete collection #1-#109, in exc cond, \$350.
CHUCK WRIGHT, N. Falmouth, MA, (508) 564-4250. (18)

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds.
E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)

16' MARTIN APPLEDORE POD rowing shell, compl w/oars & sliding seat. Bright cedar, perfect, \$5,000 new, steal for \$2,200.
PETER CORCORAN, Kennebunkport, ME, (207) 967-8658. (4P)

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)

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)

CANADIAN BOATWALKER, new in box. Easily move canoe, kayak or small boat. \$135, I'll pay shipping.
RICHARD DALBY, Branford, CT, (203) 483-5180. (18)

WANTED. Two retired schoolteachers require a comfortable, low-powered inexpensive cruiser for extended travel on inland waterways. Steel hull & diesel engine desirable.
John Jackson, Randolph, VT, (802) 728-9398. (18)

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)

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, 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)

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)

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)

PLANS FOR SLIDING SEAT ROWING: Build your own drop-in rig for use with canoes, shells, skiffs. Detailed plans & manual, \$23. Plans & manual for 9'9" sculling oars, \$17.
OWEN CECIL, Box 634, Oscoda, MI 48750. (17P)

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)



24' CROSBY CATBOAT, rebilt 1991, new deck, new deck beams, new gaff sail, coal & wood stove, Westerbeke diesel. Great classic ready to sail, \$12,900 or BO.
CAL PERKINS, Mattapoisett, MA, (508) 758-4740. (TF)

WANTED. North River Boatworks needs a traditional canoe in need of recovering for its Canvas Canoe Repair Course in April. Have your canoe recovered under professional guidance at substantial savings.

NORTH RIVER BOATWORKS, Albany, NY, (518) 434-4414. (18)

There is nothing— absolutely nothing—

half so much worth doing



as simply messing about in boats.

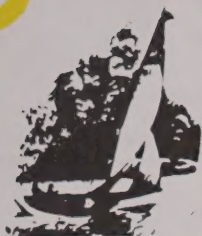
MESSING ABOUT IN BOATS? Do it in top quality, 100% cotton, silkscreened T-shirts featuring original drawing and famous quotation from "The Wind in the Willows". Short sleeve \$16.50, light blue or tan: S,M,L,XL. Long sleeve \$21.00, light blue: M,L,XL.
THE DESIGN WORKS, Dept. MC, P.O. Box 3394, Silver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

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WATER BLOCK RESIN

General Description:

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

Uses:

FILLING (when used
with fillers)
SHEATHING
LAMINATING
IMPREGNATING

Physical Properties:

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

WATER BLOCK HARDENER FAST

General Description:

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

Physical Properties:

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

WATER BLOCK HARDENER SLOW

General Description:

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

Physical Properties:

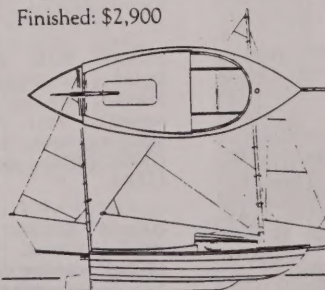
Pounds per gallon: 8.3
Pot Life: 40-50 minutes at 70°
Mix Ratio: 2:1

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

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