



messing about in BOATS

Twice a Month!

PEABODY MUSEUM OF
LIBRARY

Volume 10 ~ Number 19

February 15, 1993





**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...

Brings you a report from the Persian Gulf on "The Great War Canoe Race" by Roger Bass, along with a couple of adventures with historical overtones; "Rowing to Bangor", by Roger Derby, a report of an 1863 outing his grandfather made reprinted with permission of "Harvard" magazine, and "Retracing a Historic Guideboat Route", a modern day Adirondack outing, by Robert Bond. We'll also have "Rogue, a Weekend Interlude", afloat in Australia by John Welsford, and one of the last articles written by steamboat historian Dick Mitchell, "The Challenge" the saving of an old steamboat on a New Hampshire lake. Phil Bolger's design will be a 28' canoe yawl concept, and Dan Leonard will explain to us "Just What is a Windhorse?", his sailing kayak design. Michael Briggs reports on designing and building his 5' (five foot) dinghy "Corky", and the projects you are building will include the Bolger schooner and Wittholtz catboat that didn't make it into this issue, along with a scale model Norwalk Island Sharpie, and a Greenland kayak with polynesian outriggers fitted.

On the Cover...

Jacob Heinrich demonstrates his unique rowing technique used on his row across Lake Ontario in a specially modified canoe. He tells us all about the trip, the canoe, and his rowing technique in this issue.

COMMENTARY

The nature of this magazine does not tend to create, or get involved in, controversy. Aside from an occasional outburst of isolated reader expression of displeasure over something I wrote or pictured, it's been a pretty mellow ten years of publishing. Kinda nice. My prior publications were more heavily involved in advocacy and so controversy was familiar fare for their readers.

Now during January, rumblings from readers have been rising about what appears to be an abandonment of recreational rowers by the United States Rowing Association. At a recent annual conference held in Pittsburgh, the U.S.R.A. abolished its recreational rowing committee, which had never been endowed with much support or enthusiasm anyway. Racing is where it's at for the U.S.R.A. and so the growing legions of recreational rowers are left without a national organization of their own. Or periodical of their own. While rowing books have proliferated, nobody has undertaken to start a magazine devoted to recreational rowing.

Recreational rowing is by definition rowing for fun, for the pleasure of the experience. It is not limited to traditional oar-on-gunwale boats or materials, but enfolds any and all sorts of rowing activity, people, and boats being used other than solely in competition. While the glamour of international and Olympic competition obviously fascinates the people who belong to and run the U.S.R.A., due I would suspect to their past involvement in collegiate rowing, the people who indulge in this aspect of rowing are but a small fraction of those who row for pleasure.

Canoeing has a similar mix, but the publications which cater to that sport focus on the non-competitive aspects along with the hero worship stuff. Sea kayaking, new on the paddlesport scene as a larger scale activity, has little or no competition focus, and the magazine that has served this sport since it surfaced, "Sea Kayaker" reflects this, as does our just launched "Atlantic Coastal Kayaker".

"Messing About in Boats" does serve the interests of recreational rowing as far as our limited circulation can reach, as one reader points out in a letter in this issue. But we cannot give it the ex-

clusive coverage that people in that sport are now beginning to feel it needs. The same applied to sea kayaking, and so last May Tammy Venn and I launched our "Atlantic Coastal kayaker" to give that sport, in the eastern U.S., exclusive coverage. Both sea kayaking and recreational rowing today have strong consumer appeal and are attracting many new people who are not "boat" people as most of us who enjoy "Messing About in Boats" are. The firms in the business of manufacturing and marketing boats and gear want to reach potential customers via advertising in specialty publications.

So I think it is inevitable that we will soon see a new publication hoving into view focussing on recreational rowing. No, I am not going to launch one, I have enough to do and my limited resources of funds and time do not permit my indulgence of such a notion even if I were more highly motivated to do so. I did go this way with the "Kayaker" magazine because I enjoy participation in that sport myself, and because it is a cooperative venture with its editor, Tammy Venn. I didn't have time to edit another magazine, but I could fit the publishing into what already was going on here with three other small magazines.

The calls and letters coming my way on this subject strongly suggest that it will happen though. If it does, we might have some involvement, but not at the expense of neglecting "Messing About in Boats". Nor would its appearance detract from the nature of this magazine, there would still be rowing articles of the sort you've been getting all along. I learned from the "Atlantic Coastal Kayaker" effort that very few readers of "Messing About in Boats" pulled out because they were interested ONLY in sea kayaking. Moving the sea kayaking focus to another magazine still did not eliminate them from this one, those aspects of sea kayaking that interest any small boater still appear on these pages from time to time.

It will be interesting to see what develops as the new season gets going, with confidence in an economic revival growing, the boating industry is optimistic about the return of customers, and those who are specializing in recreational rowing boats are feeling the need for a magazine to promote the sport they supply with boats and gear.

Happenings

We'll try again this year to announce upcoming activities of interest which are brought to our attention. As space demand gets out of hand if we publish all the details we're often 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.

Boatbuilding Crafts Program, February 16-March 25. New England Folklife Center, Lowell, MA, (508) 970-5190.

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

Boatbuilding Class, starting March 6 for 8 weeks. Arey's Pond Boat Yard, S. Orleans, MA, (508) 255-0994.

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

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

Whitewater Rafting season starts April 10. Downeast Whitewater, Center Conway, NH, (603) 447-3002.

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.

Greenland Kayak Building Classes, May 15-23, June 26-July 3, August 7-14, September 18-25. Superior Kayaks, Inc., Bloomingdale, IL, (708) 894-25132.

Schooner "Brilliant" voyages commence in June. Mystic Seaport, Mystic, CT, (203) 572-5323.

Pedal Power Potlatch, June 5-6. Center for Wooden Boats, Seattle, WA, (206) 382-2628.

Downriver Canoe Race, June 6. Saco Bound, Inc., Conway, NH, (603) 447-2177.

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

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

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

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

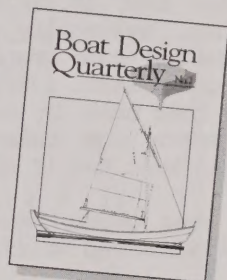
Wooden Boat Workshops, throughout the year. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Maritime Exhibits & Programs Throughout the Year:

Maine Maritime Museum, Bath, ME, (207) 443-1316.

North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

South Street Seaport, New York, NY, (212) 669-9400.



Mike O'Brien's Boat Design Quarterly

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

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

Interested in traditional small boats?

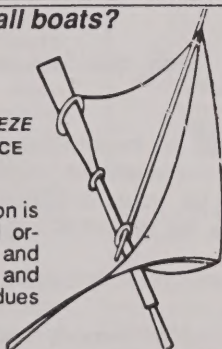
JOIN TSCA!

MEMBERSHIP INCLUDES:

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

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

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



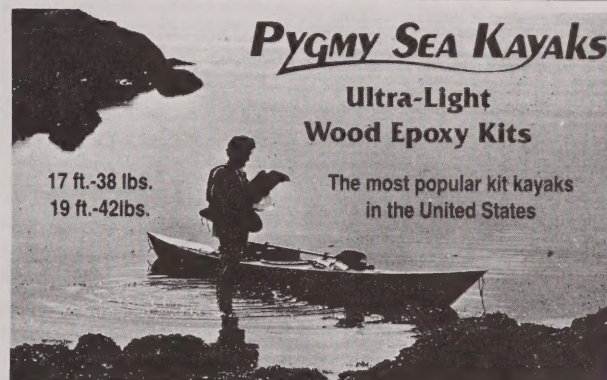
SPRINGFIELD FAN CENTERBOARD COMPANY

Folding Centerboards • Drop Rudders
Small Blocks • Sailing Hardware



Bob Lavertue & Son

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



Pygmy Sea Kayaks

Ultra-Light
Wood Epoxy Kits

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

The most popular kit kayaks
in the United States

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

SOUTHERN EXPOSURE SEA KAYAKS



BAIDARKA EXPLORER • ICEFLOE • ORION • NAIAD
IONA • DAWN TREADER ODIN • FEATHERCRAFT
NU-KANU VISION • LEGEND • VALLEY CANOE
AQUATERRA • PRIJON • HYDRA • LENDAL

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

407-575-4530
207-781-3051

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

Tequesta, FL 33469-9530
Falmouth, ME 04105

The MELONSEED SKIFF



WE ARE PROUD TO LET OUR CUSTOMERS TELL YOU IN THEIR OWN WORDS HOW THEY FEEL ABOUT THEIR MELONSEED SKIFFS. THESE ARE A FEW QUOTES FROM LETTERS WE'VE RECEIVED RECENTLY:

"When a boatbuilder includes text in an ad that reads like this 'Dream about how good the Melonseed Skiff could be. We promise you it is that good, and quite possible better,' he certainly sets the stage for some grand expectations. My expectations were extremely high, and I ordered one sight unseen. As high as my expectations were, I was unprepared for the visual impact this boat make in person. The warm, rich teak trim, abundant brass and bronze and varnished spars give this craft the visual edge over the mass produced boats that it deserves. This boat has it all: Poetry, history, romance class and quality."

"Of all the boats I have ever owned, none has ever received as much praise and comment around the yacht club as my Melonseed Skiff."

"This boat is a work of art. A sculpture that captures the history and romance of a bygone era in its salty lines and gorgeous craftsmanship. The finish work is beautiful. The wood and joinerwork give nothing away to a finely crafted Hepplewhite bureau. On the water this boat is moving poetry."

"Thank you for building a handsome, eye catching, high quality, practical useful boat. Thank you for building my Melonseed Skiff 'Alacrity'."

"A personal note of thanks is in order after receiving my beautiful Melonseed this morning. My gratitude for what sits in my garage demands immediate communication. Gentlemen, your attention to detail and application of skill in your craftsmanship are apparant in your work and for probably the first time in my life, my expectations have been exeeded."

"My new Melonseed is more gorgeous than even I, the eternal optimist, ever expected."

"My Melonseed is the finest sailboat I have ever sailed or owned, and the best investment I have ever made in a boat. Good thing you're not here or I'd Melonseed your ear off! Whether you are young, old or midway, you will have more fun in a Melonseed than you ever thought possible. As an owner, I know!"

"I received my Melonseed Skiff and could not be more pleased. You did not exaggerate when you told me on the phone of it's exceptional beauty, and in describing the quality of the workmanship I could ever expect. It is probably the FINEST THING I WILL EVER OWN."

* * * * *

Thanks to Walt Opal, Gene Schobinger, Roger Rodibaugh, Colby Hewett and others for allowing us to share with you their thoughts and experiences. IF YOU WANT TO FEEL THIS GOOD ABOUT YOUR NEXT BOAT, THEN CALL OR WRITE TO LEARN MORE ABOUT THE MELONSEED SKIFF. Video \$10.

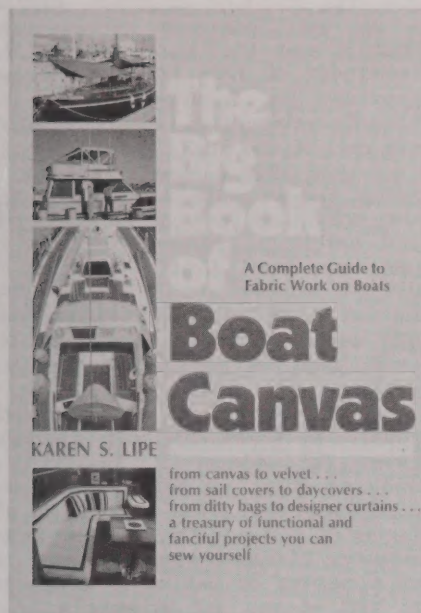
Shipping
1245 Ferry Street
Marshfield, MA 02050

Crawford Boat Building

617-837-3666

Mailing
P.O. Box 430
Humarock, MA 02047

Reviews... By Bob Hicks



THE BIG BOOK OF BOAT CANVAS

Karen S. Lipe
Softcover 7"x10", 242 pps, Illustrated (photos and drawings), \$19.95

International Marine Publishing
Tab Books/McGraw Hill Inc.
Blue Ridge Summit, PA 17294-0850
Reviewed by Bob Hicks

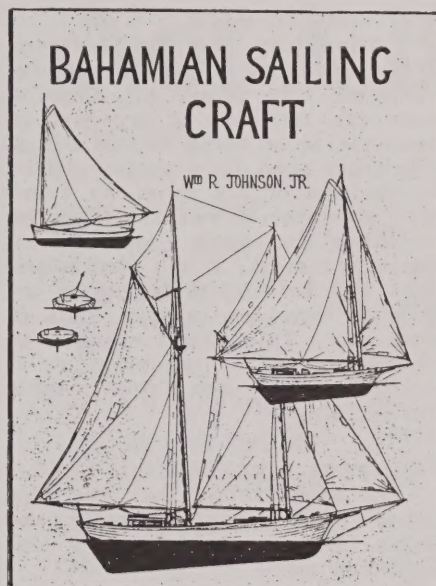
Well here's a book I wanted to read for self-serving reasons, since I have acquired the Cape Dory Typhoon that Tom McGrath spent last summer sailing the Maine coast aboard. While the boat came fully equipped, after my outing with Paul Schwartz last October in his Typhoon (November 15, 1992), I perceived the possibilities a dodger would offer since the boat can take it in heavy going better than a soaking wet crew.

I rushed right to page 64, the chapter entitled "A Dodger, a Bimini, or Both?" Good stuff, for I am not a canvas worker. The author begs off on telling me how to bend up the stainless tubing for the frame, suggesting this is for professionals, but does discuss at length all the parameters one must consider before designing a dodger custom fit to one's boat. Then she gives full guidance, procedures and techniques on doing the canvas part. I'm happy as my bygone days in the machine shop render bending stainless tubing quite manageable. Interesting that what she considers for "the pros" I find simple enough, while her "do it yourself" canvas knowhow is what I lack.

Part 1, "A Few Fundamentals" discusses sewing machines, tools, hardware and general techniques. Part 2, "Topside Projects", covers color and fabric choices and over two dozen specific projects, lots of

bags, awnings, dodger, bimini, rain catcher, wind chute, cushions, and covers for about everything. Part 3, "Interior Canvas Work" again covers color and fabric choices, and goes on through more than a dozen specific interior projects, more bags, sheets & quilts, curtains, storage, carpet runners, pipe berths and screens.

The illustrations are very clearly done, they are representative, not specifically dimensioned plans. For those you generate your own dimensions and follow the instructions and illustrations as to the fabrication procedure. I am personally delighted with the guidance this will give me when I tackle this dodger. And who knows where successful completion of that might lead? Will canvas work lure me away from the wood stuff?



"BAHAMIAN SAILING CRAFT"

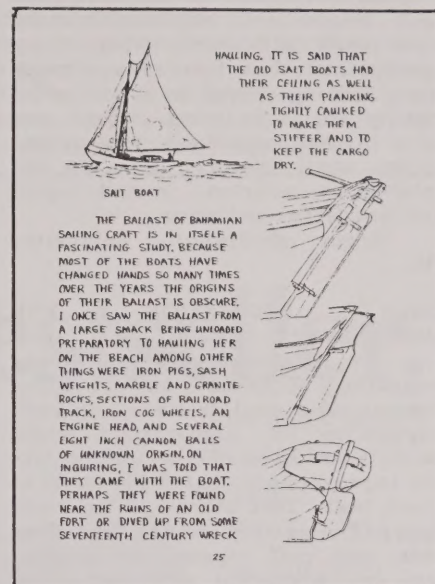
William R. Johnson, Jr.
Softcover 8-1/2"x11", 50 pps, Illustrated, \$15.95.
Benjamin Publishing Co., Inc.
1862 Akron-Peninsula Rd.
Akron, OH 44313
(800) 466-1464.

Reviewed by Bob Hicks

The publisher of this unusual book states that they publish the "finest fine art and photography books available today". This book is something of a work of art in that it's entirely hand printed text and profusely illustrated with nice line drawings of scenes, people in boats and technical details, all of "sketch" nature, not engineering drawings. The paper is a heavy manila bond of obvious quality, the cover a heavier weight in a coffee brown color.

But what of the contents? Well, if Bahama small craft in all their various permutations interest you, this is a very nice book for you indeed. The discussion of each type includes its background and

use and equipment, as well as construction and sailing details. The types include the "smack boat", the "dinghy", the "gaff rigged and bare head boats", the "sponge schooner", and a chapter on "boat-building". The text is anecdotal in style bringing much information to you in an easy conversational manner. I have no way of judging its accuracy of information, but the book is certainly not scholarly in style.



SALTMARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

Sales New & Used - Rentals
Tours of Slocum & Westport Rivers
Please Call or Write:

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

PISCATAQUA WHERRY



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

BAY of MAINE BOATS

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

GETTING ON THE WATER MORE OFTEN

In an attempt to get out onto the water more often and have more fun, I am now the proud owner of a Crawford Melonseed sailing skiff. It arrived in November and I had only one outing before winter set in, in light airs, but I appreciated right away the ease of rigging and handling this boat. I anticipate this ease of use will boost my hours on the water this year.

As I am new to utilizing the "ash breeze", I hope to develop some skill at rowing when I am again afloat, and I am always reading "Messing About in Boats" with rowing skills in mind. I feel you have hit the mark with your appeal to we small boaters, keep up the interesting articles, varied topics and wonderful ambiance.

Roger Rodibaugh, Lafayette, IN.

ONLY SUGGESTION FOR IMPROVEMENT

It's nice to read a non-glossy magazine focussed on enjoying boating on a smaller scale. My only suggestion for improvement would be to show some of the unique little improvements that folks make to their boats that others of us could copy. The retired reader from Florida who gaff rigged his sailboat was one wonderful example. "SBJ" used to do this sort of thing and I think it could add further to your appeal.

Gordon Brolhier, Hudson, OH.

A CAUTIONARY NOTE

The photo of the family, complete with infant, in their handsome sharpie at the Madisonville Festival (January 1, 1993) compels this cautionary note. I am familiar with a similar sharpie that has capsized twice in the past several years. On both occasions it was being sailed by its owner/builder who is not only a very skilled sailor but had sailed his boat extensively over many years without incident. In both instances the boat capsized very quickly when hit by sharp gusts when it had little way on. When swamped it turned turtle and boat and crew had to be rescued by passing powerboats.

William Bunting, N. Whitefield, ME.

CAN'T WAIT FOR ARRIVAL

Like many readers I can't wait for "Messing About in Boats" to arrive, when it does I drop everything to read it. What I enjoy about the magazine is that it can be read in one sitting, is full of info, is written by its readers, and is not pretentious. I enclose a trial subscription order for a friend to introduce him to its pleasures.

Scott Johnstone, New Hartford, CT.



HIT CLOSE TO HOME

The story by Ivor Lofving, "The Making of a Sailor", in the November 15th issue, hit close to home for me. One of my earliest memories is of being hauled out of a sailboat pond by a senior citizen on the end of his cane. As I can best remember I was reaching for someone's boat when I went for an unplanned swim. I can understand what Mr. Lofving is saying as my favorite toys were always boats of some sort. This hasn't changed in 50 years.

Mississippi Bob Brown, Apple Valley, MN.

PVC SPARS & WATERPROOF GLUE

It seems to me that PVC pipe would make excellent masts and booms. Has anyone tried this that you know of?

Also, has anyone used "Titebond II" wood glue in boatbuilding? It is said that this is the first one-part glue to pass the Type II waterproof testing. What is "Type II Testing"? It also says in small print on the label, "Not for use below the waterline". If anyone has built with this glue, how did it go? I have used lesser quality glue in building a boat and have had no trouble with it covered with epoxy and paint, but I want to know more on this before I start my next boat.

Louis Davis, 1933 Carter Grove Rd., Hazel Green, AL 35750.

ADDICTED TO BOTH

In response to your "Commentary" in the October 15th issue about old raceboats and motor racing, you should know that there are those of us who are addicted to BOTH the motor vehicle and to sailing, paddling, skiing, etc. I have two old sports cars (Porsche and MG) and lots of small boats, sail, row, and paddle.

Roy Terwilliger, Murrysville, PA.

SOLDIERING ON

Last Spring Suffolk County terminated the position of Director here at the Suffolk Marine Museum, our last full-time employee, ending a 25 year contract between the County and the Museum. For the remainder of 1992 the Museum has provided the funding for the Director's salary and those of most of the rest of the staff.

For 1993 a new agreement is being forged with the county for the continued use of our grounds and buildings. We are planning to use our Small Craft Buildings to display more of our wonderful collection. And we expect to complete our name change to the "Long Island Maritime Museum" early this year.

To enable us to carry on thusly in these difficult financial times for non-profit institutions such as ours, we need the support of all who feel what we have to offer is of value to the maritime community. Please consider joining us as a member or making an additional gift if you are already a member.

Thomas Munkelwitz, Chairman, Board of Trustees, Suffolk Marine Museum, P.O. Box 184, W. Sayville, NY 11796.

MAHONE BAY WOODEN BOAT FESTIVAL

Last summer I attended the Wooden Boat Festival at Mahone Bay, Nova Scotia. While it is smaller than Newport, it is held on the government pier on a beautiful harbor with most exhibits in tents and small boats by local builders along the pier showing some very nice workmanship. The Museum of the Atlantic had some artisans at work steaming wood, canvassing and splicing, and the Lunenburg Dory Shop had a dory under construction and a 7-1/2' model rigged for sail. A good day for any small boat lover.

Doug McKay, Roseway, NS.

MODELS & HISTORIES

I received a fascinating catalog of model boats and ships which indicated to me that there is a substantial market out there for models ranging from radio controlled Chris Crafts to display Spanish galleons. I wondered if perhaps builders of real boats might find it interesting to offer models of the boats they build?

In this catalog, each model illustrated was accompanied by a brief history of the boat or class. I wondered if maybe you might find running a page of this sort with a boat design and a brief history would appeal to readers. I know I find this sort of thing very interesting.

John Smith, Belleville, NJ.

SAILBOARDS & WINDSURFERS IN WINTER

I wonder if anyone still builds a sailboard for ocean tough conditions, or has it all gone to the wetsuited windsurfers as you recently commented on (December 15, 1992)? I'd think that sitting on a sailboard, wearing a wetsuit, would be warmer in cold waters/winds because in order for a wetsuit to keep you warm it has to be wet. I saw windsurfers at Rehoboth Bay dip periodically backward into the water to replenish water in their suits, it runs out at the elbows and at temperatures near 32 degrees this can be pretty "cool".

Maybe sitting on a board wouldn't be so "cool" and would allow sailing longer, if not so fast or exciting? Or would it be better to rig up a board for winter sailing with a forward cuddy and washboards all around? It seems to me that to sail through surf a sailboard might have some chance where the windsurfers have trouble getting back up once capsized. But, from what I understand, the sunfish type boards get busted up in attempting rough surf. Anyone have any comments on this topic?

Jim Hodges, 1304 Radford Rd., Green Acres, Wilmington, DE 19803.

THE U.S.R.A. (CONT.)

At the recent U.S.R.A. convention in Pittsburgh, it was estimated that there are as many people who have NOT joined this organization (membership of 30,000-40,000) as belong, due to its racing focus. This means that a great number of people who are familiar with sliding seat rowing have no national organization which can offer them any membership benefits.

This was brought to the attention of a few of the U.S.R.A. people who attended Andre DeBardeleben's lecture on "Alternative Rowing". When these executives asked what might be a solution to this lack of interest, they were told they needed to educate themselves and their membership to this large rowing population's needs and interests.

At present, there is not only no organization that addresses recreational rowing interests, but no magazine either aside from "Messing About in Boats".

Gardner Callanen, Indian Point Guideboat Co., Midland, PA.

bay view books
 595 Fireplace Road
 East Hampton, NY 11937
 send 9.5" S.A.S.E. for most recent catalogue of used nautical books



THE ADIRONDACK GUIDE-BOAT

by the

Indian Point Guideboat Company

732 Midland Avenue, Midland, PA 15059

412-643/5457 643/6001

Gardner Callanen, boatbuilder

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

Not A Bestseller.

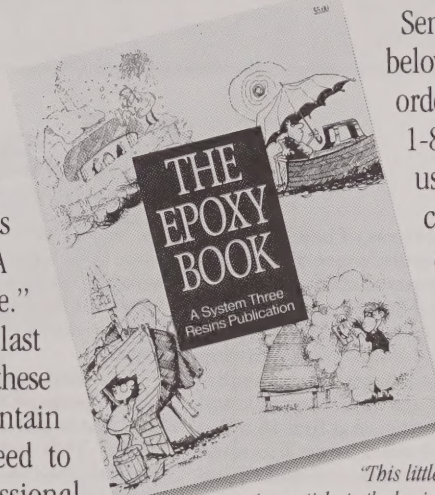
The critics had some nice things to say about *The New Epoxy Book*: "Telegraphic prose." "Compact as a cherry bomb." "A literary tour de force." Okay, we stole that last one. But most agree these fifty pithy pages contain everything you need to know to get professional results. You'll like the cartoons,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

The Epoxy Book will never be a bestseller for one simple reason: it's not for sale. You get it free when you order our Trial Kit or our epoxy. So, order



The complete System Three Trial Kit; \$10.

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



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

- Jim Brown, WoodenBoat

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

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

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

Name: _____

Address: _____

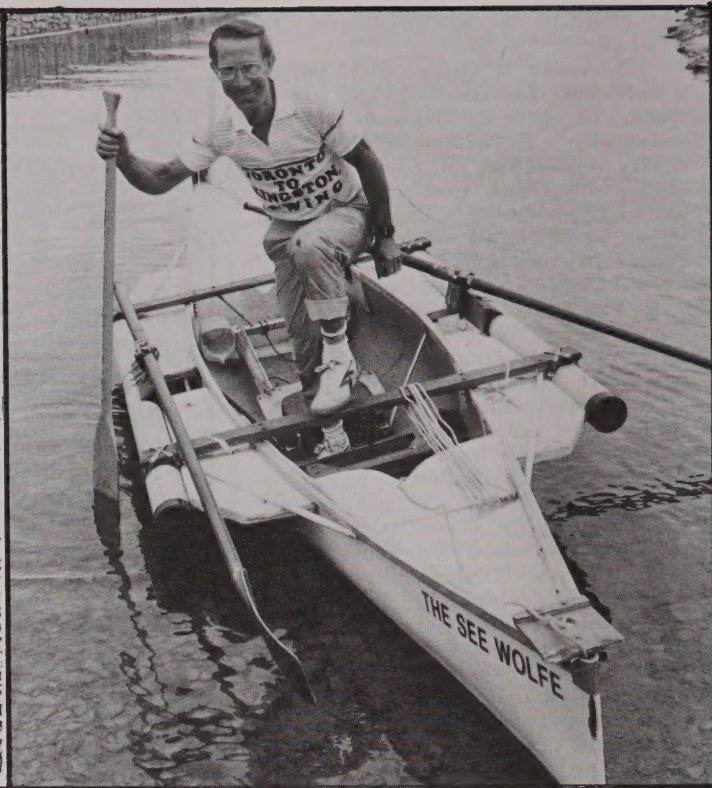
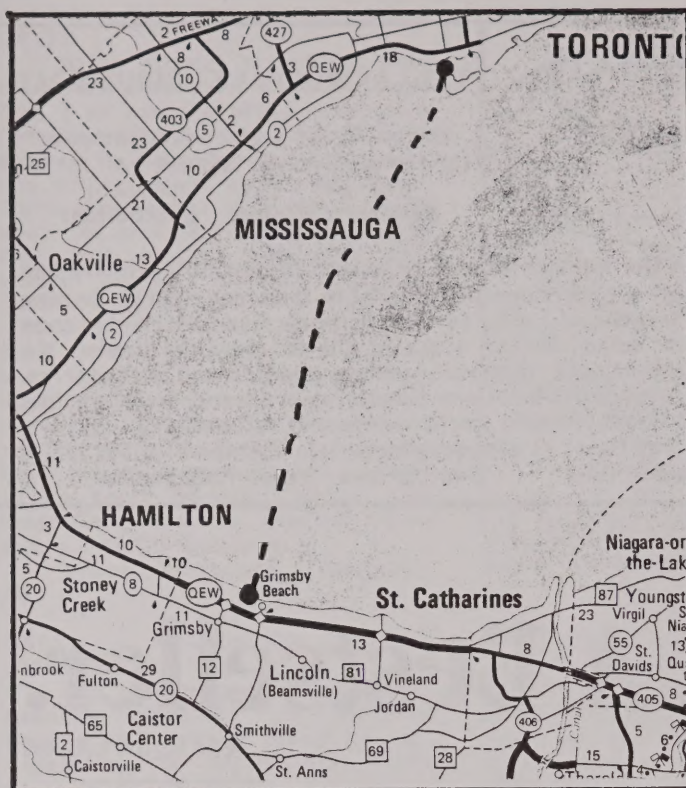
City: _____ State: _____ Zip: _____

Telephone: _____

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

SYSTEM THREE

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



By Jacob Heinrichs

A Lake Trip

I wanted to be able to say I had "crossed" Lake Ontario. In the popular sense of a "crossing," swimmers have established the stretch from St. Catherine's to Toronto as a "norm." I picked Grimsby, Ontario, 32 miles south of Toronto, as the starting point for my rowing trip. This open-water distance equals the distance between Toronto and St. Catherine's; and yet, with a westward shoreline at first 16 miles away, and later about 4 miles away, this route offered me an "escape" option if something were to go wrong.

I pushed off from Grimsby in "The See Wolfe," exactly at four in the afternoon on September 18, 1990. A brisk, day-long wind from the northeast had swept away the area's haze and died. A weakly drizzling low pressure system was forecast to come along by the next morning, but calm air was to characterize the evening and night. I had practised nighttime rowing; I actually **could see** Toronto; I felt I had to use this opportunity.

For the first hour the lake was glassy; and I pulled my Dreissigacker oars with long full strokes, being careful though, to avoid overexertion. Several previous shoreline trips of about 40 miles, had impressed upon me the need to go easy on the flesh of my fingers. This trip could take between 9 and 13 hours.

I tried not to believe the signs of a developing offshore wind from the west-south-west. Skittish ripples on the surface changed into small, slapping waves; and soon bigger, choppy waves became organized into white-capped swells. Because my boat drifts sideways very easily, my stomachcurling fear was that this evolving wind system might turn 30 or 40 degrees and force me partly to cut **into** the waves in my compensation for the drift. If that happened, the waves would slow me down badly. My difficulties would compound. But

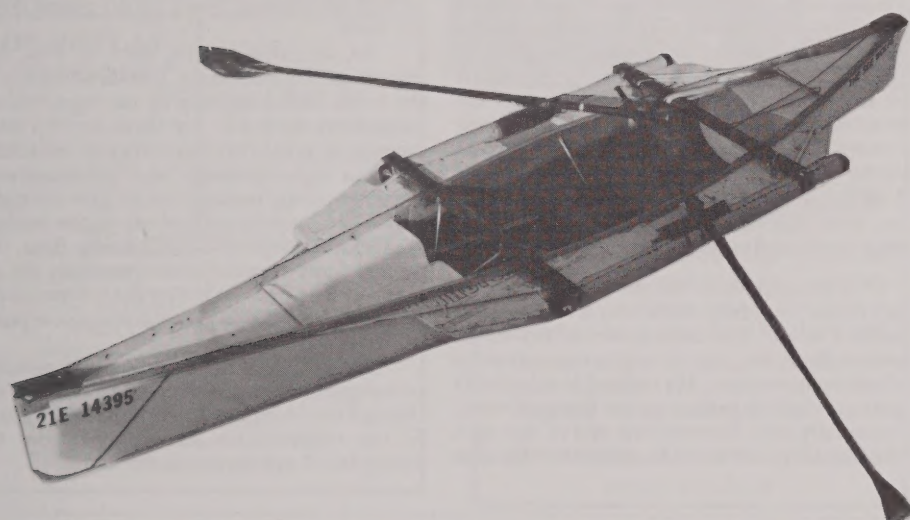
the wind held. With the help of my paddle-skeg, I was able to keep the boat nearly lined up with the crests and the troughs. Drawing my forward speed vector and my drift vector on a map would show a fairly direct course to Toronto.

As darkness settled I felt I had come to within, perhaps 8 miles of the western shoreline, and could reduce the correction for my "drift." This relief now, along with a more shore aligned sweep of the wind, opened the possibility for me. In the strain of trying to keep my boat "in sync" with the driving swells, but surfing would catch, for me, a little of the energy of the waves as well as the wind; it would speed up my trip. (Like probably most rowers, eventually, I have accepted the observation that only wave **surfaces** impel; wave volumes always stall—even when cut from behind.) I adjusted my footboard and paddle-skeg for surfing. Sometimes it worked; my boat sloshed down the backs of the long waves, madly sucked forward and down.

Nighttime traffic, anywhere, still demands "seeing" and "being noticeable." I scanned my horizons regularly; and I carried a velcro-held beam light on my cap, which I often shone on a light-scattering reflector at my stern. Several times I lit up a white seagull "hanging" in the wind; and several times I turned more directly towards upwelling whitecaps on my heaving horizon—to identify them as only whitecaps. Before darkness fell, two boats already had passed by, a sharply leaning yacht and a long freighter; and now I had spotted the lights of another big boat. Its line of yellow windows reminded me of my hometown's tourboats. Because it was on the inky, eastern side of me I could not see any outline—but I didn't think that was important. Watching the changing

position of the lights, I told myself that it must be another freighter heading for Hamilton—the general direction from which I had come. But my attention and my judgment, at this point, were weakened by an indigestion problem that suddenly **did not want to wait**. Dealing with this problem was not easy. The boat heaved and rocked and took in splashes, in so commanding a manner, that I had to "hang on" to its upwind gunwale with one hand and grope at my "toilettries" with the other. When my bailing and reorganizing were finished, I looked for the freighter in the south. It was gone. But to the west, against a twinkle of shoreline lights, was the end-on silhouette of a freighter, shrinking away. While I was bobbing, it had crossed my course, just downwind of me. The "glowing windows" had been forward-looking bridge windows; and in thinking back, I recalled an eerie, almost echo-like, metallic murmur downwind, blending with the general "hiss." The fact that I missed noticing the freighter's bow-wave confirms a safe passing distance—although the lucky "broaching" alignment of my boat had prepared it merely to bob higher with this wave. I was glad I was spared the **panic** of trying to guess the freighter's course as it approached.

In the last hour of my trip, the wind softened and came in off the land again, setting up annoying cross-chop waves. The feeling, for me, was like that of a racehorse, being led from the track to **plow** in a field. Still, at ten minutes after midnight, I reached the lit-up geodesic dome of Toronto's **Ontario Place**. I had "sailed" without a sail or keel, and at 8 hours and 10 minutes for my trip, had beaten my best predictions by one hour. Like Kenneth Grahame's river rat, I, indeed, had been "messing about in a boat."

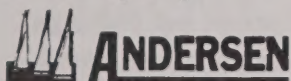


This photo of the complete outfit, minus only the footboard, shows the curved bottom, the buoyant outriggers, the huge foam-filled bulkheads encased in fiberglass, the styrofoam splash skirts, the roller skate seat on its sloping track, and the special Dreissigacker 115" oars. With footboard installed it comes to 190 pounds!

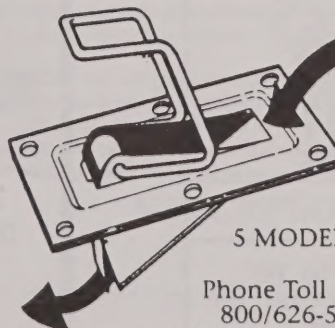
The Solution...
to wet Boats

BAILER

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



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



5 MODELS

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

Traditional Canoe Enthusiasts

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

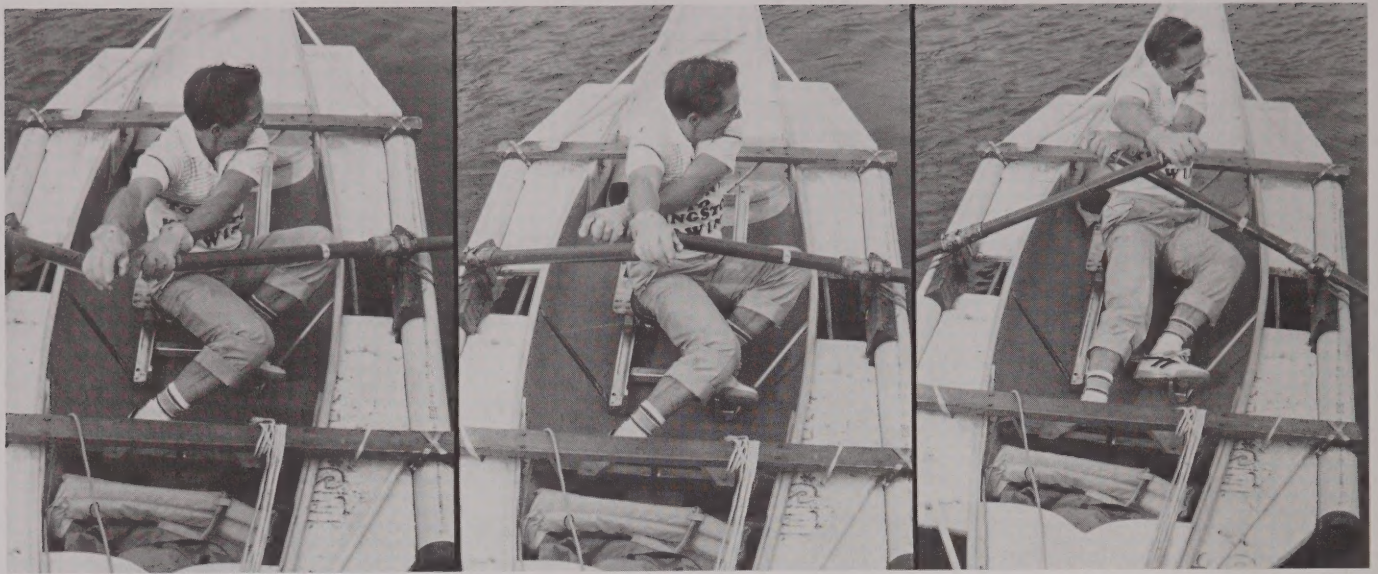
Write to us at:

Wooden Canoe Heritage Association
P.O. Box 226
Blue Mountain Lake, NY 12812



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

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



A Twist to Recreational Rowing

By Jacob Heinrichs

A canoeist on the water has complete freedom to perform any maneuver; but a rower must first 'build into' his or her boat the capability of doing the different things he or she wants to do. In recreational rowing there are three things I want to be able to do: recover from swamping, adjust my stroke, and relieve my working muscles. I have built into my boat, the capability of doing these three things.

To provide myself with a sleek and non-sinking boat, I modified a special Sawyer canoe (length: 18-1/2 feet; depth: 15 inches; beam: 32 inches). I built long, full-height, foam-filled bulkheads at both ends, leaving only about eight feet of working space in the middle. And, my tube-style out-rigger oar-mounts provide still more buoyancy—as do my pressed styrofoam splash-skirts. I admit I 'pay' for the extra surface, the high weight (190 pounds), and the rounded bottom: by way of 'sail effect,' 'drag,' and 'side drift.' But I get little jostling in rough water, and if swamping occurs, my boat behaves like a raft.

Just as in the gasoline engine, the spark must be 'timed' to match the speed and the load of the engine, so too in rowing, must the 'burst of force,' the peak of my pull, be delivered in keeping with the effects of the water conditions upon the boat. In hard lugging conditions the strongest pull must come when the oars are perpendicular to the boat. In surfing conditions or in weathercocking conditions (when the wind swivels a 'cresting' boat), the kick must come as the oars are closing in. If I sit too far up the track when lugging, I strain my back; if I am not back far enough when surfing, I hurt my arms. My very simply designed, **adjustable footboard** puts me in any position I want.

A description of the motions making up my stroke, may help show **why** it lets me 'rest while I work.' The main power of my stroke comes from the legs in a phantom staircase climbing movement. My twisted, leaning body gets carried 36 inches up the inclined track, essentially stiff. Towards the end of this ride, the shoulders and the side-muscles of the hips

help generate some pull, but the lower back remains firm. The end of the stroke finds my lower back nestled gently but firmly against a wooden thwart, which acts much like a basketball-rebounding-board for my return down the track.

So, for relief or rest, there is, first, that important 'leg stretching' instant at the top of the track, and a relaxing of the legs, when I coast down the track. But there are two other sources of relief. My capability of switching between 'right-sidedness' and 'left-sidedness' in my 'stepping' routine, lets me give the right-versus-left muscle sets of my entire body a **remarkable degree of rest**. And a final, important form of relief—though mostly for the legs—comes from adjusting the footboard periodically, in order to give the feet a new push-off level.

I concede that the described and pictured techniques and gear, which are tailored for me (being 5 feet, 4 inches, and slight of build), may be too awkward for some people. But the principles of my approach are sound.



Solid Spruce - Ash Oars from 5' to 16'

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

FREE **WATER POWER PRODUCTS** BROCHURE

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

PH: (902) 688-2351



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

IN WOOD/EPOXY OR FIBERGLASS

Ask about our new Rec Shell **Kits**

HOGTOWN BAYOU BOATWORKS

P. O. BOX 1281
SANTA ROSA BEACH, FLORIDA 32459

FREE
BROCHURE

(904)
267-3539

THE LANDING SCHOOL

P.O. Box 1490M

Kennebunkport, Maine 04046

(207) 985-7976

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



GREENLAND TYPE SEA KAYAKS

Dunn's Custom-Built Kayaks

8991 S State Rd, Eden, NY 14057

PH: 716-992-3941

SEND \$1 FOR INFORMATION

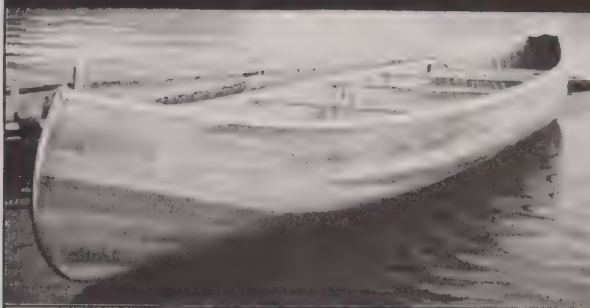
ON DISPLAY INDOORS



LOTS OF
PRE-OWNED
SAILBOATS

COM PAC 16, 19, 23, 27
PRECISION 15, 18, 21, 23, 27
O'DAY DAYSAILER 3 - O'DAY 240
POINT JUDE 16 - SCOUT 11
SAILING CANOES & DINGHIES
FERNALD'S
Rt. 1A, Newbury, MA 01951
(508) 465-0312

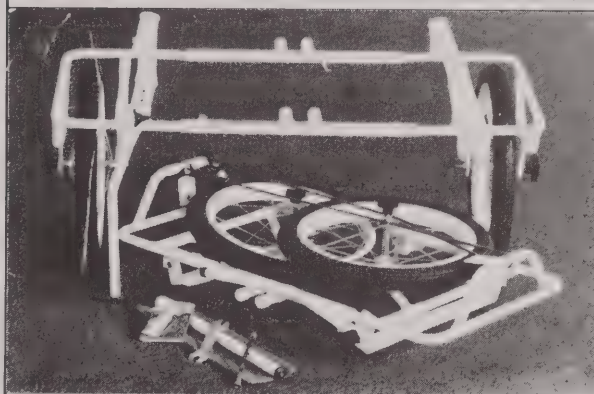
AMERICAN TRADERS CLASSIC CANOES



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



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



Rugged, Lightweight Steel
Construction

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

Call For Dealer Listing

AMERICAN TRADERS

627 Barton Road

Greenfield, MA 01301

(413) 773-9631

(800) 782-7816

Dealer Inquiries Welcome

Florida Bay Outfitters

Outdoor gear
rentals
& sales

Explore the tropical
Florida Keys, the Dry
Tortugas & the Ever-
glades Backcountry Wilderness.

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

P.O. Box 2513, Key Largo, FL 33037

(305) 451-3018



DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks

29474 OLD NORTH RIVER RD.
MT. CLEMENS, MI 48045
(313) 468-6456

A NEW SEA KAYAKING MAGAZINE !

FEATURING

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

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

HOW TO SUBSCRIBE:

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

ATLANTIC COASTAL KAYAKER

SUBSCRIPTION ORDER FORM

Name _____
Address _____
City _____ State _____ Zip _____

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

After a season of alternately fast and slow boating, I've decided that the preoccupation with that ever present boat question, "How fast will it go?" can put a hole right through the bottom of your boating pleasure. There isn't a customer in a showroom or a dreamer studying a lines plan who doesn't look at a boat, any boat, without the speed question coming to mind. It matters little if the boat is a 30-pound canoe or a 30-ton bluewater cruiser. The concern hangs over every design in every book, over every boat in every showroom, over boats the questioner will never set foot aboard, boats on moorings, boats in slips, boats passing in the night. How fast is that boat? And as old bottom paint begets barnacles, from this endless concern over speed comes exaggeration. Three knots becomes four; five is reported as six and eight knots, well that's an easy ten. No designer dares offer a plan without the obligatory promise that she's capable of a "fair turn of speed," and no salesman will let the suggestion pass that this boat isn't the swiftest in its class. It's madness.

Where does all this worry about making time across the water come from? Most sailors don't race. Nobody that really wants to get where he's going in a hurry travels by boat. Going by boat is usually the absolute slowest way to get anywhere. That's why, after all, bridges, railroads, highways and airplanes were invented. Anything, but anything will get you there faster than sitting in a hole in the water, continually pushing the tons of it that lie in your path out of the way in order that you may advance. Unless you stick one very powerful, very expensive and very noisy engine in your boat, you'll never keep up with the cars and trains.

But of course, keeping up with the cars and trains is not the point of boating. Neither is, most of the time, reaching a destination quickly. Canoeists don't install motors in their boats, and sailors turn their engines off as soon the breeze fills the sails, so why does everyone become preoccupied with the speed of boats?

Being the fastest on the water can provide the ego with a certain satisfaction, there's no doubt about that. What a grand pleasure it is to overtake, at the breathtaking speed of 6 knots, a boat that is struggling to maintain 5-1/2. Who are we kidding? Short-legged dogs run faster than that. I think the main reason that boat speed is so often the topic of conversation along the waterfront is the assumption that the faster you go, the more fun you have. But I strongly suspect that we've got it all wrong. I'm beginning to think that the slower a boat goes, the better a boat it is and the more fun you have. Allow me to make my case:

1: What makes going fast in a sailboat exhilarating is not the boat's actual speed, but the sensation of speed the boat creates. A small

JUST DRIFT



By David Dawson

dinghy doing 5 knots, for example, feels faster than a Hobie cat doing 8 knots. As boats get bigger, they go faster, but because of the increased length and beam, the helmsman is usually sitting farther away from the water, which reduces the sensation of speed considerably. For exhilarating performance, the best bet may be to go back to one of those board boats that most people cast aside years ago. Remember the Sailfish? The waves were washing over the deck half the time, giving the sailor an intimate sense of his progress as the cold water rushed between his toes. The first "improvement" on that design was to make it wider and provide a footwell, the Sunfish. This is the first step in a line of logic that soon puts one aboard a 45-foot center cockpit ketch. You may be comfortable, but you have to look at the knotmeter to see if the boat's moving.

2: For boating purposes, a body of water is not properly measured in miles, but in how long it takes to travel from one end to the other. If it takes you two hours to paddle that old aluminum canoe from one end of the local lake to the other, you have a decent sized lake. If you trade that canoe in for a sleek kayak, and can now get to the far end of the lake in 90 minutes, you do not have a faster boat. What you have is a smaller lake. Every time you move up to a bigger and faster boat, you also move up, whether you like it or not, to boating in bigger bodies of water. Bigger in miles, that is. Chances are, relative to the new boat's greater speed, they won't seem to be any larger at all. I paddle a kayak on a nearby

reservoir that's eight miles long. In this simple, flat-bottomed plywood boat, the paddling is comfortable but slow. I've never paddled from one end of the lake to the other. In that 11-1/2-foot boat, I have a very big lake to explore. I've put my 25-foot trimaran in this same lake a couple of times, and once traveled most of the length of it and back three times in a day. But I can't explore the really interesting parts of the lake in the trimaran, the boat is too big. When I take the bigger boat down to the north end of the Chesapeake Bay, what I find is a body of water that, relative to the trimaran, isn't much bigger than my local lake is in relation to the kayak. It's the speed of the boats, though, not their size, that makes the real difference. The trimaran goes two to three times the speed of the kayak, so it takes two to three times as much water to make an afternoon or a day's journey afloat.

3: Boating is an end in itself, not a means to an end. Once you're on the water, you're exactly where you spent all that money to get to. So what does it matter if you're moving at all? Might as well save your energy, put down the paddle, unship the oars or let go the sheet and drift. Boating, for most of us, is relaxation. An escape, a respite however brief, from all the other things we do in life. How can speed on the water possibly enhance this? Our boats are little outposts afloat. Maybe your boat's no more than a drifting easy chair, or perhaps it's a small floating castle, it doesn't matter. We have them for the isolation they provide, the scenery that surrounds them, the thousand sensations that make time spent afloat worth double time spent ashore. Move too quickly, and these sensations are lost. So why move at all? Just cast off the dock lines and drift.

4: Fond memories of boats and boating almost always center around old, cantankerous, impossibly slow boats. Why? Is it just because these are so often our first boating experiences in the only excuse for a boat we could afford at the time? Is it just a case of memories enhanced by sentiment? Or is it because the boat that won't go forces us to go boating the best way there is to go boating; slowly, our attention focused on just being there, out on the water, going nowhere in particular, content to be idle afloat.

As I putter around on the water, it often occurs to me that the fishermen have the right idea. When I didn't have a boat, I used to fish quite a bit. I was never very diligent about it. To begin with, I never got up early enough to hit the water at the best time of day. So I didn't catch a lot, but this didn't matter because what I went fishing for was to go through the motions of fishing, as opposed to actually catch fish; to mess around along streams, rivers and lakes. Stand in the middle of a stream with a fly rod in your hand, and no one will look twice. Stand in the same spot without the rod, and people will assume the worst. I suspect all fishermen understand this. Those fishermen who just seem to sit all day in their old tin skiffs, anchored at the mouth of a cove, or those who troll slowly around the lake's perimeter pushed by silent electric motors, those boaters may have the least glamorous craft of all, but I think they know something that the people with the high-horsepower, high-gloss, deep-vee, deep-debt machines just haven't caught onto. If you're going to enjoy your boating, you've got to slow down enough to see what's going on out there on the water. You don't have to keep a fishing rod in your hands, but you do have to adopt the fisherman's relaxed and patient state of mind, and drift. Drift bodily, drift mentally, make drifting the metaphor of the day. Soon you won't be able to get that boat to slow down enough.



builders of **ULTRALITE WOODEN SEA KAYAKS**

- 3 Models available
- Send \$2 for brochure



Above is the 30lb Sea-tamer 14'

Box 29, Hanson MA 02341

(617) 293-9044



After 40 years, a Moth is reunited with a bride, a best man and a groom.

Of Moths & Men

By Wilson Wright

It was the late spring of 1952, a time of year when a young man's fancy turns. There was a somewhat disinterested young lady on the scene.

One day there was a chance meeting in the neighborhood gas station. Pointing to a broken rudder pin held in my hand, she said, "What is that?" "Sailboat part," I responded. "You have a sailboat?" she said. There was little time to explain it wasn't mine. She and her girlfriend, having gotten the five gallons of gas for which they came, drove off.

Sensing a spark of interest in this sailboat, I phoned later in the afternoon to inquire if she would like to go sailing that evening. The response was an enthusiastic "Yes." Up to this point, there had been no discussion as to the size of the boat or its accompanying amenities. That evening I picked her up, went back by my house, put boat and trailer on the back of the car, headed over to the Pelican Harbor launch ramp. "It's not very big," she pointed out as I started to step the mast which probably weighed no more than 15 pounds, stays and halyard included. "True," I responded. "It's a Moth. All Moths are 11 feet long," I explained. The boat was quickly rigged, set in the water and at the last moment I threw in a Maxwell House coffee can. "What's that for?" she inquired. "In case there's a need to bail," I responded. I knew full well that there would be an opportunity for bailing for there was a persistent leak around the dagger board well which we had been unable to stop.

The boat's name, "The Rains Came," was a poor forecast for that evening. It was a very pleasant, brightly moonlit night on Miami's Biscayne Bay. Light winds propelled the boat nicely without the need for much exertion other than what she recalls as the constant bailing required to keep the boat afloat. It was the first of many dates that spanned a three-year dating period and 37 subsequent years of marriage.

Somewhere along the way, I acquired a Ventnor Moth and a slightly larger sailboat, both of which were sold and faded into history as did "The Rains Came." Boating interests peaked and valleyed and some 35 or more years following the original sailing venture, an interest in the Moth rekindled. A Moth owner's association was found and through their publication another Moth was located.

To the somewhat nostalgic husband, it seemed an ideal purchase, although there was some trepidation as to the wife's enthusiasm for

such an expenditure. Nonetheless, the nostalgia aspect prevailed, the Moth was acquired and quickly secreted away in a partner's barn. Meanwhile, the question persisted how I could practically and amicably bring the Moth out into the open. Then, Ann Matheson, President of the Antique and Classic Boat Society, came up with the perfect solution. "Isn't there something your wife would really like?" she inquired. "Yes," was the answer. "A tennis bracelet." Albeit, we know not why since this wife is neither spectator or tennis participant. "Don't try to figure it out," Ann replied. Moving right along, she next asked, "Does the boat have a name?" "No," I replied. "There is your answer," she said. While I tried to figure it out, she explained. "You name the boat Tennis Bracelet. Give it to your wife first, after she fusses and fumes and tells you that this one won't fit around her arm, then you give her the real thing, at which point she embraces you and admits to herself that if the purchase of the boat was the excuse for the real thing, then it probably wasn't such a bad idea."

The occasion of the 37th wedding anniversary was selected for the presentation. The name "Tennis Bracelet" was appropriately inscribed on the boat, the real tennis bracelet was purchased and the family, including two daughters, two sons-in-law, four grandchildren and other friends and relatives were assembled for the presentation. It was as though Ann Matheson had a crystal ball. The presentation went off just as expected with wife proclaiming, "It wasn't the type of tennis bracelet I expected, but then who ever heard of an eleven foot tennis bracelet?" Then, after the real thing was firmly affixed to her arm, she suggested that we take the boat down to the lake and launch it.

A maiden voyage ensued, much the same as that first trip began back in 1952. The only difference was that a four-year old grandson was added to the cramped quarters of the little Moth. The second major difference was that even after this boat was fully dried out, having spent nine months in a barn, it didn't leak nearly as much as the first and there was little opportunity to use the antique Maxwell House coffee can which had been specially acquired to be part of Tennis Bracelet's equipment.

The best man, hearing of the presentation, came from Melbourne Beach to Tallahassee to inspect the seaworthiness of the craft and to ensure that the relationship in which he played a founding and vital role was still intact after 37



The groom surfing into the beach on "Tennis Bracelet".

years. Not having seen a Moth in over 30 years, his first exclamation was, "My God! It is a Moth," whereupon he gave his blessings to both couple and boat.

Reminiscing during dinner that night turned to that first date and the mutual friend who was the first Moth's owner. A surprised wife added, "And for forty years I thought that was your boat!" "You never gave me a chance to explain that it wasn't," I added.

An interesting sidelight occurred when the three of us -- husband, wife and best man, prevailed upon a passerby to take a photo. After he generously took several, we inquired of his name. "I'm the local Catholic priest," he responded. We told him he had taken a picture of a rather interesting anniversary present. "Weddings and anniversaries are right up my alley," he responded with an Irish smile.

The bride, a passing priest and the best man congratulate one another.



*Wind
Products*



SKIMMER 45™



FEATURES

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

America's Largest Iceboat Manufacturer

Wind Products

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



SEND \$1 FOR BROCHURE

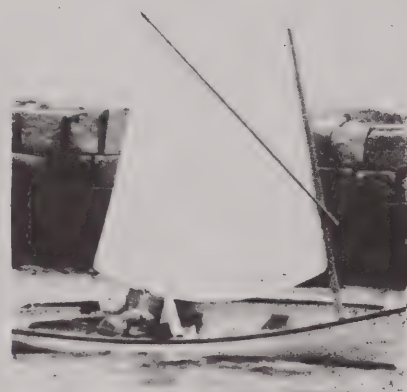


New Year's Day on Buttermilk Bay

Here are a few photos of the Cape Cod Vikings Rowing Club outing on New Year's Day run on Buttermilk Bay on the Massachusetts

south shore. All shapes and sizes of pulling boats, even my little Melon Seed!

By Carolyn Sones.



PISCATAQUA

SAILING WHERRY

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

BAY of MAINE BOATS

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

Voyage of the "Bear"

By Ernest Zeller

I realized I was awake, and the light sifting through the dirty port told me I had overslept. I reached over and gave my son a shake. I opened the hatch and climbed out into the cockpit. There I could stand erect and put my boots on. The boat felt quite stable, as it should, sitting on the trailer like it was. A three hour drive in Friday night traffic had wore me to a frazzle. We were in Gloucester MA, ready for a weekend of fishing and camp cruising in the Big Pond. My son, Jake, and I had talked about it all summer, it was hard to believe we were really here. I started backing down to the boat ramp, leaves and sticks were tinkling down around the truck as the mast of the trailered vessel flexed but sprung back defiantly. I had forgotten to watch for trees. No harm done. I stepped the mast the night before to make room to get in the cabin, we were only parked a few hundred feet from the ramp anyway. Jake flagged me back until the "Bear" floated off the flatbed trailer. Bear is a 16' flat bottom, plywood sailing skiff. We, Jake and I, fitted it with a small cabin in our backyard in Grafton, NH. It looks kind of funny because we had to make room for the steel dagger board to lift, so there's 42" of headroom in the center with a high crown in the cabin top. It's gaff rigged with a well used cotton sail. A 30 year old, 4 horse, McCullough outboard adorns her transom.

Loaded with a weekend supply of grub, water and bait we shoved off at 7:00 am Saturday morning and headed north up the Annisquam River bound for the mouth of the Merrimack and a bilge full of Blues. The weather was sunny but breezy. The weather radio said winds 15 knots out of the north. As we approached the northern mouth of the river the little 4 horse was laboring slightly against the tidal current and the breeze was pretty good, so I suggested Jake mount the rudder in anticipation of setting sail once clear of the river mouth. Now on any other boat, that's simply done, but the Bear is different. When the engine is down, one has to be careful not to swing the rudder hard over or the vibrating monster will tear a bite out of it. Well, the rudder accidentally got sucked over and the engine tried to bite off too much and snapped its sheer pin. Bear turned sideways and we drifted back from whence we came. I dove below and came up with an oar and nudged her enough to give Jake steerage, and we worked our way out of the main channel and dropped the hook. I ransacked the tool box for another pin, but found none. It took me 25 minutes or more to carefully work a 1-1/2" bronze screw with a pair of pliers and a file into something resembling a sheerpin. We weighed anchor and headed north again. This time, we decided not to mount the rudder until the muncher was shut down. As the little engine labored we slowly eased out of the river mouth. As I looked north over the cabin roof I noticed white caps. Well, there's a long shallow place extending out on the east side, a breakwater of sorts. As we cleared the river mouth and followed the channel buoys out, the Bear started rising up to meet each swell and then coasting down into the trough. The further out we got, the larger they became until, as bad as we wanted to go fishing, it became obvious that the flat bottomed Bear was not designed for this kind of sea. As she rounded the crest of each wave, 3/4 of her bottom forward stuck up in the

air, then plunging down, would pound unmercifully. The engine prop would clear water with each pound so one hand had to be constantly on the throttle to back it down every time it did, then, throttle up in between. I started looking for an opportunity to turn her around and, at the same time, dreaded the thought of taking these seas astern. That's when I noticed the water sloshing up through the floor grate. Many things went through my mind at that moment, none of which were pleasant. She never leaked a drop before this and I was afraid the serious pounding was opening up her seams someplace. I didn't say a word so as not to alarm Jake any more than he was. My opportunity came, I hove the engine tiller over. She rolled alarmingly but came around just before the next crest passed below her bottom. All the way back in it was a constant battle to keep her before the sea. Her almost uncontrollable tendency to yaw was tiring at best, water sloshing over the floor boards we made our way back into the river mouth, more like a frightened mouse than a bear. We slid up beside a schooner and dropped the hook once again, it seemed dead calm after the wind we just experienced. I threw the cabin hatch doors open and it was obvious where the water was coming from. The cabin ceiling was dripping, and bedding, clothes, gear, everything was soaked and ringing wet. What happened was every time she pounded down the hydraulic action in the centerboard case was so much it blew the wood cover off and belched water like a geyser. Luckily the sun cooperated, and for a few hours the Bear looked like a ragamuffin, rigging hanging with clothes and sleeping bags draped over the cabin roof. We cooked lunch on the sterno stove, chunky chicken soup with canned pears for dessert.

I washed it down with two cans of beer. We hung out for several hours and then nudged her north again, as the wind seemed to be letting up some. But, on clearing the mouth again we were more careful and turned around as soon as it was evident the seas hadn't changed a bit. Well, maybe there's some fishing

downriver. We headed south under the big bridge and trolled back and forth, up and down the river all evening. Not a bite. We anchored in a little cove just south of the big bridge next to a few moored sail boats. Canned clam chowder and beer for supper. Jake casted for anything that would bite, to no avail. We sat in the cockpit and watched the silhouette of a heron against the reflection of the sunset. He was fishing 25 yards from us. We envied this feathered fisherman who was catching his fill right before our eyes. A slight grinding noise let us know it was time to raise the daggerboard, as the tide was going out. Board up, anchor light lit, we turned in. We listened to the radio and the weather was supposed to be the same tomorrow. We decided to head south in the morning and try our luck in Gloucester Harbor. We slept OK, only woke up once with the boat rolling up on her beam ends and music playing. A peek out the fogged up port light told us enough. We were rolling in the wake of a party boat, about 60-80 feet long which was making its way down the channel, I didn't even look at the clock as I laid down and went to sleep. I was awakened by Jake who was trying to get me to look down through the daggerboard case at a hermit crab he was watching. I did look and there it was, crawling along inches from the boat's bottom in shallow water. Of course Jake was looking for fish and entertained himself for the half hour it took me to cook breakfast, instant oatmeal and coffee. After washing dishes over the side we weighed anchor and headed south. We followed a heavy ketch figuring when they lifted the bridge for her we'd just follow. It was a hairy ride to say the least, our little 4 horse engine labored and struggled, and we only inched our way out against the tide. It seemed forever to get out into open water but we finally made it. We fished until noon in the south end of the harbor, nary a bite. We thought we'd head in at high tide, just before it turned. Our timing was off and we crept slowly in again, little engine screaming and cussing. We made it in though and skidded the Bear's bow up onto the launching ramp. I went and got the truck and we soon had her loaded on the trailer and headed home.

We stopped along the way and had fried clams at a roadside eatery and talked of the next time we'd come down, and the fish we'd catch.

PADDLES & OARS

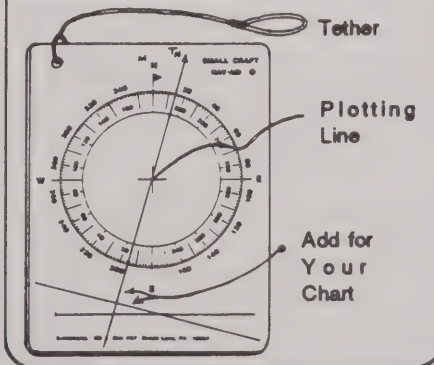


Maine Craftsmanship at it's finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

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

THE SMALL CRAFT NAV-AID

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





PANTHER

A NEW PLANING DAY SAILER
by
HYDRODYNE CORPORATION

"PANTHER" Offers:

- Performance for Racing
- Seaworthiness for
Casual Sailing
- Trim Appearance
- Ease of Launching,
Hauling, and Trailing
- Modern Construction for
Low Maintenance

(From a 1962 Marketing Brochure)

By Mat Leupold

IT'S FOR SALE!

21' planing daysailer, designed for performance and built as prototype for new class. Design rights negotiable. Hull intended to be used as plug. Woad core fiberglass construction, aluminum spars, Hood sails, trailer. Contact Mat Leupold, Wayland, MA (508) 358-4897.

The goal was to produce a boat that would go at least as fast as a Raven. Dean Lewis, who had been very successful in Raven class competition, felt that a boat that required less crew and was generally easier to manage might find a market. Besides requiring 4 for crew, the 24' Raven was a handful to launch and rig for sailing. Together with three fellow MIT engineers, aeronautical and mechanical, he got out to bring that about. The time was 1962. We formed the Hydrodyne Corporation as a business vehicle.

In his mind he envisioned a somewhat smaller boat than the Raven. It would have twin bilge boards for the sake of an uncluttered cockpit as well as the performance advantage of such an underwater configuration. A centerboard which loses efficiency as the boat heels could be replaced with a smaller one extending vertically from the lee bilge. A mast stepped on deck could be put up without a crane, a distinct advantage when going to regattas by trailer.

Where to begin? As a planing sailboat it would have to be light. But, before it reaches planing speed it is a displacement boat, and what makes for a good displacement hull is no good for planing. With motor boats there is no

need for finesse; enough power will make anything plane. However, in sailing power is limited directly by how much sail can be carried (at a minimum it takes 400 sq. ft. of sail per ton of displacement for planing). Displacement hulls can be analyzed in terms of what is called a curve of areas. It is a plot of cross-section in the water at each station versus distance along the load waterline. To the extent that such a curve represents a shape which is pushing water out of its way, it is a useful design concept. With sailboats the picture is complicated as the boat heels and the underwater shape changes. In a tour de force with a desk calculator, a planimeter and a ream of graph paper, we produced a hull whose underwater shape as represented by its curve of areas did not change through a range of heel angles up to 15 degrees! The essentials of a planing hull were identified and incorporated into the displacement hull design. Our design process was unique. The stations consisted of a flat keel section, a deadrise angle of the bilge, a radius between bilge and topside, and a topside curvature which was also a radius. These features, together with their coordinate locations for each station, could all be plotted against length.

The curves could then be faired mathematically to ensure fairness of the entire hull, and mold shapes could be constructed from a rational geometry. In this way we produced a design which could be used for a family of hulls by simply altering the basic dimensions, and they would all have an unchanging underwater shape with respect to heel angle.

The next question was how to construct a prototype. We settled on cedar core fiberglass monocoque as the most efficient construction from a structural standpoint that could be accomplished with common boatbuilding materials and techniques. Concentrated loads under the mast and under the main sheet would be borne by frames of laminated oak. Laminated oak would be used for the stem also. With the lines described as they were it was possible to analyze them to determine the tolerances to which a builder would have to work; they were small, generally less than plus or minus 1/8".

By now we were ready to start building, but we could not find a builder that we thought we could work with. Instead, we backed into building the prototype ourselves. It might have been preordained as Dean had built his house with boatbuilding in mind. His 25 x 50 foot

ranch has a basement entirely free of lally columns, and a double garage door at the end ensures that there will not be the classic problem of not being able to get the boat out after it is finished. What's more, the basement is heated so that modern adhesives can be cured.

The boat was built of edge glued cedar strips over molds. The molds were set upside down on a plane table which was constructed as a plywood box beam. Until then the connection to a real boat was somewhat abstract. Even the molds, despite being made of wood were not very different from what we'd been doing on paper. But suddenly, the form leapt out from the row of molds. What we were working on became real. It was both thrilling and humbling. We knew we had to work to close tolerances to achieve what we'd designed, but we also wanted the hull to be good enough to be eventually used as a plug for a mold for fiberglass production.

After the cedar shell was removed from the molds it was covered inside and out with fiberglass to complete the structure. Secondly, the fiberglass would keep water out of the wood. The trunks for the boards were added together with a thwartships box-beam under the deck to support the mast. Laminated spruce deck beams were covered with a thin plywood deck. Cockpit coaming and rails were made of mahogany and finished bright.

Boatbuilding requires sharp tools, and no boatbuilder ever had sharper ones than we did. Oscar Wallin was the foreman of the MIT aero department's model shop and a friend. As the latter he helped us with the building. Whenever we went into a headscratching mode, he would gather up and sharpen the tools. When he finished, their edges were keen enough for brain surgery. The other thing boatbuilding needs is C-clamps. Many nights we got to where the boat was bristling with C-clamps and we had to put it to bed because there weren't any more.

The lifting surfaces, the bilge boards and the rudder were designed with airfoil sections (NACA 65 series). The boards were located under longitudinal seats on either side of the cockpit, and each was to have two degrees of freedom. It could be raised and lowered as well as moved fore and aft like the centerboard on the Raven. The rudder was on the transom to keep it from becoming ventilated. Also, the boat has a reverse transom in keeping with the reasoning that only waterline length contributes to speed. Overhangs only add weight.

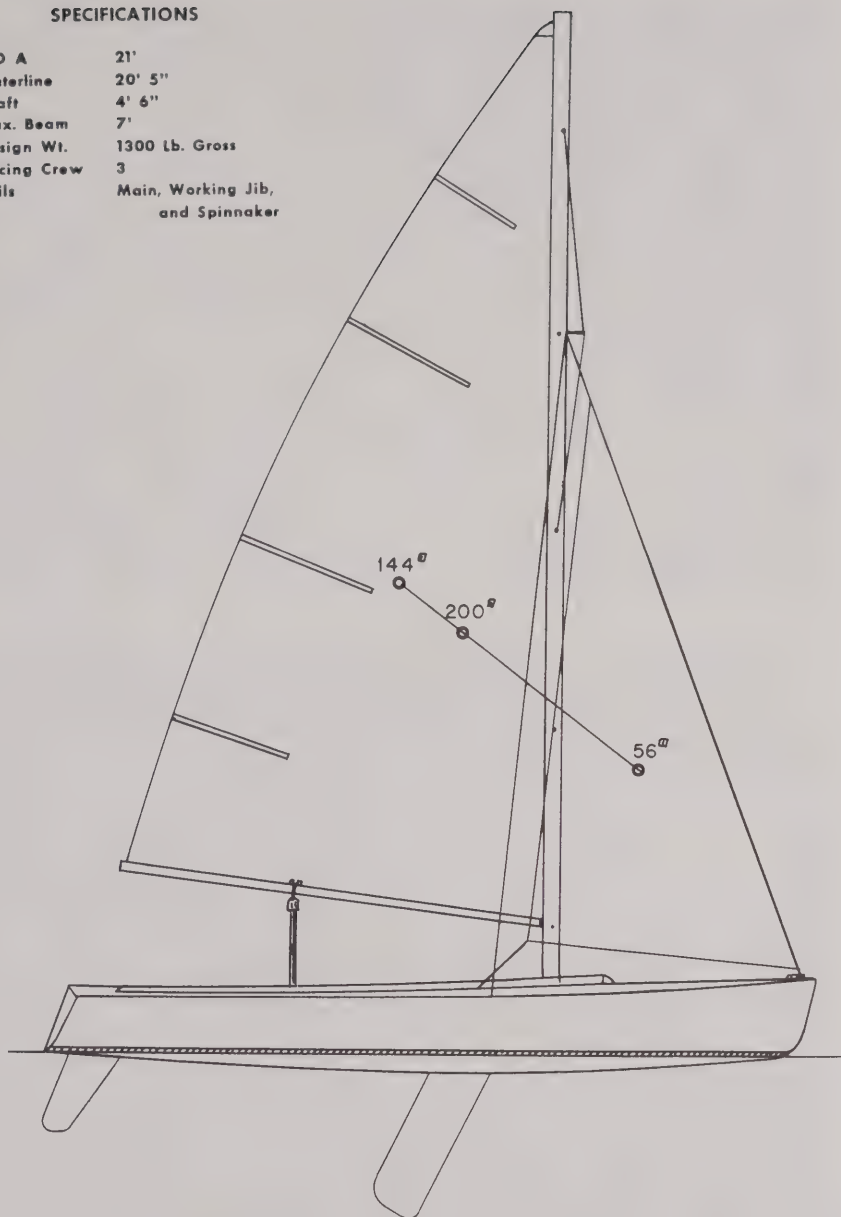
Cape Cod Shipbuilding had a potential interest in the boat because of the bilge boards. They had created their Gemini out of their Mercury sloop by fitting it with the boards and thought that a larger boat so equipped might fit into their program.

Stepping the mast on deck would facilitate raising and lowering it, but it also made it possible to have a rotating mast to improve the airflow around the luff of the sail. We were able to obtain some lengths of the aluminum extrusion which was being used for the mast on the Tiger Cat catamaran. The cross-section is a symmetric airfoil of about four inch chord. We had to join two pieces to get the length we wanted for our mast. In order for the mast to rotate, the stays have to meet at one point on the axis about which that rotation is to occur. The two shrouds and a fore stay meet at the leading edge of the mast.

As the boat neared completion we felt we should have another experienced sailor when it came to show the world what it could do. Bob

SPECIFICATIONS

LOA	21'
Waterline	20' 5"
Draft	4' 6"
Max. Beam	7'
Design Wt.	1300 Lb. Gross
Racing Crew	3
Sails	Main, Working Jib, and Spinnaker



Seavey and Larry Beckley's talents lay mainly in their abilities as engineers and craftsmen. The three of us were only casual sailors. We got Brown Baldwin, another serious Raven sailor, to join us. He helped design the sail plan and the rigging.

The first time we had the boat in the water we saw the bilge board trunks acting like water scoops when we were underway. The temporary fix was to fashion covers; later on there would be gaskets around the board openings. Still later we suffered an embarrassing structural failure of first one board and then, on the next tack, the other. Despite being covered with fiberglass the plywood boards didn't have sufficient bending strength for the loads which they experienced when the boat was brought about on a windy day with five people on board. With some reluctance we decided to replace them with a centerboard. The bilgeboard idea was sound; it had been employed with success most notably on inland scows. However, the execution is tricky. It's not obvious where and at what angle the boards should be. What we needed was a centerboard to compare the bilge boards with. We decided to install a centerboard to try it as a benchmark; before doing anything about the bilge boards. Wow! Now

we had a boat that went like a scared cat! (The new boat was one which we had designed for a well-known boat building firm for a new 18 foot boat. They had declined to pay us saying that the board wasn't any good. From the marks on the board we could see that they had installed it backwards!)

Technically the boat is a great success. It is a delight to sail, and it planes readily without the usual gymnastics. Its speed turns heads and invites inquiries about what makes it go so fast. Without bilge boards it was no longer interesting to our manufacturer though; it was just another boat and not worth the gamble of diverting limited production capacity from something they were making money with.

We got where we were by working nights and weekends, but beating the bushes to find someone who wanted to produce the boat has to be done during normal hours. Instead, we've been content to just sail it. Now we have other interests which means there's an opportunity for someone else.

Everyone should have a big project in his life. This was one for us. We worked hard, and it was immensely satisfying, and most importantly, we're still friends.

Saga of "Sow's Ear"

By Jim Thayer

Start Delayed

You knew it was coming didn't you? You have no doubt heard that brave talk before. Well it wasn't really a failure of the plan, just that circumstances conspired against me.

She was sitting in the shop, all dried out, when I blew in from Colorado, dripping enthusiasm. I fell on her immediately, scraping crumbling epoxy and ripping up rotten plywood. A couple of days later I was up to speed when a lady, a very attractive lady, strode purposefully into the yard, extended her hand and introduced herself. That doesn't happen often.

She needed a rowing boat, a nice steady boat that would handle a large dog. And, of course, she wanted it now. I immediately launched into my standard discourse about the time constraints of old-world craftsmanship, plus the fact that my shop was already occupied. As we explored the customer builder relationship, it crept into my mind that there was a nice sum of money involved. Enough perhaps to make a Brest 92 trip feasible. Well, let's see, there is a New York hull in the mold, and if I drop everything, and work day and night, yes, it's just possible.

So, the 'EAR crawled laboriously back on the trailer and moved out in the yard where she huddled all summer under a securely -- I thought -- fastened black plastic.

Poking around Brittany, admiring all manner of beautiful boats, I don't recall that the old girl once crossed my mind. Assuredly the delay was justified.

Deck, Transom and Cabintop

Back home in mid August I found the cover askew but the damp was confined to the bilge where I could ignore it for the moment. I tore right into the deck ripping off the whole layer in places and just the top ply in others. I then added 1/4" plywood, 1/8" or just one ply from some delaminated interior I had laying around (don't ever throw anything away) until the deck came back to approximately the original 3/8". Where we needed some strength I used epoxy liberally loaded with sanding dust. Otherwise I used Titebond II which comes highly touted.

With the deck back to somewhere near original I slapped on a layer of 1/4" using Titebond II and a lot of drywall screws. I then removed only those "head eaters" that were sticking clear through the deck and gave the whole thing a coat of glass.

I could have gotten by just doing the top of the cabin but I was in the mode now so decided to cover the entire thing. Being nicely rounded it required a little more effort. Rather than getting into some sort of elaborate spiling just slip B under A and mark its edge to match that of A before A is screwed down. Then on to C.

Left from the top: The longitudinal strips on the deck were apparently just to cover the canvas seams but they encouraged rot. Cabin top gets a 1/8" overlay. Ready for the transom, note the bushel basket of rotten ply from the interior.



The next step to make her look more like a boat was to get a transom on her. Just lean a sheet of 1/2" up against her and mark around the outside. Piece of cake. Hold on! Before we put the transom on maybe we should do something to those lockers before they get beyond reach.

The bottom is very soft. When the time comes to overlay the bottom what will we screw the new plywood to? I put a 1/4" liner on the inside using epoxy and screwing it from the outside. The bottom was too soft to hold the threads so couldn't screw it from the inside.

I also put a backing piece inside the after end of the starboard topside where the planking was pretty well gone. Once the backing piece was stuck, the screws were backed out and the outside sanded to give uniform bearing for a patch. You'll never be able to see it.

The transom went on in good shape and the project began to look a little more upbeat. Time to get at that bottom. However, a new grandbaby is due in Colorado and we been out of the hills too long for sure. Back in the shed she goes and her trailer is hijacked by the Grand Mesa Trucking Co.

Looks like we will have to do the Bahamas in a Punkin this winter.



Top right: The transom in place with new after deck framing. Below: Putted holes (arrows) show where re-inforcing was put inside. Tack strips hold feather edge of patch, screws will be removed.



Wouldn't you really rather sail a TOWNIE?

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

Pert Lowell, Co., Inc.

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

Custom wooden boats; mast hoops; authentic nautical furnishing.

**CAPE ANN
SMALL CRAFT**

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

(508) 768-7411

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

SMALL SAILBOAT SPECIALISTS

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

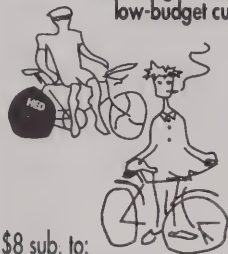
THE SAILBOAT SHOP

Rt 31 North
Glen Gardner, NJ
08826
(908) 537-6300



Out Your Backdoor

World mag of informal adventure & low-budget culture for real folks



- networking
- outdoor sports
- travel
- stories
- poesy
- current affairs
- used book reviews

\$8 sub. to:
4686 Meridian Rd.
Williamston MI 48895

Free Catalog on Request



Cape Cod's Nautical Book Shop

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

COLUMBIA TRADING COMPANY

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

OPEN SHOP (508) 362-8966



Largest Selection of Canoes in New England
Nearly 500 on display

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

FERNALD'S

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

What YOU Are Building



FINISHED FIVE FOOT CANOE

I finally finished a canoe off the 5' form I had at Strawberry Banke last summer and have the display for boat shows completed. It was well received at the Common Grounds Fair last September and I

will have it at Portland in March. The "baby" is shown in the photo sitting in the lap of its "mother", my 13' Ms model.

Bert Libby, Burt's Canoes, Rt. 1 Box 1090, Litchfield, ME 04350.



HOPING FOR A '93 LAUNCHING

Here's a picture of progress to date on my 1893 28' catboat. The hull is completed and the engine is in, and I am now putting on the deck. Wish me luck for a '93 launching.

Ron Denman, 276 Joshuatown Rd., Lyme, CT 06371.



EARLY 1900's TENDER

We recently launched this 12' yacht tender, a boat we finished off from a partly completed project started in 1980. The design is by a Captain Black of Deer Isle, Maine, and dates back to the early 1900's. These boats were used as yacht tenders in Maine and were similar to the Lawley yacht tender featured in John Gardner's "Classic Small Craft". The hull is cedar lapstrake planking with a locust backbone and mahogany transom, and has a 4' beam.

Tony Davis, Arey's Pond Boat Yard, P.O. Box 222, S. Orleans, MA.

"ON THE WATERFRONT" T-SHIRTS
100% Cotton Beefy T Ash (Light Grey)
with Green Letters



Sizes: M, L, XL
\$11.95 + \$3 S&H
(Maine Residents
Add 6% Sales Tax)

SPECTRE & SPECTRE
P.O. Box 621
Camden, ME 04843

BOATING TRIPS ON NEW ENGLAND RIVERS

BY
HENRY PARKER FELLOWS
ILLUSTRATED BY WILLIS H. BEALS

BOSTON
CUPPLES, UPHAM, AND COMPANY
Old Corner Bookstore
1884

THE NASHUA RIVER.

CHAPTER II.

LANCASTER. — GROTON.

We got under way about eight o'clock next morning. We had considerable trouble in getting under a barbed wire stretched across the stream just at the foot of the rapid. The river was quite swift in several places below and at times shallow. We pulled along the east bank to keep out of the sun's rays. While rowing by the mouth of a shallow bayou we discovered a huge snapping turtle in full flight for the river. The oarsman endeavored to stop his progress with an oar, but after turning him over and dancing him on his head several times, the water got riled, and in the confusion he escaped. After rowing about two miles we pulled under a bridge, the road east from which leads to Ayer Junction, and just below shot through a little fall of water amid the ruins of an old dam. The river then flows with an occasional ripple to the bridge of the Fitchburg Railroad, under which it pours in quite a swift rapid. We landed near one end of it on the right and walked to Ayer Junction, which is three fourths of a mile from the river. The convergence of several railroads gives the village an air of considerable importance. What a relief, though, upon returning, to leave the hard bed of the railroad with its confusing series of cross-ties and long lines of glistening rails, and once more embark on the cool river and swing with the flow of a stream gently winding between green banks in a craft responsive to every stroke of the oar! We pulled along one or the other bank in the current, now past a shore lined with bushes and often under overhanging trees. Beyond, on either side, was a pleasing variety of scenery, a wooded hill near or afar off, a grove of pines, or a cultivated field, all quiet and seemingly asleep in the heated noonday air. The river alone gave sign of life, but it too finally made its way lazily amid the tranquil scenes around.

We pulled perhaps an hour, and then landed on the left bank and spread our blankets at the edge of a sunken road at the foot of a steep, thickly wooded hillside. A stream of crystal water sparkled across the road a short

distance away, and above was the embankment of a dam and a curious old saw-mill. Below the mill was a small, shallow pond, which was, however, the favored abode of a multitude of frogs, among whom, with the willing aid of a friendly urchin, we made sad havoc in the course of the afternoon, and had an extra *entrée* of rare delicacy, in spite perhaps of mottled associations, for supper.

We got under way again late in the day, and soon pulled under a road bridge, then past the mouth of Squannacook River, and under the bridge of the Peterborough and Shirley Railroad just below, and thence in a succession of long, straight reaches to the Red Bridge at Groton. We landed about a third of a mile below the bridge, and pitched the tent on the high right bank at the edge of a grove of pines. The camp-fire, after dark, lighted up the dense array of trees with startling shadows, and when it was suffered to die away, we were in the midst of a scene desolate in the extreme. Below, the river was still and dark; opposite, flat fields rising in slopes of gentlest inclination, stretched drearily away to a sky-line of black clouds; overhead, a few stars brightly twinkled amid the spray of the motionless black pine boughs, but elsewhere there was no light nor any sound, save the distant croaking of a frog, or, at a rare interval, the dull rumble of a team across the bridge above, and we therefore gladly lost ourselves in slumber.

CHAPTER III.

GROTON. — NASHUA.

WE pulled back to the Red Bridge early on the morrow, and then walked to the village of Groton, which is about a mile from the river. The road leads up a hill, which rises in long and easy slopes, to a road called Farmer's Row, which runs north and south along the edge of a wide plateau. On the wall bordering the Row, a stone has been placed, by Mr. James Lawrence, near his residence, which bears the following inscription: "Near this spot, three children, Sarah, John, and Zacariah Tarbell were captured by the Indians, June 20, 1707. They were taken to Canada, where the sister was placed in a convent. The brothers became chiefs of the Coughnawago tribe, and were among the founders of St. Regis, where they have descendants now living." From Farmer's Row there is a magnificent view, westward, over the valley of the Nashua, which is very wide but quite shallow. The hills fade away in receding masses of green, the outermost circle set with a rim of blue mountains which shoot up here and there into little peaks, in a way unique and extremely picturesque; while Monadnock, in the north, and Wachusett, in the west, dominate still all the landscape. From Farmer's Row, the principal part of the village presents a very fine appearance, on slightly rising ground on a street which runs to the eastward of the Row, and nearly parallel with it. The houses, many of which are almost concealed in the

midst of trees, extend in a long, irregular line beneath a heavy bank of dark-green foliage, above which rises, here and there, a church-spire, pointing heavenward.

Proceeding northerly, along the Row, a street leads to the right into the Main Street of the village. Near the junction of the streets is the old burying ground. On the side street, just before going to the Main Street, is the house wherein Margaret Fuller was born and passed her girlhood days. Then proceeding south, one comes to the post-office, and in the same building is the town library. Nearly opposite, is the residence of ex-Governor Boutwell; and in rear thereof, and not far distant, is an eminence called Gibbet Hill, from a tradition that an Indian was executed there. The summit commands a very fine view. Then one comes to the buildings of Lawrence Academy on the left-hand side, while nearly opposite is a row of old houses, one of which, at present occupied by a dealer in old furniture, was built nearly two hundred years ago; and there are several other houses, equally old, in other parts of the town.

On the same street, which is bordered on both sides by beautiful elms of massive growth, is the old tavern, the Central House, which was used as a residence before the Revolution; and farther down the road is the site of the house, marked by a stone bearing a suitable inscription, wherein William Prescott, the commander of the American forces at the battle of Bunker Hill, was born; and near at hand, is a fine, large, old-fashioned house, which was, at one time, a boarding school, and attended by Margaret Fuller.

Whoever, however, desires to know about Groton should consult the histories of the Hon. Samuel A. Green, ex-mayor of Boston, a native of Groton, who has made a complete collection of the epitaphs in the burying ground, the early town records, and written a History of Groton During the Indian Wars, besides compiling much other miscellaneous information of an interesting character, about the old taverns and stage lines, for instance. There is also a very good history of the town by Caleb Butler.

Groton had very much the same experience as Lancaster in the Indian Wars. The town was settled in 1655, and was in no way molested until an attack, which was made during King Philip's War, March 16, 1676. The inhabitants, however, alarmed by the fate of Lancaster, had retired to the garrison houses, five in number, the sites of which are still known, and were situated, four at least, near the present Main Street. One garrison was taken, but only three persons were lost. Nearly all the buildings of the settlement were destroyed, however, including the meeting-house, the site of which has also been recently indicated by a monument. Soon after the attack, however, the inhabitants abandoned the place, and remained away nearly two years before they ventured to return. They were subject still to alarms from time to time, however, and an occasional assault and depredation, and, during King William's War, an attack was made

July 27, 1694, in which twenty or more persons were killed and a dozen or more taken into captivity.

Not far south of the post-office a road leads off from Main Street and, after running westerly over the plateau, terminates on Farmer's Row, just south of the road up from the Red Bridge.

It is supposed that just above the bridge on the west side of the river was the site of an Indian village, as a number of stone implements have been found there near the bank of the stream; and the site of other Indian villages has been indicated in the same way in other places in the town. Dr. Green has quite a large collection of the crude utensils used by the Indians, which have been gathered in various parts of the town, in the rooms of the Massachusetts Historical Society, in Boston.

We returned to the boat about eleven o'clock, and were soon under way. After skirting the high east bank which makes a long curve to where we encamped, we continued on in a good current. By and by the banks were, for the most part, covered with a riotous growth of bushes and above were almost continuously lined with trees, mostly pines. It seemed indeed much of the time as if we were on a river of wildernesses.

We pulled up after a leisurely row of about an hour, perhaps less, under Fitch's Bridge, which was fastened to the banks by two long cables. The road east leads to Groton, which is about two miles distant. The road, however, branches on the way, the southerly road terminating, after a course a little more roundabout than the other, in the village, while the other intersects the Great Road, so called, a road of unusual width, formerly the old stage route, which runs direct from the village to Tileston and Hollingsworth's paper mills, and is there continued over the river on a bridge designated Emery's Bridge on an old map, though I think that now-a-days it is generally spoken of as the Paper Mill Bridge. From this, the third and last bridge in Groton, it is about a mile—a pretty long one, however—by the Great Road to the village.

The road west from Fitch's Bridge likewise branches into two, one of which, well shaded with great maples, runs north parallel with the river, and the other disappears around the spur of a hill and runs, I know not where.

We obtained some supplies at a farm-house, prettily located on the lower road, and had a season of idleness under the maples and on the bridge. After a while we embarked again and pulled through the reaches and then landed on the low, open, left bank, and had lunch under a mammoth oak, which was partly surrounded at a respectful distance by a large family of small trees. The river in front was motionless, as if it too were quietly enjoying a rest. The bank opposite was also low, and beyond were broad and fertile meadows which terminated against pretty, dark-green hills.



When we started on it was about three o'clock. As we rowed along we heard the noise of machinery, which grew louder and louder, and, ere long, we pulled under the Paper Mill Bridge which was being painted a very effective red, and came close to the edge of a dam just below as water was not pouring over. We could not get by on the right, however, as Tileston and Hollingsworth's paper mills covers the bank between the bridge and the east end of the dam, so we pulled to the west shore and landed there on the bulkhead. It would have been easy to make a carry thence along the bank, but, having first unloaded the baggage, we lowered the boat over the dam and moored her at the edge of the flooring below, and in a few minutes the baggage was tossed down, stowed, and we were drifting along in deep water with a rapid current. Before fully getting under way we passed several women in a group on the bank, who looked, in flowing dresses, much like Greek goddesses of Hibernian descent.

Just below where the dam now stands there used to be a shallow place in the river called Stony fordway. Here, on May 8, 1709, John Shattuck, one of the selectmen of the town of Groton, and his son, while crossing the river, were killed by the Indians, and recently a stone has been erected by Messrs. Tileston and Hollingsworth, near the mill, in commemoration of the event.

The last man killed by the Indians in Groton was one John Ames, who was slain on the west side of the river, not far from the bridge, July 9, 1724. The Indian who killed him was, however, slain almost immediately afterward by Ames's son.

On the east side of the Hollis Road, perhaps a mile and a quarter from the village, was the site of a house which has recently been marked by a monument bearing the following inscription: "Here dwelt William and Deliverance Longley, with their eight children. On the twenty-seventh of July, 1694, the Indians killed the father and mother and five of the children and carried into captivity the other three." Of these children, one, Lydia, was sold to the French and placed in a convent, became a Catholic, and died at the age of eighty-four; one perished of hunger and cold soon after his capture; while the other, after remaining with the Indians four years, was ransomed against his will and afterward lived and died in Groton, and his remains now repose in the old burying ground.

The scenery along the river below the paper mills is

very fine. We passed two or three rush-lined bays, thick with lily-pads, and a sheltered cove, whose dark expanse was dotted with a countless array of yellow lilies; and now and then a few fragrant white pond-lilies which bloomed, however, at rare intervals along the river border. Here and there along the turfy banks stood a great elm in stately dignity, while on either hand were broad, fertile intervals and hills near or remote. Occasionally we passed a group of lofty trees, and farther down innumerable squads of pines.

After rowing about an hour the river began to grow wider and quite sluggish, and was often bordered with sedges. By and by we came to a small but very graceful islet, covered with trees, at a bend of the stream. On the right is a high, broad hill, bordered at the north by a dense forest of pines, which approaches the river nearly opposite the islet. We then passed through a slight rapid, and thereafter kept along the east shore in a considerable current, in the shadow of pines which line the bank almost continuously to Pepperell.

We pulled through the reach, which is quite long and straight, with houses of the village in view at the foot of it, and landed just above the west end of the dam, and then, from the bridge which crosses the river just below, examined the dam to see how we could best get around it. The east bank is high and wellnigh impossible of access. One might indeed get a boat over at the east end of the dam itself if water was not pouring over, as there is a ledge of rocks below there sufficiently high to give footing. It would, however, apparently be an undertaking of doubtful value, as it would have been difficult to navigate the river below when water was pouring over the dam at full head, on account of rocks and shallows. We were, in addition, informed that there is another dam only a short distance farther down. The second dam is quite low, but we concluded upon the whole that it would be better to make a carry to the lower mill, a distance of about quarter of a mile in all; and we therefore had a man take the boat on a wheelbarrow, while we followed with the baggage.

We had not proceeded far, muffled with parcels of various kinds, when a rapid succession of hollow splashes fell upon our ears, and almost ere we realized the nature and occasion of the mishap we found a couple of dozen eggs, which had escaped through the dampened bottom of a paper bag, strewing the hard walk at our feet, and a woman, previously screened from observation behind a pair of blinds, thereupon laughed aloud. The impulse, however, that moved her to merriment was, I assure her, very pardonable, and if the accident pleased the fair—I hope she was fair—*incognita*, I am sure the incident amused us.

(To Be Concluded)



Cape Cod's
Sailing Headquarters &
Wooden Boat Center
Established 1945



★ AREY'S POND BOAT YARD ★

APBY 12-14' CAT BOATS

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

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

(508) 255-0994

Burt's Canoes

Traditional Wood/Canvas Canoes

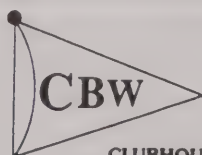
BURT LIBBY
(207) 268-4802

Rt. 1, Box 1090
Litchfield, ME 04350

WILL BUILD ON COMMISSION:

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

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



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

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

Builders & Restorers

Own A Dory

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

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

10'6" ~ 20 lbs.

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

Feather Canoes

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

CHRIS STICKNEY BOATBUILDER

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

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



10'6"x3'10" LAPSTRAKE YACHT TENDER

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

**SUTHERLAND
BOAT & COACH, INC.**
4th Generation Boat Builder
Builds & Restores:
wooden sail/row boats, motor
launches & "woodie" station wagons

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

CHARLES W. AKERS

BOAT BUILDING & REPAIR
WOOD • STEEL • FIBERGLASS

2816 AHERN DRIVE
ORLANDO, FL 32817

(407) 658-0622

607-547-2658

Tom Krieg's Boat Shop

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

Woodenboat Restoration / Rigging



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

NORTH AMERICAN REDWING
DINGHY ASSOC.

33 Nicholls St. Lockport, NY 14094

Fiddlehead Boatworks

Mike Collins
Jennifer Schaafsma
802-222-5583

Kidder Road
Rt. 1 Box 1060
Bradford, VT 05033

**A full service boatshop for
the small craft enthusiast**



Producing the Solo, a wooden
double-paddle canoe

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

Paddles • Rentals
Accessories

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

Woodstrip Watercraft



**CANOES,
KAYAKS &
SMALL BOATS**

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

1818 Swamp Pike
Gilbertsville, PA 19525

AL BRATTON
Builder
(215) 326-9282



17' SWAMPSCOTT DORY

NORTH RIVER BOATWORKS

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

Info \$2

Wooden Boats for Sail, Oar or Power

INDIANA BUILT BOATS

SMALL BOATS FOR SAILING, ROWING AND PADDLING
WOOD OR EPOXY/GLASS COMPOSITE CONSTRUCTION
PADDLES, OARS, SPARS AND SAILS



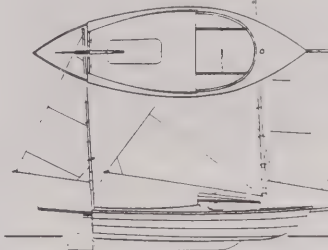
MATTHEW J. FALCONE Designer - Builder
50 Sherry Lane
Brownsburg, IN 46112 (317) 852-5513

SWIFTY 13 — the ultimate micro-cruiser

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



Modern wooden boats

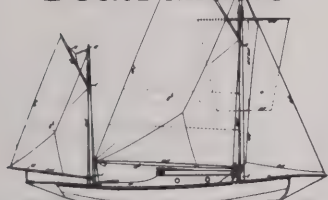


Plans/Kits for:
"Leif" 7'\$30/\$550
"Swiftly 12"\$45/\$925
"Swiftly 13"\$60/\$1,400
"Great Blue Heron" 19'\$80/\$3,550

Catalog of the complete
Shell Boats fleet\$3
Two-hour video\$23
Visa/MC

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

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

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

BLACK DUCK Boat Shop



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

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

SOUTH COVE BOAT SHOP HAS MOVED!



WOODEN BOAT BUILDING, REPAIRS AND RESTORATIONS

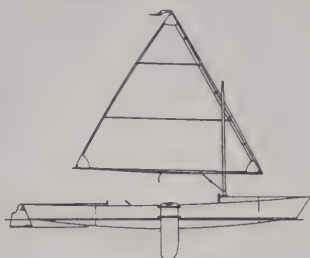
For the past twelve years Rob Barker, at the South Cove Boat Shop, has been building dories, skiffs, dinghies, yacht tenders, punts, runabouts, and other traditionally designed and built wooden boats. Other boat shops have come and gone. We're still here, but we've moved. Our new and much larger shop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

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

PLEASE MAKE A NOTE OF OUR NEW ADDRESS:

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

SAILING CANOES



Decked Sailing Canoes 12'6" and 15'6"
Building Plans and Instructions for Either
\$25.00 + \$3.00 Shipping and Handling

NAUTILUS CANOE COMPANY

P.O. Box 374, 253 College Street
Toronto, Ontario, Canada M5T 1R5

Plans



SWAMP YANKEE BOATS

Plans, Stencils, Kits, Boats
Plans & Instructions for Solo Canoe
\$15.00

Robert W. Sparks

36 Soundview Hgts.
Branford, CT
06405

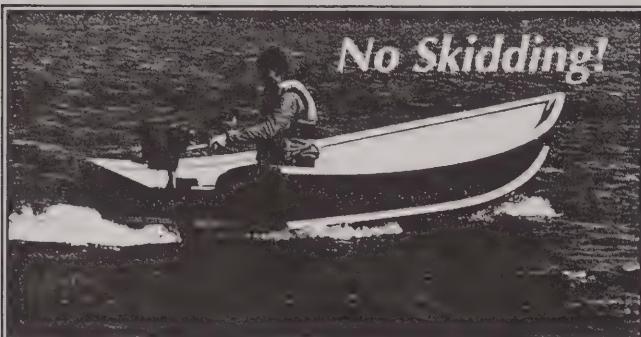
(203) 488-5932



Ultralight Kayak Plans and Kits

We offer five models of modern sea and touring kayaks as kits, plans, or finished boats. Both round-bottom and hard-chine designs are available. Our kits are inexpensive, easy to build, and very fast. We use modern stitch-n-glue and compounded plywood construction methods and only the finest materials. Our plan sets include full size patterns for many parts and comprehensive illustrated instruction manuals. Our brochure is free.

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



DIABLO: 15' by 5' by 30 MPH

With 20-25 hp, she's a tight-turning speedster. Load half-a-ton aboard, throttle her down, and she's a seagoing workhorse. A second-generation Instant Boat, DIABLO fully exploits the flexibility of Tack-and-Tape construction to give you an easy-to-build, dynamically designed hull that's superbly at home on the water.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$25.00 ☐ Study plan packet for Diablo and 30 other easy-to-build Instant Boats for \$5.00

BOOKS: ☐ *Instant Boats*, \$15.00 ☐ *Build the New Instant Boat*, \$19.95 ☐ *Go Build Your Own Boat*, \$20.00 ☐ *Build the Instant Catboat*, \$9.95 ☐ *How to Build the Gloucester Light Dory*, \$7.95 ☐ *Keeping a Cutting Edge: Saw Filing*, \$7.95 ☐ *Boat Modeling with Dynamite Payson*, \$18.95 Add \$1.00 S&H

Name _____
Street _____
City _____ State _____ Zip _____

Harold H. Payson & Co.

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

LAKE WATERCRAFT

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

PLANS - KITS - BOATS

David A. Lake

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



Boat

Plans & Kits



- Full size patterns
- Instruction manual
- Design portfolio

send \$2.00

MONFORT ASSOCIATES

RF2 2 Box 416 • Wiscasset, Maine 04578

WESTON FARMER BUILDING PLANS & ARTICLE REPRINTS

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

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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

WEE PUNKIN

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

GRAND MESA BOATWORKS

Rt. 1, Box 75, Collbran, CO 81624

JAMESTOWN DISTRIBUTORS

FREE CATALOG

FASTENERS

Boatbuilding And Woodworking
Supplies

800-423-0030

JAMESTOWN,
RHODE ISLAND

28 Narragansett Ave.
P.O. Box 348
Jamestown, RI 02835

Local 401-423-3820
Fax 401-423-0542

BEAUFORT,

SOUTH CAROLINA

Hwy 17 & 21, Gardens Corner
Rt. 1 Box 375
Seabrook, SC 29940

Local 803-846-9500
Fax 803-846-9005

JAMESTOWN DISTRIBUTORS 1992 CATALOG

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

SPARS



SOLID
and
HOLLOW

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

VOLVO PENTA Orr's Island Boat Works

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

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

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

WOOD-CANVAS CANOE RESTORATION

INSTRUCTION

CLASSES • MATERIALS • REPAIRS

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

William Clements
Boat Builder

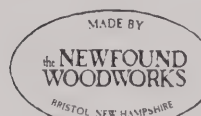
P.O. Box 87
18 Mt. Pleasant Street
N. Billerica, MA 01862
Telephone (508) 663-3103



Materials & Supplies

WHITE CEDAR STRIPS

1/4" x 3/4" Cove & Bead, Top Quality Clear
8, 10 & 12 Ft. Lengths - 16¢/LF



603-744-6872

BRISTOL, NH 03222

Custom Built Wood Strip / Epoxy Canoes



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

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

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

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



Mast Hoops

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

Pert Lowell Co., Inc.

Lane's End
Newbury, MA 01950
(508) 462-7409

Custom wooden boats • mast hoops
authentic nautical furnishings

Wood Canoe Hardware



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

ATLANTIC WHITE CEDAR

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

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

CUT COPPER CLENCH NAILS

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

STRAWBERRY BANKE, INC.

P.O. Box 300 MB, Portsmouth, NH 03801

GAM&BELL HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

POLYESTER RESIN

(With Catalyst)

Finest Quality - Always Fresh

5 Gal. Pain
\$70.00 ea.

1 Gal.
\$15.50 ea.

4 or more
\$14.50 ea.

20 or more
\$14.00 ea.

4 pails or more
\$67.50 ea.

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

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

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

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

MERTON'S FIBERGLASS SUPPLY

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

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

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



COD

Bolger on Design

Fast Sport Fisherman

32' x 12' x 1'10"

This was for a man who was fed up with seeing Cigarette types blast by him. He wanted a 60-knot burst speed though he said he didn't plan to cruise it fast; not usually much over 30 knots.... I thought it could be done (no guarantee!) with a pair of 454 cubic inch Chevrolet engines without jumping the compression if we kept her light and clean. The speeds are still down in the range in which a boat can do some things that a seaplane can't do as well.

Direct drive with very small props seemed appropriate, allowing small struts and shafts to save weight and drag. The small centerline rudder saves more drag and allows the straight-drive engines to go further aft on a conservative

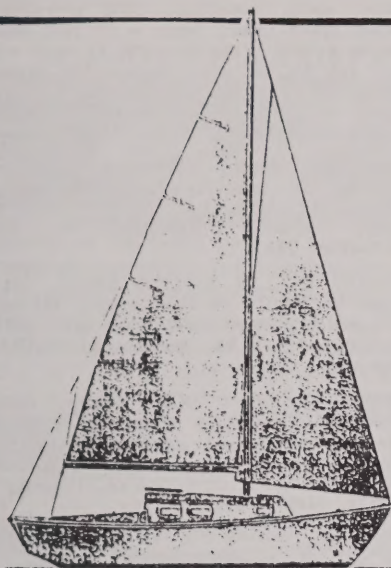
shaft angle. The big trolling and maneuvering rudder has a swinging blade that would be pushed clear of the water before it broke, if it was forgotten in accelerating. It can ship abaft either prop for engine-out maneuvering.

I kept the house narrow and rounded everything off as much as I could, thinking of a possible 90 mph relative wind, but the real aerodynamic streamlining is underneath. It seems to me that the air resistance of the underbody deserves more attention than it usually gets.

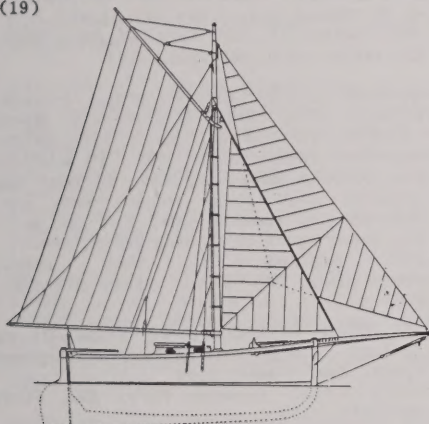
Bradford Story and Bob Parlee were supposed to mold her in WEST wood-epoxy, but so far only a model has been funded.

PRELIMINARY CONSTRUCTION NOTES: BEST COPY AVAILABLE, 10/10/10. 1" = 10' UNLESS OTHERWISE NOTED. 1/4" = 10' UNLESS OTHERWISE NOTED. 1/8" = 10' UNLESS OTHERWISE NOTED. 1/16" = 10' UNLESS OTHERWISE NOTED. 1/32" = 10' UNLESS OTHERWISE NOTED. 1/64" = 10' UNLESS OTHERWISE NOTED. 1/128" = 10' UNLESS OTHERWISE NOTED. 1/256" = 10' UNLESS OTHERWISE NOTED. 1/512" = 10' UNLESS OTHERWISE NOTED. 1/1024" = 10' UNLESS OTHERWISE NOTED. 1/2048" = 10' UNLESS OTHERWISE NOTED. 1/4096" = 10' UNLESS OTHERWISE NOTED. 1/8192" = 10' UNLESS OTHERWISE NOTED. 1/16384" = 10' UNLESS OTHERWISE NOTED. 1/32768" = 10' UNLESS OTHERWISE NOTED. 1/65536" = 10' UNLESS OTHERWISE NOTED. 1/131072" = 10' UNLESS OTHERWISE NOTED. 1/262144" = 10' UNLESS OTHERWISE NOTED. 1/524288" = 10' UNLESS OTHERWISE NOTED. 1/1048576" = 10' UNLESS OTHERWISE NOTED. 1/2097152" = 10' UNLESS OTHERWISE NOTED. 1/4194304" = 10' UNLESS OTHERWISE NOTED. 1/8388608" = 10' UNLESS OTHERWISE NOTED. 1/16777216" = 10' UNLESS OTHERWISE NOTED. 1/33554432" = 10' UNLESS OTHERWISE NOTED. 1/67108864" = 10' UNLESS OTHERWISE NOTED. 1/134217728" = 10' UNLESS OTHERWISE NOTED. 1/268435456" = 10' UNLESS OTHERWISE NOTED. 1/536870912" = 10' UNLESS OTHERWISE NOTED. 1/1073741824" = 10' UNLESS OTHERWISE NOTED. 1/2147483648" = 10' UNLESS OTHERWISE NOTED. 1/4294967296" = 10' UNLESS OTHERWISE NOTED. 1/8589934592" = 10' UNLESS OTHERWISE NOTED. 1/17179869184" = 10' UNLESS OTHERWISE NOTED. 1/34359738368" = 10' UNLESS OTHERWISE NOTED. 1/68719476736" = 10' UNLESS OTHERWISE NOTED. 1/137438953472" = 10' UNLESS OTHERWISE NOTED. 1/274877906944" = 10' UNLESS OTHERWISE NOTED. 1/549755813888" = 10' UNLESS OTHERWISE NOTED. 1/1099511627776" = 10' UNLESS OTHERWISE NOTED. 1/2199023255552" = 10' UNLESS OTHERWISE NOTED. 1/4398046511104" = 10' UNLESS OTHERWISE NOTED. 1/8796093022208" = 10' UNLESS OTHERWISE NOTED. 1/17592186044416" = 10' UNLESS OTHERWISE NOTED. 1/35184372088832" = 10' UNLESS OTHERWISE NOTED. 1/70368744177664" = 10' UNLESS OTHERWISE NOTED. 1/140737488355328" = 10' UNLESS OTHERWISE NOTED. 1/281474976710656" = 10' UNLESS OTHERWISE NOTED. 1/562949953421312" = 10' UNLESS OTHERWISE NOTED. 1/1125899906842624" = 10' UNLESS OTHERWISE NOTED. 1/2251799813685248" = 10' UNLESS OTHERWISE NOTED. 1/4503599627370496" = 10' UNLESS OTHERWISE NOTED. 1/9007199254740992" = 10' UNLESS OTHERWISE NOTED. 1/18014398509481984" = 10' UNLESS OTHERWISE NOTED. 1/36028797018963968" = 10' UNLESS OTHERWISE NOTED. 1/72057594037927936" = 10' UNLESS OTHERWISE NOTED. 1/144115188075855872" = 10' UNLESS OTHERWISE NOTED. 1/288230376151711744" = 10' UNLESS OTHERWISE NOTED. 1/576460752303423488" = 10' UNLESS OTHERWISE NOTED. 1/1152921504606846976" = 10' UNLESS OTHERWISE NOTED. 1/2305843009213693952" = 10' UNLESS OTHERWISE NOTED. 1/4611686018427387904" = 10' UNLESS OTHERWISE NOTED. 1/9223372036854775808" = 10' UNLESS OTHERWISE NOTED. 1/18446744073709551616" = 10' UNLESS OTHERWISE NOTED. 1/36893488147419103232" = 10' UNLESS OTHERWISE NOTED. 1/73786976294838206464" = 10' UNLESS OTHERWISE NOTED. 1/147573952589676412928" = 10' UNLESS OTHERWISE NOTED. 1/295147905179352825856" = 10' UNLESS OTHERWISE NOTED. 1/590295810358705651712" = 10' UNLESS OTHERWISE NOTED. 1/1180591620717411303424" = 10' UNLESS OTHERWISE NOTED. 1/2361183241434822606848" = 10' UNLESS OTHERWISE NOTED. 1/4722366482869645213696" = 10' UNLESS OTHERWISE NOTED. 1/9444732965739290427392" = 10' UNLESS OTHERWISE NOTED. 1/18889465931478580854784" = 10' UNLESS OTHERWISE NOTED. 1/37778931862957161709568" = 10' UNLESS OTHERWISE NOTED. 1/75557863725914323419136" = 10' UNLESS OTHERWISE NOTED. 1/151115727451828646838272" = 10' UNLESS OTHERWISE NOTED. 1/302231454903657293676544" = 10' UNLESS OTHERWISE NOTED. 1/604462909807314587353088" = 10' UNLESS OTHERWISE NOTED. 1/1208925819614629174706176" = 10' UNLESS OTHERWISE NOTED. 1/2417851639229258349412352" = 10' UNLESS OTHERWISE NOTED. 1/4835703278458516698824704" = 10' UNLESS OTHERWISE NOTED. 1/9671406556917033397649408" = 10' UNLESS OTHERWISE NOTED. 1/19342813113834066795298816" = 10' UNLESS OTHERWISE NOTED. 1/38685626227668133590597632" = 10' UNLESS OTHERWISE NOTED. 1/77371252455336267181195264" = 10' UNLESS OTHERWISE NOTED. 1/154742504910672534362390528" = 10' UNLESS OTHERWISE NOTED. 1/309485009821345068724781056" = 10' UNLESS OTHERWISE NOTED. 1/618970019642690137449562112" = 10' UNLESS OTHERWISE NOTED. 1/1237940039285380274899124224" = 10' UNLESS OTHERWISE NOTED. 1/2475880078570760549798248448" = 10' UNLESS OTHERWISE NOTED. 1/4951760157141521099596496896" = 10' UNLESS OTHERWISE NOTED. 1/9903520314283042199192993792" = 10' UNLESS OTHERWISE NOTED. 1/19807040628566084398385987584" = 10' UNLESS OTHERWISE NOTED. 1/39614081257132168796771975168" = 10' UNLESS OTHERWISE NOTED. 1/79228162514264337593543950336" = 10' UNLESS OTHERWISE NOTED. 1/158456325028528675187087900672" = 10' UNLESS OTHERWISE NOTED. 1/316912650057057350374175801344" = 10' UNLESS OTHERWISE NOTED. 1/633825300114114700748351602688" = 10' UNLESS OTHERWISE NOTED. 1/1267650600228229401496703205376" = 10' UNLESS OTHERWISE NOTED. 1/2535301200456458802993406410752" = 10' UNLESS OTHERWISE NOTED. 1/5070602400912917605986812821504" = 10' UNLESS OTHERWISE NOTED. 1/10141204801825835211973625643008" = 10' UNLESS OTHERWISE NOTED. 1/20282409603651670423947251286016" = 10' UNLESS OTHERWISE NOTED. 1/40564819207303340847894502572032" = 10' UNLESS OTHERWISE NOTED. 1/81129638414606681695789005144064" = 10' UNLESS OTHERWISE NOTED. 1/162259276829213363391578010288128" = 10' UNLESS OTHERWISE NOTED. 1/324518553658426726783156020576256" = 10' UNLESS OTHERWISE NOTED. 1/649037107316853453566312041152512" = 10' UNLESS OTHERWISE NOTED. 1/1298074214633706907132624082305024" = 10' UNLESS OTHERWISE NOTED. 1/2596148429267413814265248164610048" = 10' UNLESS OTHERWISE NOTED. 1/5192296858534827628530496329220096" = 10' UNLESS OTHERWISE NOTED. 1/10384593717069655257060992658440192" = 10' UNLESS OTHERWISE NOTED. 1/20769187434139310514121985316880384" = 10' UNLESS OTHERWISE NOTED. 1/41538374868278621028243970633760768" = 10' UNLESS OTHERWISE NOTED. 1/83076749736557242056487941267521536" = 10' UNLESS OTHERWISE NOTED. 1/166153499473114484112975882535043072" = 10' UNLESS OTHERWISE NOTED. 1/332306998946228968225951765070086144" = 10' UNLESS OTHERWISE NOTED. 1/664613997892457936451903530140172288" = 10' UNLESS OTHERWISE NOTED. 1/1329227995784915872903807060280344576" = 10' UNLESS OTHERWISE NOTED. 1/2658455991569831745807614120560689152" = 10' UNLESS OTHERWISE NOTED. 1/5316911983139663491615228241121378304" = 10' UNLESS OTHERWISE NOTED. 1/10633823966279326983230456482242756608" = 10' UNLESS OTHERWISE NOTED. 1/21267647932558653966460912964485513216" = 10' UNLESS OTHERWISE NOTED. 1/42535295865117307932921825928971026432" = 10' UNLESS OTHERWISE NOTED. 1/85070591730234615865843651857942052864" = 10' UNLESS OTHERWISE NOTED. 1/170141183460469231731687303715884105728" = 10' UNLESS OTHERWISE NOTED. 1/340282366920938463463374607431768211456" = 10' UNLESS OTHERWISE NOTED. 1/680564733841876926926749214863536422912" = 10' UNLESS OTHERWISE NOTED. 1/1361129467683753853853498429727072845824" = 10' UNLESS OTHERWISE NOTED. 1/2722258935367507707706996859454145691648" = 10' UNLESS OTHERWISE NOTED. 1/5444517870735015415413993718908291383296" = 10' UNLESS OTHERWISE NOTED. 1/10889035741470030830827987437816582766592" = 10' UNLESS OTHERWISE NOTED. 1/21778071482940061661655974875633165533184" = 10' UNLESS OTHERWISE NOTED. 1/43556142965880123323311949751266331066368" = 10' UNLESS OTHERWISE NOTED. 1/87112285931760246646623899502532662132736" = 10' UNLESS OTHERWISE NOTED. 1/174224571863520493293247799005065324265472" = 10' UNLESS OTHERWISE NOTED. 1/348449143727040986586495598010130648530944" = 10' UNLESS OTHERWISE NOTED. 1/696898287454081973172991196020261297061888" = 10' UNLESS OTHERWISE NOTED. 1/1393796574908163946345982392040522594123776" = 10' UNLESS OTHERWISE NOTED. 1/2787593149816327892691964784081045188247552" = 10' UNLESS OTHERWISE NOTED. 1/5575186299632655785383929568162090376495104" = 10' UNLESS OTHERWISE NOTED. 1/11150372599265311570767859136324180752990208" = 10' UNLESS OTHERWISE NOTED. 1/22300745198530623141535718272648361505980416" = 10' UNLESS OTHERWISE NOTED. 1/44601490397061246283071436545296723011960832" = 10' UNLESS OTHERWISE NOTED. 1/89202980794122492566142873090593446023921664" = 10' UNLESS OTHERWISE NOTED. 1/178405961588244985132285746181186892047843328" = 10' UNLESS OTHERWISE NOTED. 1/356811923176489970264571492362373784095686656" = 10' UNLESS OTHERWISE NOTED. 1/713623846352979940529142984724747568191373312" = 10' UNLESS OTHERWISE NOTED. 1/1427247692705959881058285969449495136382746624" = 10' UNLESS OTHERWISE NOTED. 1/2854495385411919762116571938898990272765493248" = 10' UNLESS OTHERWISE NOTED. 1/5708990770823839524233143877797980545530986496" = 10' UNLESS OTHERWISE NOTED. 1/11417981541647679048466287755595961091061972992" = 10' UNLESS OTHERWISE NOTED. 1/22835963083295358096932575511191922182123945984" = 10' UNLESS OTHERWISE NOTED. 1/45671926166590716193865151022383844364247891968" = 10' UNLESS OTHERWISE NOTED. 1/91343852333181432387730302044767688728495783936" = 10' UNLESS OTHERWISE NOTED. 1/182687704666362864775460604089535377456991567872" = 10' UNLESS OTHERWISE NOTED. 1/365375409332725729550921208179070754913983135744" = 10' UNLESS OTHERWISE NOTED. 1/730750818665451459101842416358141509827966271488" = 10' UNLESS OTHERWISE NOTED. 1/1461501637330902918203684832716283019655932542976" = 10' UNLESS OTHERWISE NOTED. 1/2923003274661805836407369665432566039311865085952" = 10' UNLESS OTHERWISE NOTED. 1/5846006549323611672814739330865132078623730171904" = 10' UNLESS OTHERWISE NOTED. 1/11692013098647223345629478661730264157247460343808" = 10' UNLESS OTHERWISE NOTED. 1/23384026197294446691258957323460528314494920687616" = 10' UNLESS OTHERWISE NOTED. 1/46768052394588893382517914646921056628989841375232" = 10' UNLESS OTHERWISE NOTED. 1/93536104789177786765035829293842113257979682750464" = 10' UNLESS OTHERWISE NOTED. 1/187072209578355573530071658587684226515959365500928" = 10' UNLESS OTHERWISE NOTED. 1/374144419156711147060143317175368453031918731001856" = 10' UNLESS OTHERWISE NOTED. 1/748288838313422294120286634350736906063837462003712" = 10' UNLESS OTHERWISE NOTED. 1/1496577676626844588240573268701473812127674924007424" = 10' UNLESS OTHERWISE NOTED. 1/2993155353253689176481146537402947624255349848014848" = 10' UNLESS OTHERWISE NOTED. 1/5986310706507378352962293074805895248510699696029696" = 10' UNLESS OTHERWISE NOTED. 1/11972621413014756705924586149611790497021399392059392" = 10' UNLESS OTHERWISE NOTED. 1/23945242826029513411849172299223580994042798784118784" = 10' UNLESS OTHERWISE NOTED. 1/47890485652059026823698344598447161988085597568237568" = 10' UNLESS OTHERWISE NOTED. 1/95780971304118053647396689196894323976171195136475136" = 10' UNLESS OTHERWISE NOTED. 1/191561942608236107294793378393788647952342390272950272" = 10' UNLESS OTHERWISE NOTED. 1/383123885216472214589586756787577295904684780545900544" = 10' UNLESS OTHERWISE NOTED. 1/766247770432944429179173513575154591809369561091801088" = 10' UNLESS OTHERWISE NOTED. 1/1532495540865888858358347027150309183618739122183602176" = 10' UNLESS OTHERWISE NOTED. 1/3064991081731777716716694054300618367237478244367204352" = 10' UNLESS OTHERWISE NOTED. 1/6129982163463555433433388108601236734474956488734408704" = 10' UNLESS OTHERWISE NOTED. 1/12259964326927110866866776217202473468949912977468817408" = 10' UNLESS OTHERWISE NOTED. 1/24519928653854221733733552434404946937899825954937634816" = 10' UNLESS OTHERWISE NOTED. 1/49039857307708443467467104868809893875799651909875269632" = 10' UNLESS OTHERWISE NOTED. 1/98079714615416886934934209737619787751599303819750539264" = 10' UNLESS OTHERWISE NOTED. 1/196159429230833773869868419475239575503198607639501078528" = 10' UNLESS OTHERWISE NOTED. 1/392318858461667547739736838950479151006397215279002157056" = 10' UNLESS OTHERWISE NOTED. 1/784637716923335095479473677900958302012794430558004314112" = 10' UNLESS OTHERWISE NOTED. 1/1569275433846670190958947355801916604025588861116008628224" = 10' UNLESS OTHERWISE NOTED. 1/3138550867693340381917894711603833208051177722232017256448" = 10' UNLESS OTHERWISE NOTED. 1/6277101735386680763835789423207666416102355444464034512896" = 10' UNLESS OTHERWISE NOTED. 1/12554203470773361527671578846415332832204710888928069025792" = 10' UNLESS OTHERWISE NOTED. 1/25108406941546723055343157692830665664409421777856138051584" = 10' UNLESS OTHERWISE NOTED. 1/50216813883093446110686315385661331328818843555712276103168" = 10' UNLESS OTHERWISE NOTED. 1/100433627766186892221372630771322662657637687111424552206336" = 10' UNLESS OTHERWISE NOTED. 1/200867255532373784442745261542645325315275374222849104412672" = 10' UNLESS OTHERWISE NOTED. 1/401734511064747568885490523085290650630550748445698208825344" = 10' UNLESS OTHERWISE NOTED. 1/803469022129495137770981046170581301261101496891396417650688" = 10' UNLESS OTHERWISE NOTED. 1/1606938044258990275541962092341162602522202993782792835301376" = 10' UNLESS OTHERWISE NOTED. 1/3213876088517980551083924184682325205044405987565585670602752" = 10' UNLESS OTHERWISE NOTED. 1/6427752177035961102167848369364650410088811975131171341205504" = 10' UNLESS OTHERWISE NOTED. 1/12855504354071922204335696738729300820177623950262342682411008" = 10' UNLESS OTHERWISE NOTED. 1/25711008708143844408671393477458601640355247900524685364822016" = 10' UNLESS OTHERWISE NOTED. 1/51422017416287688817342786954917203280710495801049370729644032" = 10' UNLESS OTHERWISE NOTED. 1/102844034832575377634685573909834406561420991602098741459288064" = 10' UNLESS OTHERWISE NOTED. 1/205688069665150755269371147819668813122841983204197482918576128" = 10' UNLESS OTHERWISE NOTED. 1/411376139330301510538742295639337626245683966408394965837152256" = 10' UNLESS OTHERWISE NOTED. 1/822752278660603021077484591278675252491367932816789931674304512" = 10' UNLESS OTHERWISE NOTED. 1/1645504557321206042154969182557350504982735865633579863348609024" = 10' UNLESS OTHERWISE NOTED. 1/3291009114642412084309938365114701009965471731267159726697218048" = 10' UNLESS OTHERWISE NOTED. 1/6582018229284824168619876730229402019930943462534319453394436096" = 10' UNLESS OTHERWISE NOTED. 1/13164036458569648337239753460458804039861886925068638906788872192" = 10' UNLESS OTHERWISE NOTED. 1/26328072917139296674479506920917608079723773850137277813577744384" = 10' UNLESS OTHERWISE NOTED. 1/52656145834278593348959013841835216159447547700274555627155488768" = 10' UNLESS OTHERWISE NOTED. 1/105312291668557186697918027683670432318895095400549111254310977536" = 10' UNLESS OTHERWISE NOTED. 1/210624583337114373395836055367340864637790190801098222508621955072" = 10' UNLESS OTHERWISE NOTED. 1/421249166674228746791672110734681729275580381602196445017243910144" = 10' UNLESS OTHERWISE NOTED. 1/842498333348457493583344221469363458551160763204392890034487820288" = 10' UNLESS OTHERWISE NOTED. 1/1684996666696914987166688442938726917102321526408785780068975640576" = 10' UNLESS OTHERWISE NOTED. 1/3369993333393829974333376885877453834204643052817571560137951281152" = 10' UNLESS OTHERWISE NOTED. 1/6739986666787659948666753771754907668409286105635143120275902562304" = 10' UNLESS OTHERWISE NOTED. 1/13479973333575319897333507543509815336818572211270286240551805124608" = 10' UNLESS OTHERWISE NOTED. 1/26959946667150639794667015087019630673637144422540572481103610249216" = 10' UNLESS OTHERWISE NOTED. 1/53919893334301279589334030174039261347274288845081144962207220498432" = 10' UNLESS OTHERWISE NOTED. 1/107839786668602559178668060348078522694548577690162289924414440996864" = 10' UNLESS OTHERWISE NOTED. 1/215679573337205118357336120696157045389097155380324579848828881993728" = 10' UNLESS OTHERWISE NOTED. 1/431359146674410236714672241392314090778194310760649159697657763987456" = 10' UNLESS OTHERWISE NOTED. 1/862718293348820473429344482784628181556388621521298319395315527974912" = 10' UNLESS OTHERWISE NOTED. 1/1725436586697640946858688965569256363112777243042596638790631055949824" = 10' UNLESS OTHERWISE NOTED. 1/3450873173395281893717377931138512726225554486085193277581262111899648" = 10' UNLESS OTHERWISE NOTED. 1/6901746346790563787434755862277025452451108972170386555162524223799296" = 10' UNLESS OTHERWISE NOTED

Classified Marketplace



BRISTOL CORSAIR ('67) 24'7"x8'x3'5". 6' hdrm under hatch. Wonderful accommodations for size. 7.5hp Chrysler OB ('84). 8' GRP pram. Surveyed in 1988, fine cond. \$5,500.
BILL DELANEY, 1 Chestnut St./114, Providence, RI 02903, (401) 273-2785. (19)



19' ITCN FERRY CUTTER, 8'3" beam, 3'6" draft, 2-1/2 tons displ, cedar on oak. Replica of English fishing smack "Wonder" in "Wooden Boat" #14 but with cabin & self-bailing cockpit. New boat on trlr that could easily be finished by Spring. \$3,300.

JOHN HUDSON, Stonington, CT, (203) 572-0711 (work), (203) 535-2234 (home). (19)

FREE IRON KEEL to someone who can use it. Fin type w/bulb on bottom, around 900 lbs.

MARTY DEVINE, 844 N. Montello St., Brockton, MA 02401, (508) 588-9167. (19)

8' DINGHY, FG in gd cond, has towing eye. \$300.

MARTY DEVINE, 844 N. Montello St., Brockton, MA 02401, (508) 588-9167. (19)

WANTED, 100-150 lb mushroom anchor. G.L. CLARK, 32 Ocean Ave., S. Yarmouth, MA 02664, (508) 394-8390. (19)

BRITISH ADMIRALTY CHARTS, hundreds of them, Europe & western Mediterranean. Also sails, hdwre & more. Inventory. EMILY MORSE, 43 Sisowit Rd., Pound Ridge, NY 10576, (914) 764-4217. (20)

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.



\$500 REWARD for information leading to the recovery of our 7-1/2' Old Town dinghy lost off yacht "Pauline" off the north shore of Long Island between Shelter Island & Port Jefferson. Dinghy name is "Tubbub", name "Pauline" on inside. MAXFIELD PARRISH, 615 County Line Rd., Radnor, PA 19087, (215) 525-5035 collect. (19)

WANTED. Old boatbuilding or boat plans magazines, plans for inboard & outboard hydroplanes & interior & deck photos of a Thompson Offshore 20 to aid in restoration project.

BILL RICHARDSON, P.O. Box 1435, Rincon, GA 31326, (912) 826-4157. (19)

1949 HYDROPLANE, 48 cu in full race Crosley engine, compl restored w/orig trlr. Blt by late Chuck Thompson. \$7,500 or trade for ? 1955 18' Shepherd Runabout, 6 cyl Chrysler V drive w/trlr. 4 cyl Gray Marine engine, Model #4-91-9000 compl, \$350. 5hp Chris Craft OB, \$250.

ROY ROYAL, Richmond, MI, (313) 727-7320 aft 6 pm. (19)

YAKIMA ROOF RACK, hardly used. Incl kayak supports. Fits cars w/rain gutters. Asking \$75.

DIANTHA MORSE, Meriden, CT, (203) 235-9614. (19)

BOAT PLANS. Pay 1/2 price for these unused but dreamed over plans: Chebacco 20, \$22.50; Birdwatcher, \$42.50; Nancy's China Study Blueprints, \$10.00; Devlin Design Catalog, \$3.25. I pay shipping. BOB DIANETTI, 536 Treeside Dr., Stow, OH 44224, (216) 945-7934. (19)

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)

OHLSON 35 YAWL, blt Sweden 1959, tight seam mahogany plank over oak frame, copper rivet fastened. Bronze floors amidships, teak deck, mahogany cabin house, 25hp Gray Marine in gd shape. Slps 4 in varnished mahogany interior. Aluminum spars, 11 sails. A classic cruiser/racer in basically gd shape. Nds 1 topside plank, 1 deck beam, wooding & revarnishing of cabin house sides, coamings, cockpit. \$7,500. FREE to the buyer of this fine vessel goes a 2-cyl Volvo diesel currently attached to a 27' Buccaneer sloop (fully equipped, slps 5, enclosed head w/shower stall & other Bayliner Marine specialties) also FREE to the buyer.

FULL SEA INC., Greenport, NY, (516) 734-7409. (19)

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)

SEA SPRITE 23, 1981, full keel Alberg design from C.E. Ryder of Bristol (see reviews "Practical Sailor", 1/1/92; "SEJ" 11/87). Nice cond, main, 110, 155; new canvas; Datamarine digital instr.; 3.5 Merc; new compass; new battery; electric bilge pump; 9 gal water; bronze opening ports; full size pulpits w/lifelines. On Chesapeake. \$5,900 OBO.

GARY KOTARA, McLean, VA, (703) 8309.

WANTED. I let my Mirror dinghy get away from me a few years ago. Needed plans, kit (no matter cond) or completed boat.

BOB BROWN, 4488 Gratiot Ave., Port Huron, MI 48060, (313) 385-7532. (19)

16' FG SAILBOAT, CB sloop rigged, slps 2 in cabin. on trlr. All in gd cond. Asking \$1,250. Also available 2.5hp Evinrude w/piggyback tank.

GERRY ROOS, New Smyrna Beach, FL, (904) 427-7214. (19)

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

E.W. ROGERS, Minneapolis, MN, (612) 378-3239. (19)

DEMO & RENTAL SEA KAYAK SALE. Partial list: Hydra Adventurers & Sea Runners, Scupper & Scrambler Ocean Kayaks, Chinook, Baldwin, Phoenix, Klepper Tramps, Kiwi, Dirigo. In total about 30 kayaks. Prices unbeatable!

SALTMARSH SEA KAYAK CO., 589 Fisher Rd. N. Dartmouth, MA 02747, (508) 636-3007. (20)



28' L.F. HERRESHOFF "ROZINANTE" KETCH, FG hull, mahogany house, new Awlgrip, self-bailing cockpit. Cruising layout below. 8hp Vire inboard on centerline. Exc cond throughout. \$10,000/offers.
FULL SEA, Greenport, NY, (516) 734-7409. (19)

19' DRASCOMBE LUGGER, gunter rigged yawl w/tanbark sails. Rugged, offshore, beachable open boat. 6hp Johnson 3 yrs old, Lil Rider trlr 2 yrs old. I love this boat but just bought an old Alberg 30 and need the cash! \$3,500 please.
TOM WATSON, Ocean City, NJ, (609) 398-2539. (19)

QUICKSTEP SCOUT, traditional green, used part of season, sail, row, power, self-bailing. \$1,795.
FERNALD'S, Rt 1A, Newbury, MA, (508) 465-0312. (19)

18' CHRIS CRAFT RIVIERA, 1951, eminently restorable, sound bottom, exc structurally. All orig hrdwre & windshield. Orig engine ("K") & currently installed "KLL". On storage (car frame) trlr. Nds new planking & deck. \$2,500.
BOB OCHENAS, 204 W. Dudley St., Maumee, OH 43537, (419) 893-6912. (19)

OLD PORT & STARBOARD LIGHTS, kerosene, \$75.
G.L. CLARK, Box 133, Cumberland, RI 02864, (508) 394-8390. (19)

WANTED: 26' Pearson Ariel sloop.
JOHN ROMMELFINGER, 25 Hilltop Ave., Lexington, MA 02173, (617) 862-1925. (19)

BOLGER DESIGNED SCHOONER, the famous "Folding Schooner", 31' long, 5' beam, gaff rigged, dacron jib, foresail, mainsail, all in exc cond. Actually two complete hulls permanently hinged together by a custom made stainless steel hinge designed by Bolger (hinge alone cost \$450). 15' long folded on trlr, weighs about 500 lbs. Vol 8, No. 8 of "Messing About in Boats" features photos of my boat, a lot of boat for just \$3,500.
ANDRE VENABLES, 115 Hasbrouck Rd., New Paltz, NY 12561, (914) 255-4538. (19)

SPARS, SAILS & GEAR. 44' solid Sitka spruce mast; 24' solid boom; 10' wood yacht tender (picture available); bronze bow pulpit for 30' cutter; assorted sails for 30' Casey cutter. All reasonable offers accepted.
BEN BISHOP, Storrs, CT, (203) 528-9251 (work), (203) 429-4542 (home). (19)

16' SWAMPSCOTT DORY. John Gardner design. Mahogany deck & sheer strake, FG bottom & CB, epoxy fastened w/trlr & other accessories. \$2,950. Can be seen in Guilford, CT.
MARTIN HIRD, New York, NY, (212) 874-6742 or (203) 453-9497. (20)

SALEBOARD, 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)

CLARKJET PROPULSION UNIT w/10hp vertical shaft electric start Tecumseh engine. Run less than 1 hr. \$200
DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405, (919) 686-4184. (19)

WANTED. Outboard, must be reasonably priced, Evinrude or Johnson 8hp w/25" shaft.
JOHN CHICOINE, St. Albans, VT, (802) 524-6122, lv message. (20)

WANTED. Copy of Sam Llewellyn's novel "Blood Orange" (he is a great contemporary mystery author of novels set in heavily nautical themes).
ROGER RODIBAUGH, 200B Ferry St., Lafayette, IN 47901. (20)

SUMMER RENTAL: House on Maine island nr Acadia National Park. Three br, bath, kitchen. View of harbor, hiking trails on property and other places on island. Fresh water swimming quarry nearby, launching sites for boats, sand beach. \$475 per week, Saturday to Saturday. Access to island by ferry 6 times daily.
IVER LOFVING, Box 366, Swan's Island, ME 04685, (207) 526-4121. (TF)

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)

"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)

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)

FREE BOAT! 26' Columbia MKII, 1971. Sound but nds work. Rudder, mainsail and running rigging will make her sail. Wiring, brightwork and cushions will make her liveable. TLC will make her a joy to own. Located Charleston, SC.
JOE ZAMMARELLI, Rock Hill, SC, (803) 327-1646. (19)

WANTED. 21' open boat w/inboard motor.
G.L. CLARK, 32 Ocean Ave., S. Yarmouth, MA 02664, (508) 394-8390. (19)



11'6" L.F. HERRESHOFF MARCO POLO DINGHY. Easy to rig, fun to sail, grt beach cruiser. \$550.
OGDEN HELT, St. Petersburg, FL, (813) 867-3772. (20)

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

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)

WANTED. Martin Oarmaster or similar rowing rig. Also Douglas Feather oars or similar in any cond.
NEIL PRINCE, Interlaken, NJ, (908) 517-1498. (20)

18-1/2' CULLER SAILING SKIFF, blt to plan in "Skiffs & Schooners". Gd cond, rigged to perform well under sail. \$900
MAHLON WHEELER, Waldoboro, ME, (207) 529-5352. (20)

17' ULTRALIGHT DORY, 75lbs, blt by Tom Hill. Used vy little for 1 season. Perfect cond, cost new \$2,400, sell for \$1,350.
BILL EVERETT, RR1 Box 46, Monroe, NH 03771, (603) 638-2370. (20)

WANTED. Sailing rig for a Mirror dinghy or similar.
ALBERT HICKEY, Gloucester, MA, (617) 862-3390. (20)

BOLGER/PAYSON WINDSPRINT SAIL, brand new, never been used dacron 113 sq ft sail w/bag. Pd \$390, sell for \$200. Will incl unused plans for Windsprint. Will consider trade for used Birdwatcher or Cynthia J sail. I pay shipping.
BOB DIANETTI, 536 Treeside Dr., Stow, OH 44224, (216) 945-7934. (19)

MARINE GEAR. Bronze prop, 3-blade, 10" d x 9" p, 1-5/8" long hub tapers 13/16"-15/16", in exc cond, \$20. Matching taper bronze shaft, 1" d x 7' l w/stuffing boxes & coupling, \$35. SS beer keg w/heavy steel rings welded each end, \$10. Several bamboo rods, 5'-7' for sailing canoe spars or fishing poles, free.
JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206. (20)

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)

1960 LIGHTNING #7116, wood, no leaks. Nds deck repair. Alum mast & boom, almost new sails, Harken hrdwre. \$900.
LYNN DORSEY, Branford, CT, (203) 488-4282. (19)

WANTED. Any of your unwanted boats under 25', wooden constr, any cond.
BEN BOOTH, Mashpee, MA, (508) 477-3200. (20)

WANTED. 15'-16' OB runabout in gd cond.
RICK BARKHUFF, Saco, ME, (207) 283-0753. (19)

WANTED. Aluminum sailing & rowing dinghy about 13'x5', daggerboard, 150 lbs max, &/or aluminum leeboards for similar size dinghy. Any reference welcome.
A. CURRAN, 119 Sefton Dr., New Britain, CT 06053. (20)

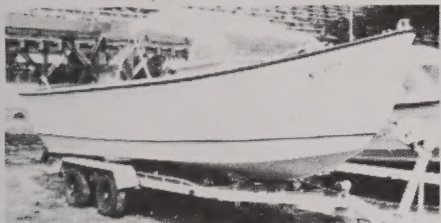
WANTED. A small windsurfer sail (less than 30 sq ft). Also source for Sitka spruce (I want to make a small mast for my Klepper kayak). Will also consider buying your unwanted Klepper sailing rig. Also want a Klepper "Passat" ("Tradewinds") folding sailboat for parts, bad cond ok.
GRAY HARRISON, Worcester, MA, (508) 853-8369. (20)

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)

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.

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

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

16' MARTIN APPLIEDORE 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)

DOVEKIE #105. Bilt 1984. Standard boat w/forest green hull & trlr. This version incl bow CB, lg FG leeboards, canvas & FG hatch covers, enlarged sail, cockpit seat. Additional equipment incl the E&D motor mount & 1990 4hp Evinrude w/3 gal portable tank, portable toilet, back porch & bimini, second dodger & sprit cover in exc cond. Also incl trlr Bearing Buddies, trlr wheels & tires purchased 1992, mast/mainsail cover, & leeboard hubs modified by E&D. \$7,250.

JOHN PARSONS, Olney, MD, (301) 774-5074. (20)

7' PRAM, new in '92. Wooden constr, exc cond. Varnished interior. Perfect ship-to-shore dinghy or rowboat. \$200 firm.

BEN BOOTH, Mashpee, MA, (508) 477-3200. (20)

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)



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.

14' NATUREBOUND KAYAK, great fun in whitewater, tracks well in flatwater. Stable in Boston harbor but easy eskimo roll. Incl paddle, flotation, spray skirt, book. Exc cond. Moving, \$330 or BO. PAUL OKUNIEFF, Concord, MA, (508) 369-1045. (20)

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)

TROPICAL HIDEAWAY EFFICIENCY COTTAGE - KEY LARGO. PRIVATE, BAY-FRONT, ENJOY TROPICAL FOLIAGE & SUNSETS. RENT INCLUDES 16' DAYSAILER, TANDEM CANOE, HOT TUB, LAUNDRY FACILITIES. 4 PER. MAX. \$395/WK, SAT. TO SAT.

KEY LARGO SHOAL WATER CRUISES, KEY LARGO, FL, (305) 451-0083. (TFP)

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)

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)

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

EMILY MORSE, 43 Siscowit Rd., Pound Ridge, NY 10576, (914) 764-4217. (20)

APPLEDORE 19 w/compl sailing outfit & custom trlr. An extremely capable rowing & sailing craft designed by Arthur Martin. \$2,000 or BO.

GEORGE SMITH, Groton, CT, (203) 448-2534. (20)



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 SEA PEARL OB bracket, rudder mount, sails, accessory items, Druce anchor, etc, etc.

RON KILBURN, P.O. Box 326, Oriental, NC 28571, (919) 249-0508. (18)

20' ST. LAWRENCE RIVER SKIFF. Bilt 1989 by Wm. Clements Boat Builder to modified lines from Mystic Seaport. Constr is glued-lap plywood epoxy coated & finished bright. Boat has folding CB from Springfield Fan Centerboard Co., and is rigged as a gunter ketch. This boat is vy fast under sail or oars. It has been maintained in like-new cond.

GARDNER BALDWIN, 1904 Nantucket, Houston, TX 77057, (714) 783-0124. (22)

DISPOSING OF MARINE LIBRARY. "Small Boat Journal" Vol. 1, Nos. 1-12; Vol 2, Nos. 1,2,3; Nos. 17-23, 25-27, 68-72. All in new cond, \$2.50 ea ppd via UPS. "Wooden Boat" Nos 1-42, 44-56, 96-103, 106-109. All in new cond, \$2.50 ea ppd via UPS. Hardcover & paperback books, send for list.

JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206. (20)

LIKE NEW CANOES. Lotus "Caper", Mike Gault built special solo free style canoe, \$895. Mad River "Pearl" free style canoe, \$545.

BILL ZELLER, 5 School St., Dunbarton, NH 03045, (603) 774-7883. (20)

CLASSIC BOAT RESTORATION PROJECT. 6.5m Swedish bilt (1963) lapstrake gaff-headed cutter. BO over \$1k.

DON HEANEY, Silver Spring, MD, (301) 769-4674 or (301) 649-4154. (19P)

17' DIRIGO SEA KAYAK, gd handling stable boat w/lots of wood trim. Vy gd cond w/rudder & skirt. \$675.

OGDEN HELT, St. Petersburg, FL, (813) 867-3772. (20)

WANTED. A quality offshore cruising sailboat in fixer-upper cond, 30'-35'. Also canvas-covered canoe in nd of recanvassing.

BILL MINTZ, 3024 W. George, Chicago, IL 60618, (312) 588-2968. (20)

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

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



messing about in BOATS

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

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

ADDRESS CORRECTION
REQUESTED

WEATHERBY TECHNOLOGIES LTD.

P.O. Box 12297
Parkville, MO 64152

Ph. 816-587-4552

PLEASE WRITE FOR
PRICE LISTS
AND
PRODUCT LISTING

WATER BLOCK RESIN

General Description:

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

Uses:

FILLING (when used
with fillers)

SHEATHING

LAMINATING

IMPREGNATING

Physical Properties:

Pounds per gallon: 9.2

Flash point: 200°

Color: Sun Dried Straw

% Reactive Solids: 100°

WATER BLOCK HARDENER FAST

General Description:

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

Physical Properties:

Pounds per gallon: 8.1

Pot Life: 6 to 9 minutes at 70°

Mix Ratio: 2:1

WATER BLOCK HARDENER SLOW

General Description:

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

Physical Properties:

Pounds per gallon: 8.3

Pot Life: 40-50 minutes at 70°

Mix Ratio: 2:1

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

X-19

MAINE BOATBUILDERS SHOW



March 19,20,21, 1993

58 FORE STREET • PORTLAND, MAINE 04101

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

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

Hosted by PORTLAND YACHT SERVICES

• 207-774-1067 •

CUT YOUR VARNISHING TIME IN HALF

Introducing
New Technology

WB 2000™ Interior Water-base Finishes

- FAST DRYING
- VOC COMPLIANT

- LABOR SAVING
- WATER CLEAN-UP

TARGET The Safe Coatings Alternative
for the Marine Professional

SEE US AT THE MAINE BOATBUILDERS' SHOW !

1-800-752-9922 P.O. Box 1582 Rutherford, NJ 07070