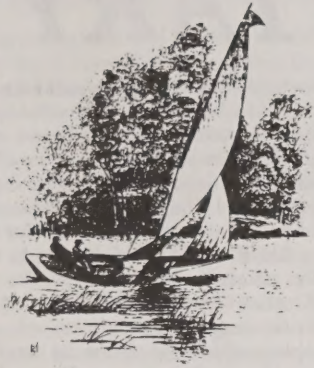


Twice a Month!



messing about in BOATS

Volume 11 - Number 2

June 1, 1993





messing
about in

BOATS

Volume 11 - Number 1
May 15, 1993

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Our Next Issue

Will include those promised articles that didn't make it into this one. Several suffered this fate: Joe Pallazola's "Slipper, a Very Light Rowboat", Rags Ragsdale's "Building a Plaid Kayak", Jim Bett's "So-Du-It, So We Did It", and Jim Thayer's "Waxing Enthusiastic Over Cheap Tools". These all about designs and projects. Added to these in this genre will be the next installment of David Goodchild's "Building Toad Hall", and a different aspect on this matter of boatbuilding, John Smith's tale "Unbuilding a Boat". We'll be going places with Jim Lacey in "Sanibel Revisited", and David Bolduc in "Cruising Little Cruiser". The rowing scene gets more comment from Andre de Bardeleben, this time a lengthy paper he presented at last year's U.S.R.A. annual conference, "Back to the Future". Phil Bolger brings us his design for a 20' "Trailer Motor Sailer", Tom continues his "Coast of New England", and Bob Young tells us about an Oregon co-op boatshop for amateur builders in "Riverswest".

On the Cover

"Women's Longboat Rowing" is a regular activity of the Edward Milne Community School Society on the waters of Sooke Harbor on Vancouver Island in British Columbia, and Sharon Brown of Mystic Seaport had the opportunity to join them last year. Her report is featured in this issue.

COMMENTARY

The classified ads seem to be the most enduring generally popular section of our little magazine, judging from the steady growth in the number of ads you send in, and from the comments of many readers who have successfully used these pages to carry out some desired boating transaction. In this issue they have spilled over onto a sixth page, and since we're not really interested in becoming exclusively a "classified advertiser" publication, I'm now having to come to grips with this latest problem resulting from the growth in interest in "Messing About in Boats".

When I launched the magazine in May, 1983, I decided to offer free classified ads to subscribers as a service and as an incentive to become subscribers. Right away I realized I had to differentiate between the private individual and the commercial one, the guys in the business, for they would naturally take advantage of free ad space to promote their products and services, foreseeably overwhelming the available space. So I hung a nominal charge of 10 cents a word onto any business classified ads submitted. The business readers have not abused this still inexpensive advertising opportunity and just about all of you non-business readers have found the classifieds to be interesting and helpful.

Last year when the volume of ads became excessive in terms of space requirements, I reduced the type size from the standard 9 point to 8 point, and adopted a few conventional classified shorthand terms in an effort to contain the material onto no more than four pages. But people began to send in more photos, which take up a lot of space. I had been running photos free too, despite the fact that each one cost me \$8 for the printer's "halftone" necessary for printing shades of gray with black ink. With one or two photos per issue I absorbed this small cost. But the increase in photos submitted raised this expense to a significant level, so I began charging a one-time \$8 fee to cover my costs. So you started sending in the \$8. It's nice to have the photos in the classifieds and I do not object to them but I do have to find room for them.

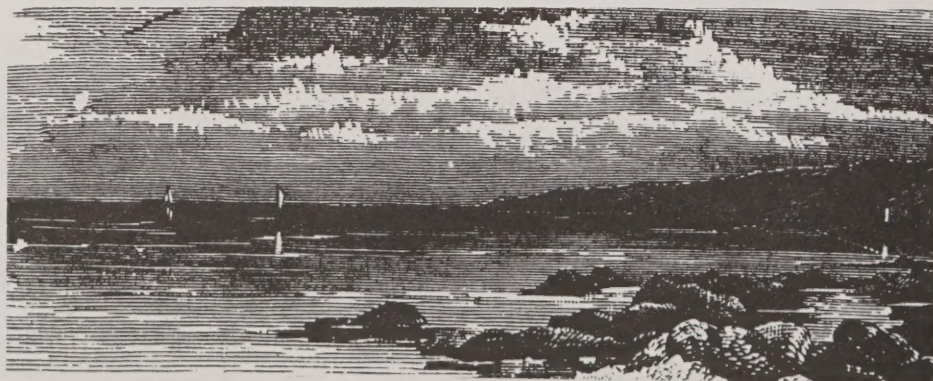
Despite these moves to contain classified space demands they soon spilled over onto five pages, and now have moved on to six. Like the camel's nose, they are taking over. What to do? People in the trade are aghast that I do not charge for classified ads for they are regarded in many publications as real money makers. I don't view them that way, and I do know that charging a

large enough fee to greatly curtail the number of ads that would appear would solve my space problem but would also eliminate so many opportunities for readers to find, or dispose of, their small boats and gear. A smaller fee, like the 10 cents a word charged to the trade, would not substantially decrease the demand for ad space, except that it might possibly rein in the more verbose salesmen amongst you. The money I would realize would still not be worth the bother.

So my next move is going to be to ask those of you presently inclined to write lengthy paens of praise about what you are offering for sale to cut way back and just send me the facts. Don't include detailed inventories of equipment included. Don't include a lengthy history. Don't wax eloquent about the virtues of your offering. Save all that for those who inquire as a result of an ad that is a summary of the basic attractions of what you offer. Print all that detail stuff up in a mailing sheet you can send out to those who inquire. Pretend you are paying \$1 a word!

I will edit anything too lengthy henceforth anyway so you might as well do it yourself first to be sure to get in what you consider is important. I will also start chopping off those photos of sailboats with tall rigs, no more of the 3" tall photos taking up space with sail rigs. Just enough of the lower portions of the sails to establish what sort of rig it is. I will still run your ad in two successive issues to give it a chance to work. And you still can rerun it on request for another couple of issues. Don't ask me to run it until you sell what you are offering, for one reason something doesn't sell is that the asking price is too high, and I cannot tie up space supporting unrealistic aspirations.

We'll see how this works. I feel that four pages an issue is all I can regularly devote to the classifieds. I still want you to have this opportunity to buy and sell good stuff as part of what you get for your \$20 subscriptions. And I suggest that if you really feel you need to run a long ad you can always pay for it at the commercial rate. And that, I announce now as I close this discussion, will be going to 20 cents a word as of the September 1, 1993, issue to bring it more in line with what the display ad space costs. It's been 10 cents a word since May, 1983, while display ad space has gone from \$3 a column inch to \$6, reflecting a growth from less than 1,000 subscribers to over 4,000. Seems reasonable to me.





UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Get the Seal of Safety

Dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

You care about safe boating. Good! Now call your local Coast Guard Auxiliary for a free Courtesy Marine Examination. Before the Examiner comes, there are things you can do to be sure that your boat earns the "Seal of Safety" decal. This list of most common (and easy to correct) deficiencies in order of frequency is drawn from the examination of several thousand boats.

1 - Navigation lights not burning (especially the 360 degree white light on a "wand" commonly found on outboards. The problem is corrosion where the wand plugs into its socket. The solution is cleaning and thorough spraying with a solvent such as WD-40, followed by repeated sprayings all through the boating season. These connections are incredibly vulnerable to corrosion.

"But I never boat at night," you may say. No matter. You may be disabled and be out after dark and the navigation rules call for the use of lights "in conditions of poor visibility" as well as between sunset and sunrise.

2 - Visual Distress Signals (flares) out of date. Check the dates on yours. Flares are "good" for 42 months from the date of manufacture. If yours have expired replace them and keep the old ones on board. In an emergency, try to use the old ones first. They will probably work, even though they have outlived their technically effective life.

3 - Fire extinguisher(s) discharged or not properly mounted. The law requires ex-

tinguishers be mounted for two reasons. First, they will always be available to everyone should they be needed, and if you ever do need one, you will need it in a hurry! Second, fire extinguishers left loose in a boat have been known to discharge due to vibration, especially on boats that are trailered over the road.

4 - Fuel system problems. On inboards and I/O s check every fuel line connection for leaks. Use the "nose test". Be sure the backfire flame arrester is clean and securely mounted. Check to make sure your bilge blower runs, that ducts are clear and in their proper places, top of the engine compartment for intake and bottom of the compartment for exhaust, and that your vents are clear. (Insects seem to love to nest in the vents and can clog them and render them useless).

Outboarders check the portable tanks for nicks, rust and corrosion. Check the fuel line for hairline cracks. Be sure your tanks are properly vented and are firmly secured against pitch and roll. (Remember to take the tanks ashore to fill them rather than bringing the hose into the boat.)

5 - No Sound producing device. Is your horn working is there a whistle for back up?

6 - PFD s (personal flotation devices) inadequate. Do you have the proper number for your boat and are they in good condition? Vessels 16' and longer, must also have a "throwable", either a flotation cushion or a ring buoy (and it must be "instantly available").

7 - Adequate anchoring gear? You need an anchor appropriate to the size and weight of your

boat and anchor rode of suitable size and length for local waters - at least seven feet of rode for each foot of water depth. (You are not required to use laid nylon for anchor rode, but it is the best. Nor are you required to have a piece of heavy chain between the anchor and the rode, but that chain will significantly increase the holding power of your anchor.)

8 - Do you have at least one effective manual dewatering device (a bucket, can or scoop) IN ADDITION TO any installed electric bilge pump(s)? The Seal of Safety requires it. (The cover of a plastic battery box makes a good emergency bailer.)

9 - Correct registration numbers. Is there a space or a dash between the first two letters and the numbers and another space or dash between the numbers and the last two letters (eg NC 3551 CC or NC-3551-CC). This is not mere bureaucratic pettiness, proper spacing makes the numbers much easier to read if the Coast Guard is searching for you. Surprisingly, Courtesy Examiners find brand new boats with the numbers incorrectly spaced.

If your boat is documented, is the documentation number clearly carved into a main beam?

Are the registration or documentation papers on board?

10 - Alternate propulsion . If your boat is less than 16' you must have an oar or paddle. (An oar is a good thing to have on larger boats too.)

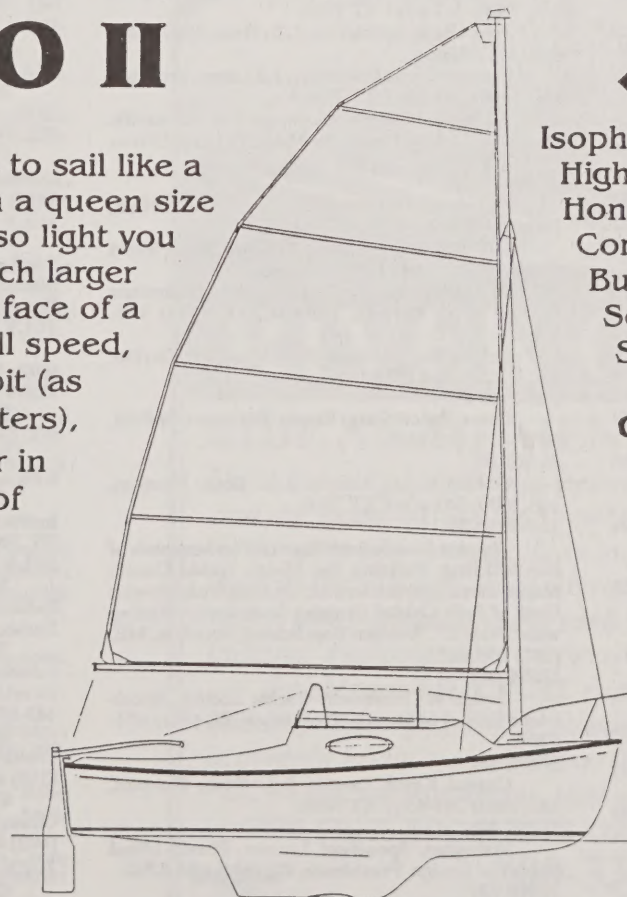
Run this check yourself and you can be confident that the Auxiliary Courtesy Examiner will be placing a Seal of Safety decal on your windshield. Even more to the point, you will know that your vessel is properly equipped for safe boating.

Tom Shaw.

SOLO II

What would it be like to sail like a keel *Laser*, sleep 2 in a queen size berth, ghost in wind so light you can't feel it, pass much larger boats, surf down the face of a wave in excess of hull speed, lounge in a big cockpit (as large as many 30 footers), launch off your trailer in 15 min., sailing one of the easiest handling sailboats afloat?

LOA	16' 11"
LWL	16' 4"
Beam	7' 4"
Disp.	1100#
Bal. cast lead	400#
Sail Area	150 sq.



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Havertown PA 19083

Helton Marine
1763 Topside Rd.
Louisville TN 37777

Owner Reps. Wanted

ONGOING EVENTS

THROUGH THE SUMMER MONTHS:

Maritime Adventure Educational Tours. The Gloucester "Adventure", Gloucester, MA, (508) 281-8079.

THROUGH SEPTEMBER 12:

Modern Marine Artists Exhibition. Mystic Maritime Gallery, Mystic Seaport, CT, (203) 572-8524.

THROUGH SEPTEMBER 26:

Newport Regatta Season. Sail Newport, Newport, RI, (401) 846-1983.

BEGINNING MAY 22:

Weekly Local Coastal Cruises. Maine Maritime Museum, Bath, ME, (207) 443-1316.

BEGINNING IN JUNE

Schooner "Brilliant" Cruises. Mystic Seaport Museum, Mystic, CT, (203) 572-5323.

BEGINNING JUNE 2:

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

JUNE 6-AUGUST 29:

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

JUNE 27-AUGUST 2:

Finlandia Clean Water Challenge. American Canoe Association, Springfield, VA, (703) 451-0141.

JULY 30 - NOVEMBER 14:

Fenwick Williams N.A. Exhibit. Maine Maritime Museum, Bath, ME, (207) 443-1316.

JUNE & JULY EVENTS

JUNE 2:

The Great Bread Canoe Race. CCRA, Easthampton, MA, (413) 527-6843.

JUNE 3:

Lowell's Boat Shop History Lecture. Lowell's Boat Shop, Amesbury, MA, (508) 388-0162.

JUNE 4-6:

Lapstrake Skiff Building Course. South Street Seaport, New York, NY, (212) 669-9416.

JUNE 5:

Festival of Paddle & Oar. Thousand Islands State Park Region, Alexandria Bay, NY, (315) 482-2593.

Riversplash '93 Canoe Race. Farmington River Watershed Association, Simsbury, CT, (203) 658-4442.

N.E. Division Canoe Poling Championship. Ashuelot, NH. Ed Hayden, (203) 442-1170.

Sparmaking. Northwest School of Boatbuilding, Port Townsend, WA, (206) 385-4948.

JUNE 5-6:

24th Annual Small Craft Weekend. Mystic Seaport Museum, Mystic, CT, (203) 572-5315.

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

Boats & Nautical Collectibles Auction. Long Island Maritime Museum, W. Sayville, NY, (516) 854-4974.

JUNE 6:

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

JUNE 6-12:

Wooden Boat School Courses. Choosing Your Own Boat; Canoe Repair & Restoration; Building a 12' Fisherman's Skiff; Marine Surveying. Wooden Boat School, Brooklin, ME, (207) 359-4651.

JUNE 7:

Introduction to Whitewater Canoeing. L.L. Bean, Freeport, Me, (800) 341-4341 XT 7800.

JUNE 9:

Solo Whitewater Canoeing. L.L. Bean. (800) 341-4341 XT 7800.

JUNE 11-13:

North American Canoe Symposium. June L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JUNE 12:

5th Annual Moosehead Lake Rowing Regatta. Betsy Rockwell, Greenville, ME, (207) 695-2680.

River Day. Westport River, Westport, MA, (401) 635-4819.

Sound Cruise, Connecticut River Oar & Paddle Club, Old Saybrook, CT, (203) 388-2343.

JUNE 12-13:

Building Wooden Hand Planes & Planecraft. Antique Boat Museum, Clayton, NY, (315) 686-4104.

4th Annual Midwest Messabout. Jim Michalak, Lebanon, IL, (618) 537-2167.

JUNE 12-13:

Building Wooden Hand Planes & Planecraft. Antique Boat Museum, Clayton, NY, (315) 686-4104.

4th Annual Midwest Messabout. Jim Michalak, Lebanon, IL, (618) 537-2167.

Happenings

ABOUT THIS CALENDAR

This calendar is intended to be only a listing of events we think will be of interest to readers, with the What, Where, When and Who to Call provided. Those submitting listings requesting we provide various pertinent details of their events should look into advertising as the means for bringing this information to our readers. There isn't space for printing all the details of all the events that come our way for listing on this page.

Shetucket River Days Canoe Cruise & Race. CCRA, Willimantic, CT, (203) 456-4906.

Midwest Messabout. Lake Pepin, MN. Bob Brown, 12936 Galaxie Ave., Apple Valley, MN 55124.

JUNE 13-19:

Wooden Boat School Courses. Lofting; Methods & Materials of Composite Building; Woodworking Basics for Women; Elements of Seamanship; Marine Surveying. Wooden Boat School, Brooklin, ME, (207) 359-4651.

JUNE 14:

Canoe Poling Workshop. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Intermediate Whitewater Canoeing. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JUNE 14-18:

Rigging as if It Mattered. Northwest School of Boatbuilding, Port Townsend, WA, (206) 385-4948.

JUNE 15:

Freestyle Canoeing. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JUNE 16:

Flatwater Canoe Workshop. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JUNE 19:

Oarienteering, Cape Ann Rowing Club. Gloucester, MA, (508) 774-0906.

5th Annual Contoocook River Flatwater Canoe Race. Tom Walton, (603) 746-3207.

Canoe Day. CCRA, Marlborough, CT, (203) 295-8918.

Coastal Kayaking Lesson. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Solo Canoe Instruction. L.L. Bean, (800) 341-4341 XT 7800.

Tandem Canoe Instruction. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

1st Annual Marine Rummage Sale. Osterville Historical Society, Osterville, MA, (508) 428-2301 or (508) 428-6231.

JUNE 19-20:

Meloneed Regatta on the Cape. Roger Crawford, Humarock, (617) 837-3666.

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

Small Boatbuilders' Get Together. June Clearwater Hudson River Revival, Valhalla, NY, (914) 435-7964.

Refinishing, Antique Boat Museum. Clayton, NY, (315) 686-4104.

JUNE 19-30:

Canoe Expedition to Russia, Scansport. Enfield, NH, (603) 632-7654.

JUNE 20:

Coastal Kayak Lesson. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JUNE 20-26:

Wooden Boat School Courses. Fundamentals of Boatbuilding; Building the Maine Guide Canoe; Marine Mechanics & Electrics; Cruising Under Power; Craft of Sail; Coastal Cruising Seamanship; Sailing with "Pride II". Wooden Boat School, Brooklin, ME, (207) 359-4651.

JUNE 22:

Design of Herreshoff Yachts Lecture. Rhode Island School of Design, Providence, RI, (401) 454-6200.

JUNE 23:

Coastal Kayak Lesson. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JUNE 24:

Mahogany Speedboat Lecture. Rhode Island School of Design, Providence, RI, (401) 454-6200.

JUNE 25:

Wooden Boat 12 Meter Regatta. Wooden Boat Show, Newport, RI, (207) 359-4651.

JUNE 25-27:

Wooden Boat Show. "Wooden Boat" magazine, Brooklin, ME, (207) 359-4651.

Shake-A-Leg Wall Street Challenge Cup. Shake-A-Leg, Newport, RI, (401) 849-8898.

Whitewater Canoe Paddling Weekend. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

ACA National Canoe Poling Championship. Lambertville, NJ. Ed Hayden, (203) 442-1170.

Lapstrake Skiff Building Course. South Street Seaport, New York, NY, (212) 669-9416.

JUNE 26:

No Octane Regatta, Adirondack Museum. Blue Mountain Lake, NY, (518) 352-7311.

WOOD Regatta. Wooden Boat Show, Newport, RI, (207) 359-4651.

Basset's Island Open Water Rowing Regatta. Russ Tarbell, 281 Barlow's Landing Rd., Pocasset, MA 02559.

JUNE 26-27:

4th Annual Antique & Classic Boat Show. Havre de Grace Maritime Museum, Havre de Grace, MD, (410) 939-2155.

JUNE 27:

Wild Goose Chase Canoe Race. CCRA, Pittsfield, MA, (413) 743-7763.

Coastal Kayaking Lesson. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Viking Longboat Replica Visit. Hudson River Maritime Museum, Kingston, NY, (914) 338-0071.

JUNE 27-JULY 3:

Wooden Boat School Courses. Fundamentals of Boatbuilding; Fine Woodstrip Construction; Building Half Models; Elements of Seamanship; Craft of Sail; Coastal Cruising Seamanship. Wooden Boat School, Brooklin, ME, (207) 359-4651.

JUNE 28-JULY 2:

Build a St. Lawrence Skiff Model. Antique Boat Museum, Clayton, NY, (315) 686-4104.

Beginning Boatbuilding Course. Miami University, Oxford, OH, (513) 529-7395.

JUNE 30:

Tandem Canoe Instruction. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JUNE 30-JULY 10:

Canoe Expedition to Russia. Scansport, Enfield, NH, (603) 632-7654.

JULY 3:

Somes Sound Classic Rowing Race. Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

River Cruise. CROPC, Essex, CT, (203) 434-2534.

JULY 4-9:

Planking a Lapstrake Canoe. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

JULY 4-10:

Wooden Boat School Courses. Fundamentals of Boatbuilding; Building the "Wee Lassie"; Joinerwork; Elements of Seamanship for Women; Craft of Sail. Wooden Boat School, Brooklin, ME, (207) 359-4651.

JULY 7:

Coastal Kayak Lesson. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JULY 10:

Erie Canal Canoe Classic Race. NYCRA, Marcy, NY, (315) 736-3036.

Small Craft Day. Seavey Island Rowing Club, Kittery Point, ME, (207) 439-4635.

Coastal Kayak Lesson & Solo/Tandem Canoe Instruction. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JULY 10-11:

5th Annual Champlain Valley Small Craft Exhibition. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

7th Annual Friendship Sloop Regatta & New London Sail Festival. Marine Commerce & Development Committee, New London, CT, (203) 443-8331.

Sharpening Woodworking Tools & Traditional Wood Joinery. Antique Boat Museum, Clayton, NY, (315) 686-4104.

Canoe Paddle Making Workshop. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

JULY 11:

Coastal Kayak Lesson & Flatwater Canoe Workshop. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JULY 11-16:

Cedar/Canvas Canoe Restoration. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

JULY 11-17:

Wooden Boat School Courses. Fundamentals of Boatbuilding; Marine Carving; Elements of Seamanship; Craft of Sail. Wooden Boat School, Brooklin, ME, (207) 359-4651.

JULY 12-17:

Strip Building an Adirondack Guideboat. Antique Boat Museum, Clayton, NY, (315) 686-4104.

JULY 14:

Introductory Coastal Kayak Workshop. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JULY 16-18:

Atlantic Coast Sea Kayak Symposium. L.L. Bean, Castine, ME, (800) 341-4341 XT 7800.

11th Annual Boston Antique & Classic Boat Festival. Friends of Lightship "Nantucket", Boston, MA, (617) 666-8530 or (617) 489-1137.

JULY 17:

Blackburn Challenge Open Ocean Rowing/Paddling Race. SASE to Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01931-1715.

Boat Builders Day. Strawberry Banke Museum, Portsmouth, NH, (603) 433-1100.

Wooden Boat Expo. Havre de Grace Maritime Museum, Havre de Grace, MD, (410) 939-2155.

JULY 18:

Wooden Boat Festival. Toms River Seaport Society, Toms River, NJ, (609) 845-0717.

Clinton Bluefish Canoe Race. CCRA, Clinton, CT, (203) 346-0068.

Three State Rowing & Paddling Race. Mystic River Rowing Club, Stonington, CT, (203) 536-9247.

Introductory Coastal Kayak Workshop. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JULY 18-24:

Wooden Boat School Courses. Lofting & Setting Up the Haven 12-1/2; Building the Nutshell Pram; Marine Painting & Varnishing; Coastwise Navigation; Craft of Sail; Sailing with "Pride II".

JULY 21:

Tandem Canoe Instruction. L.L. Bean, Freeport, ME, (800) 341-4341.

JULY 24:

Antique & Classic Boat Rendezvous. Mystic Seaport Museum, Mystic, CT, (203) 572-5315.

Solo & Tandem Canoe Instruction. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Knots & Fancy Ropework. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

Making Galvanized Hardware. Northwest School of Wooden Boatbuilding, Port Townsend, WA, (206) 385-4948.

JULY 24-25:

Lawley Rendezvous & Symposium. Lawley Boat Owners' Association, Mystic, CT, (617) 862-3390.

Refinishing. Antique Boat Museum, Clayton, NY, (315) 686-4104.

JULY 25:

Toy Town Canoe Fun Race. Birch Hill Paddlers, Winchendon, MA, (508) 630-1041.

Sundae in the Shipyard Day. Maine Maritime Museum, Bath, ME, (207) 443-1316.

Coastal Kayak Lesson. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JULY 25-31:

Wooden Boat School Courses. The Planking Process; Ultralight Lapstrake Boat Construction; Building the Dory Skiff; Elements of Seamanship; Craft of Sail; Sailing with "Pride II".

JULY 28:

Coastal Kayak Lesson. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

JULY 31:

Bridges Point 24 Rendezvous & Regatta. Bridges Point Boatyard, Atlantic, ME, until July 4 (919) 929-1946, after July 4, (207) 526-4146.

Pigs Eye Challenge Rowing & Paddling Race. St. Paul, MN, Bob Brown, 12936 Galaxie Ave., Apple Valley, MN 55124.

Coastal Kayak Lesson, Solo & Tandem Canoe Instruction. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

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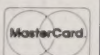
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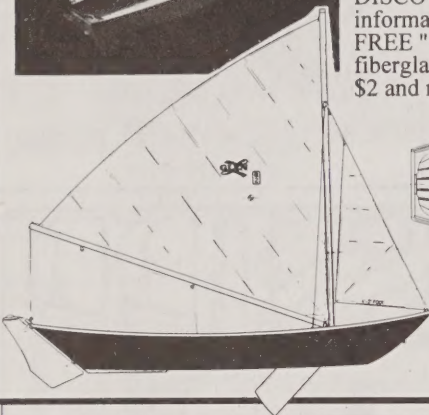
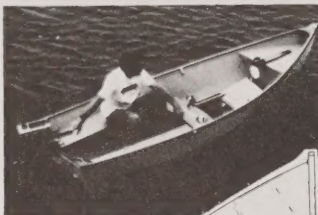
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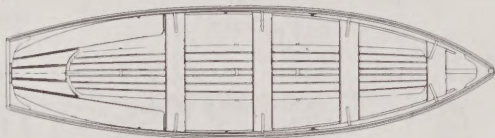


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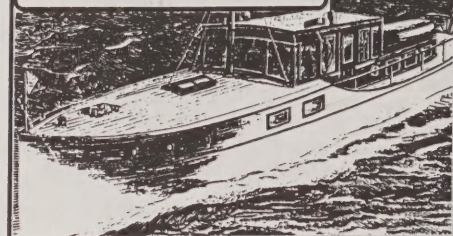
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Your Commentary

Yet More on the "Oarmaster Trials"

WHAT DID IT PROVE?

In response to Ed McCabe's question in a bygone issue about what was proven in the Oarmaster Trials, the answer is "nothing". To quote Capt. Culler of Hyannis, "All whiskey has its place," as do all boats.

A picnic rower like myself uses a Whitehall because it allows me to load maximum family and gear into it and head out to a deserted beach or island. It also makes a great lake boat for trout fishing. The design came from livery boats and harbor craft, some of which were used by newspaper people covering the waterfront in New York, Boston and San Francisco harbors.

My boat does the same thing for me here on Cape Cod. Using it, I've covered boat launchings, boat blessings, Provincetown sailboat races, commercial fishing activities, the disentanglement of a whale covered with net, as well as being used as a camera platform for a Nova show on PBS-TV dealing with the sunken pirate ship "Whidah" and treasure hunting. The Nova people needed a quiet platform that moved, could handle a sea, and accommodate four people, video and sound gear, as well as the rower.

The boat's pedigree still shows up 100 years later. It's win last February in the SnowRow doubles livery category was due not to the rowers in the boat, but to the design of the boat for exactly the conditions of the race, wind and chop in Boston harbor. I might not try that in a Rangeley or a Gloucester Gull, as they weren't designed for those conditions.

Maybe I have digressed in praising my Whitehall, but the Oarmaster allowed rowers who are contemplating buying or building boats to compare various crafts' performances in windy conditions in a harbor situation that included the wakes of passing ferries and powerboats. A glance at the issue of "Messing About in Boats" reporting on the Oarmaster (December 15, 1992) would reveal the specifics of the various designs, weight, length, etc. versus what one is going to do with his boat after it is built or acquired. I say "Amen" to Phil Bolger's comments ("Deliver Us from Sea Lawyers") about rules for this event that appeared in the April 15th issue.

Once again, nothing was proven, but much was allowed in the Oarmaster. One was allowed to watch, row, and CARRY the boats. Hats off again to Bernie, Jon, Mike, Dave and the whole Viking club for an interesting day.

Barry Donahue, Brewster, MA.

WHO REALLY WON

I have just got to explain something for the edification of readers interested in the true results of last year's Oarmaster Trials. Here I venture where the Cape Cod Vikings perhaps fear to tread, but not reader/participant Andre deBardeleben. David Stookey of the Vikings wrote a useful and comprehensive analysis of the 1991 Trials but there has been silence from the Vikings about the 1992 Trials, and I shall perhaps inadvertently demonstrate why.

The result of the Oarmaster Trials as far as it matters is that I won them. Well, maybe I didn't, because I didn't row, I just watched. And then when I got the results as published in "Messing About in Boats", I interpreted them. That's when I won them, right there. Or rather, my boat, the Adirondack Goodboat, won them.

How? Well, first, Jon Aborn of the Vikings, an Oarmaster winner, rowed my boat. He got tangled up with another fellow's oars and fiddled around for twenty seconds while all the other boats went on around the course, but when Jon got through visiting with that other fellow and started rowing again, he went on to win that heat by a mile.

Beating of course Andre in Andre's more sophisticated and lighter boat, and a stretch dory, etc. This of course is to Jon's credit, not mine or the Goodboat's. But save this fact, it means something.

In another heat, Andre, rowing my Goodboat, beat his own time rowing his own boat. This doesn't mean anything either, but save this fact too.

In the final race, which was not the originally planned round robin (the participants rebelled against five more heats in the strong winds), Jon Aborn, winning rower in our group, got paired with the Herreshoff bateau. Earlier under the oars of another participant, the Herrshoff bateau

had posted the fastest time of the day. Still with me?

Okay. Final. Jon Aborn in the bateau comes in last. Look it up. He made a far better time earlier in the Goodboat. And the fastest rower of all the heats, rowing the slowest winning boat from those heats, Andres', comes in first!

So therefore, the Goodboat won it all, hands down and over and over. Or you could draw another conclusion, but I don't really hope you do because I like having won so much.

I travelled a long way from my Adirondack shop to have my boat wrung out against all the great coastal types in a reasonably defensible system of evaluation. Too bad that last year was the year when the invitational overgrew and couldn't be run off in a true round robin fashion, so the satisfaction in winning it was not all that it might have been. But then I had to read not one, but two, letters in my favorite magazine in which some other fellow says that he won. Had those letters not appeared, I could have savored my Goodboat's glory in silence.

Mason Smith, Adirondack Goodboat, HCO1, Box 44, Long Lake, NY 12847.

Traditional Canoe Enthusiasts

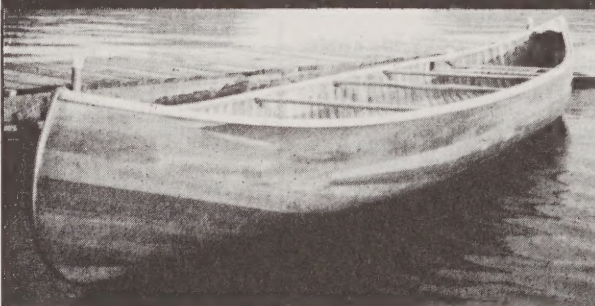
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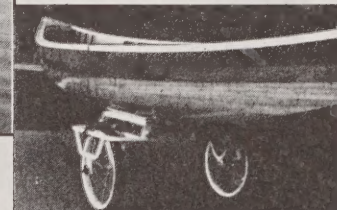
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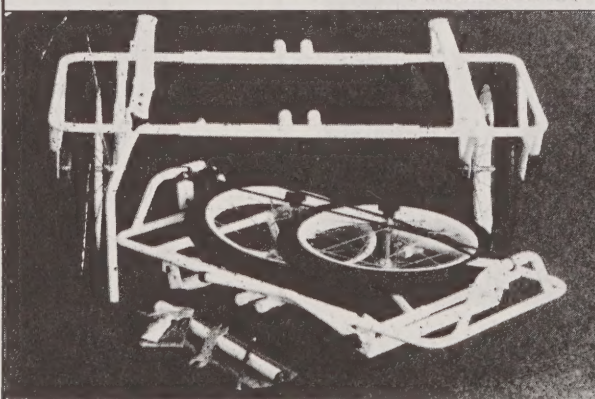
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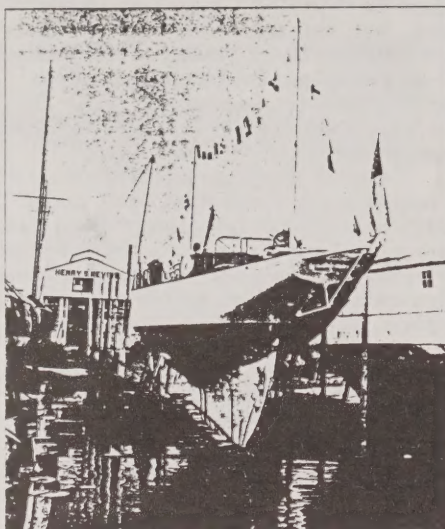
The Sixth Annual Yachting History Symposium was held at Mystic Seaport on the wintery weekend of March 19-21. Since last Year's Symposium had been a stunning success, the idea apparently was to provide the assembled yachting enthusiasts with more of the same, again under the appealing rubric of "Boatbuilding". The result was an extended treatment of boatyards and manufacturers in specific areas, such as City Island, Puget Sound, and Ontario; of family enterprises like the Luders', Derecktor's, and Hodgdon's; of the Elco Company; and of the yacht builders who worked in and around Mystic itself. Though the speakers were well informed and entertaining, and the audience, as always, receptive and cordial, the affair was typical of many sequels in that it seemed diminished by the original.

Last year's Symposium was a celebration of John Gardner as a craftsman, writer, conservator, and teacher, and many legendary and prominent individuals in the world of small boats joined an overflow crowd in what amounted to an apotheosis of Gardner, who graciously accepted the W.P. Stephens Award. The high point of this year's Symposium, for this observer at least, was Jennifer Elliott's eloquent tribute to the late Bud McIntosh, a builder of plain-finished, honest boats known for his wisdom, wit and generosity, who was posthumously awarded the 1993 Stephens Award.

Readers of "Messing About in Boats" interested in traditional plank-on-frame construction might want to take a look at the "how-to" articles Bud wrote for "Wooden Boat" in the 1980's or his reassuring, candid, albeit pricey, hardbound book on the subject, "How to Build a Wooden Boat", available from International Marine (\$36). And boat builders

1993 YACHTING HISTORY SYMPOSIUM

BOATBUILDING



MYSTIC SEAPORT MUSEUM

Report by Jim Lacey

who have to do with this magazine might be pleased that a kindred spirit was distinguished by the yachting establishment.

Bud McIntosh employed only five workers at the peak of his career and never made a pile of money, but he could think of nothing more rewarding than building beautiful boats. It is to be hoped that Ms. Elliott will work up a piece on McIntosh for "Wooden Boat", which has had

more to say in recent numbers about ropes, varnish, wood, and paint than about people.

Most of the presenters relied heavily on trays of slides, their own abetted by Mystic Seaport's, as the frequent acknowledgement of the Rosenfeld Collection and its staff testified. This was fine when the speaker controlled the materials, but all too often the slides, flashed one after another, took over and the audience was left with a series of hastily viewed images, a collage of museum-quality runabouts, lavish cruising yachts and elegant yawls. This was diverting enough, in the sense that MTV is diverting, but it did not always result in a focussed commentary on the topic under discussion.

Bill Peterson, whose topic was yacht building on the Mystic River, and Bill Swanson, who gave a detailed history of the Elco Company, brought with them material based on substantial research and gave papers which would have been informative and entertaining even without their slide presentations. Then again, another speaker, toward the end of a long day, had nothing more to say about one of his slides, a pretty yawl, than, "That's another boat, just another boat." The most enthusiastically received of the talks was Sonny Hodgdon's account of his family's boatyard in East Boothbay, in which the curmudgeonly down-east anecdote outdid the slide show.

The readers of "Messing About in Boats" I spoke with were particularly pleased by the events which took place on Friday night when the William Avery Baker Award was presented to the New England Cat Boat Association. Leo Telesmanick, long-time Beetle Cat builder, and his wife Alma were on hand to be honored along with the boat and the Association.

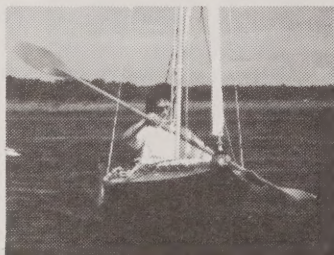
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Women's Longboat Rowing

By Sharon Brown

The Edward Milne Community School Society sponsors Tuesday morning "Women's Longboat Rowing (& Sometimes Sailing)" in the waters of Sooke Harbour on the southwestern end of Vancouver Island, British Columbia.

The two boats employed in this program are 27' replicas of the eighteenth century ships' boats used by Manuel Quimper two hundred years ago in charting the coast of Vancouver Island for the King of Spain. The longboats, "T'Sou-ke" and "Dona Rosa", were built over a ten month period by woodworking students and adult education classes at Edward Milne Community School and launched into the Sooke River during a community celebration on April 25, 1990. Their lines were researched and drawn by Greg Foster of Whaler Bay Boatyard, and his son-in-law, shipwright, Sean Luttmer supervised their construction. Greg is Executive Director of the Discovery Reenactment Society, the group who organized last summer's Wake of The Explorers expeditions celebrating the English and Spanish exploration of the Northwest Coast in 1791-92.

Named for the native noun for the Sooke area, and the island near the harbour entrance which carries the name of the daughter of the viceroy of Mexico, these rugged boats are very shippy to the eye and totally functional. They are planked in Western red cedar, with copper riveted laps; keels and thwarts are Douglas Fir. The sheer strake, clamp, stem, and sawn frames are yellow cedar, with gumwood rubstrakes and hardwood gunwales. The boats are finished in a linseed oil and pine tar mixture which highlights the grain and rich, contrasting colors of the two species of cedar. Fitted with lugsails (dipping and standing), these full-bowed boats are a pleasure to sail or row, and ideally suited to the detailed charting and exploration work they were originally intended along the rugged, rocky coastline of British Columbia.



Phoebe Dunbar at the helm of "T'Sou-ke", a 27-foot Spanish longboat reproduction.

Fitted with thole pins for 10 oarsmen, and a lugsail rig, the "T'Sou-ke" lies at rest off a small island in Sooke Harbour.



"T'Sou-ke" and "Dona Rosa" are well used. They are a hands-on component of the school curriculum, used in outreach programs which include training for boathandlers and crews, and they participate in Wake Of The Explorers celebrations as well as Sooke community events such as the week long August Festival of History which features the Kings Cup International Longboat Competition.

Phoebe Dunbar, Coordinator of Community Programming at the school, supervises Tuesday morning rowing. The boats are berthed at Maywell Wickheim's Kaltasin Road shipyard less than 1/4 mile from the school and about 20 miles from Victoria. A donated trailer serves as a land base for secure equipment storage. Outings take place rain or shine from 9:30 a.m. to 12:00 noon each Tuesday. "Non-bossy men" are welcome as guests, and participants, dressed for the weather, usually bring a snack. The incorporation of newcomers is *de rigueur* for the regulars who are quick with introductions and draw novices into the routine. Everyone works to remove the canvas covers and bail the boats, forming a human chain to bring the PFDs, masts and sails, oars, tiller and navigation/safety equipment locker down to the docks.

Last spring I was privileged to join this group. When I arrived the first morning I thought it would be a one time event, but by noon, as I helped pack up, I was hooked and I contrived to participate in their outings over a two month period. I still miss those Tuesday mornings. From the perspective of ice laden winter mooring stakes, it is difficult to imagine the sheer beauty of the Pacific Northwest setting, the abundance of marine life and bird species, the green hilly topography and mountain backdrop, the moist bite to the air, the smell of the ocean, and the warmth of the February sun. You pinch yourself to be rowing a boat which evolved from one first deployed from European ships before these hills in their pristine, virgin condition in the early 1790s when Native peoples shared the bounty of their homeland.

Each trip is different, dependent on the group dynamics, and modified to suit the weather and tide.

On that first morning we rowed both boats to a small island where we explored the shoreline and shared knowledge of Indian culture from our vantage point sitting in the sun on the moss covered rocks, the harbour vista before us. On the return, the wind filled in and we hoisted sail, racing each other to the narrow cut which marks the shipyard basin entrance. Phoebe caught the "Dona Rosa's" helmsman off guard and slid the "T'Sou-ke" inside to weather and we drew alongside the dock to tie up ahead of a becalmed "Dona Rosa", her crew quickly shipping oars to fend off drifting into the working fishboats which share the berth. Laughter and banter filled the air as we broke down the rigs and stowed the gear. On the second morning we rowed out under the watchful gaze of a bald eagle perched in a Douglas fir and amidst inquisitive harbour seals who popped their heads up, looked around, and then slipped below, disappearing without a trace in the flat mirror surface. After a brisk row against the tide, we landed the "T'Sou-ke" for coffee break on a private dock and shared quiet reflection, like sea lions lolling in the sun. When the breeze filled in we headed back to base at a nice rate against the wind with the mizzen up for trim, a two hour trip in total.

Gilbert, a regular, likes to take stroke position and pour it on, challenging his mates to maintain the pace. Catching a crab, however, is no big deal with this relaxed crew. Laughter fills the boat, everyone gets squared away, and settles back into a steady cadence called out by the woman at the helm. Eventually conversation ceases, everyone concentrates on keeping the rhythm and the only sound in the boat is the clunk, clunk of ten leathered oars hitting first one and then the other thole pin at each station. For some, this is rowing at its finest, when the physical routine sets the mind free.

On another Tuesday we rowed over to Phoebe's house across the harbour in East Sooke where her husband, Bob, greeted us on the dock to take "T'Sou-ke's" bowline. We shared coffee and cake with heads bent over photographs of West Coast kayaking and backpacking trips before pulling home on a favorable tide, past longboat friends sportfishing for salmon with a Japanese exchange student aboard.

In mid-March we ran "T'Sou-ke" off under full sail before a westerly breeze to Goodrich Island for a cookout, where we sat surrounded by a carpet of spring wildflowers. Set up on the leeward side of the island next to a fish farm, with "T'Sou-ke" tied off on shore and a stern anchor to keep her from swinging, we waited two hours for the wind to slacken before striking out for home across a white capped bay. Unable to make much progress to weather without shipping some water in the gusts, we assessed the strength of our crew, which included two young children, and our ability to reef underway on a lee shore, and decided instead to reach off to land on a sheltered dock, and bring the boat back later.

And on one special morning, with Gloria Bruce from Cowichan Bay Maritime Museum on board, we rowed the "Dona Rosa" up the mouth of the Sooke River to the T'Sou-ke Indian sand's land where we were welcomed by Chief Frank Planes and his family, and invited to join them on break. They were starting the construction of a carving shed in which to build a cedar log canoe. We sat on rounds of red cedar that were two and three feet in diameter, talked of crossing the bar at Nitinat and watched the men demonstrate shake cutting with a froe and mallet. Reluctantly, we walked away from this scene back to the "Dona Rosa" tied in the marsh grass at the river's edge; animated conversation accompanied our strokes on the return row.

Once, we rowed down to an old sawmill, now nothing more than worn out buildings, an unkempt industrial clean up sight, and speculated on the changing economy of the region as we drifted around in the bay. It was a first hand lesson in changing economies, by persons directly affected, as the Sooke community of about 10,000 people which was once economically driven by logging, lumbering and fishing is now seeking alternative, clean, viable industries, such as tourism, on which to base a modern economy. The water was so clear, that we watched Dungeness crab scuttling for shelter on the bottom, and with thoughts of salvage, we stopped to wrestle with an old iron ship's anchor, that we hoped to break out of the mud.

On my last Tuesday morning with the group Phoebe organized a maintenance party and we all pitched in with rubber gloves, buckets, brushes and soap to scrub the boats clean.

Each outing in the "T'Sou-ke" and "Dona Rosa" is carefully recorded in the respective log after all the gear is stowed in the trailer. There is a sense of personal achievement in this informal wrap-up review of what happened, what worked

and what didn't. Important facts are noted, e.g., the location of an uncharted piling, something new learned about the trim and idiosyncrasies of the dipping lugsail rig, or the man-overboard procedure, or the species names of wildflowers in bloom.

Unique aspects of this program include the obvious. The participants are primarily adult women from the Sooke community who engage in noncompetitive rowing and sailing. It is healthy

exercise in a spectacular setting, in traditional open boats offering hands on opportunity to practice seamanship skills, and participate in problem solving. The common experience engenders strong camaraderie among crew members, and fosters a sense of belonging in the community, there is talk of children, school, community events, real estate development, environment, politics and history. It's fun!



While exploring a cove in Sooke Harbour, the foremast yard is stowed on the port side to give the bow watch more room.



Tied off on the Sooke River bank, the crew of the "Dona Rosa" prepares to visit the construction site of a Salish cedar log canoe.

Jocelyn Ashton scrubs the yellow cedar sheer stake on the longboat "T'Sou-ke".



Ma Sold

Reminiscences in a Pecan Patch

By Jim Thayer

She's been talking about selling the place for years and warning me to get the yard cleaned up. I counter by telling her I'll start worrying when the sign goes up. Well, the sign went up and within a week we had a contract. The heat is on.

For thirty years I've been laying away stuff too good to trash or burn. I can't bear to put mahogany in the stove. I've got lots of scraps just big enough for a cleat, but how many cleats can you use? I've got everything but the proverbial box of string "Too Short to Save".

I can manage most of the stuff in the shop except for a monster bandsaw. It's the boats, hulls, and molds I've got to worry about. Let's take a look around and get some feeling for the magnitude of the problem.

Lookie down there by the creek. It's the "Superstar"! I got her for 75 bucks and some storage charge from a guy who was going to name her "White Diamond" after all the body putty he put on the keel. I drew the after end out about three feet, ran the frames up and sprung a sheer plank on her, then filled in the gaps and added a clipper bow. She looks sharp and I think she wants a schooner rig. She is sitting on a house trailer chassis that my Pa brought down from Michigan 45 years ago loaded with 3/8 five-ply AA fir plywood to build her out. He never got to it and in time I snuck it all into boats. A modern builder wouldn't believe such stuff was ever made. But I can't go on like this. We'd be out here all day.

Over here is the plug for the "Express Whitehall". She has some glassed in moulds and is on the heavy side. Just the ticket for the guy who wants a boat with some "carry".

Right beside her is the plug for the 19 ft. fan-tail "Mountain Girl". I was going to make a gaff topsail cutter out of her till Cortes Pauls traded me out for the "Sows Ear". Now he wants to hand her back for a fitted out "A Ducker"! If I don't get out of here soon he'll trade through the whole fleet.

Just beyond this home-built trailer and the old grain drill is the original "Lil Pickle". She really ought to go to Mystic. She has been a perennial winner at Urbanna and St. Michaels. I'll hate to part with her.

Up the slope here lies the decked plug for the "Joli Fille". The hull is rough but the deck is nice. She is well balanced and fast. Sorta like a "Melonseed" but not enough to sneak in at the Constitution Cup.

Looming above all the little boats is the ferrocement "Endurance", 35 ft on deck. I had to raise the deckhouse to clear the monster 2 cylinder Petter diesel. It's rated 10 hp at 600 rpm! It would cost more to fit her for sailing than buying an old glass boat. She would make somebody a heck of a livaboard. I have a heavy emotional involvement with this gal but, there again, money talks.



From the top: Crud protected hulls in foreground, Isotope cat in back. A row of plugs and molds. The ferrocement "Endurance" with "Jolie Fille" alongside.

he Farm

Cuddled up behind the "Endurance" is a "Hampton One Design". Should be a good local market for her. I took her apart stick by stick and put her back together with epoxy, and a light ply overlay, then Vectra on the bottom. More energy than wisdom in those days. But, gee whiz, I'm now working on the "Sow's Ear". We never learn.

In this plastic shed tacked onto one side of "Endurance" is a nifty New York Whitehall nearly all decked over. Tons of storage/flotation and a built-in icebox. I built her for a non-sailor so he couldn't swamp her. She'd be a great single-handed cruising boat if you slept ashore. A perfect cocktail cruiser.

Starting around the back, here's a Bolger "Folding Schooner". She's all but done. I've just never gotten around to putting her in the water.

Next comes the "Nina" plug built for the "SBJ" article back when it was a boating mag. I had planned to make a little diesel tug out of her. During my little inventory it dawned on me that, with all her moulds in place, she is the perfect candidate for a stretch job. I can see her now, eighteen feet with a clipper bow, "Novia".

Over here is a cluster of moulds. A real problem. They won't bring much sold off one by one. We need a high-powered consortium or maybe a large glass shop with satellite small builders to fit them out. These are world-class boats, including the "Livery Whitehall", and are too important to be dispersed into the woods. Let's hear some proposals.

There is a new house back here and manicured lawn is lapping into the pecan grove. Stretching off into the jungle is a long line of hulls and plugs, "Pickles", "JF", "Livery", all covered with black crud, decorated with intricate patterns. All during the growing season the pecan trees produce a steady rain of sap which coats everything. It used to bother me but I have found that it makes a nice protective coating that readily washes off. The curious tracks are the work of snails with their busy radulae.

That's about it, oh, except for this honeysuckle covered mound. There is a storm damaged, bay built, plywood sloop under there. She's a cautionary tale. I got her from a partnership which wasn't up to repairing her. I only dealt with the guy who had the boat. An outboard was to be included and would have turned the deal from ordinary to juicy. Unfortunately I never caught up with the other half. She's a prime candidate for a Viking funeral.

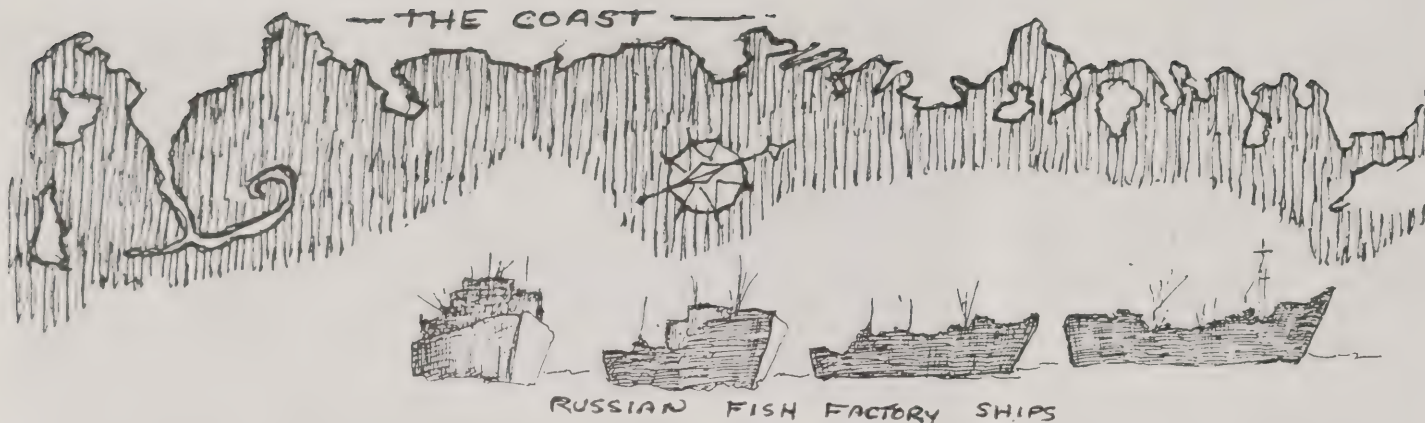
Glancing around I note one odd bird that stands out from the flock, an "Isotope" catamaran. She has aluminum centerboards and is faster than a Hobie they tell me.

OK guys, I'm open to offers. Send for a list or give me a jingle. Remember, one can't have too many boats--well--unless, maybe, you have to move.

Jim Thayer, 2106 Atlee Rd., Mechanicsville, VA 23111, (804) 746-0674.



From the top: Suburbia creeping into the mold storage area. A clipper bowed "Star". Molds, cat and predatory houseyard.



Tom's Coast of New England Being an Account of a Cruise Along the New England Coast Aboard the Vessel "The Damn Foole II"

The Author admits to free and blatant pilferage from "Carter's Coast of New England."



In the morning the first thing we heard was a damn motor. I hate motors. The crew hates motors. We hate the sound and the stench of them. They go on brainlessly dominating our lives. We are senseless victims of the damn things. Cars, trucks, buses, trains, planes, I hate them all. "Why can't an electric motor be developed with batteries as ballast? No fumes, no noise. Charged by solar, wind, magnet, water. And boats should be dry sailed with no antifouling paint. Trailers or lifts in and out. They sit on mooring day and night not in use fouling the water and in danger all the time."

"He's in a bad mood," the Artist warned the others. The Professor turned the radio on to hear the election results.

"Elections are a fraud," I told him. "It's a shell game. We're told that the solution to all social problems is under one of the shells."

"But you have to make a choice," he demanded.

"No I don't when I know the pea is palmed," I said and went off to the library to find out what



day it was. When I returned I wrote in the log, "The Captain brought rum aboard." To the delight of the Assyrian, we cheerfully imbibed from soup cans for I had no cups.

"They're buying fish," the Harbor Master told me. "We only sell them soft fish that's not used around here. It's good for them and good for us," he told me.

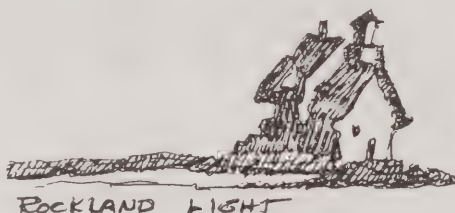
"How is it good for us?" the Waterman asked.

"Is Maine for sale? If so the Russians will buy it," the Pilot declared.

"A few Japanese ships will soon buy America and the government will sell it to them," the Professor said.

We filled the glasses again and drank in silence pondering inevitables till the night closed over us.

Next morning the Assyrian wrote in the ships log, "The Skipper drank copiously last night and drank again this morning." Which was true. The weather turning foul to match my mood. It began to clear by noon as we sailed out of the harbor on a light westerly wind. We rolled in the wake of boats leaving the harbor. There was a thick fog to the north as we passed Rockland



light. Off Isleboro the fog rolled over us, and not having taken an accurate compass course or seen a marker I didn't know where the hell we were. We anchored near an island as the fog thickened.

"Where are we?" the Waterman asked.

"Frankly I don't know," I replied confidently and broke out the rum and soup cans to stop the panic. In time the fog lifted slightly and we bumped along the islands into Dark Harbor where we anchored and rafted into the Terratine Club.

"We have a strict policy," we were told.

"The cruising book says guests are welcome," I said,

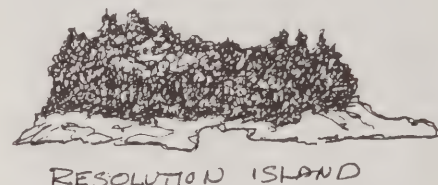
"Guests of members," we were told.

"We came in because of the fog," I explained.

"Well, since no one is around to see if I enforce the rules, welcome." "That's how Squanto greeted the Pilgrims," I told the crew.

There were 55 boats in the harbor, every mooring taken and not one of them moved while we were there.

The night came on quickly with the fog, retiring us early. The next day we sailed out of Dark Harbor rounding Thrumcap Island to starboard and headed northwest to the gap between Grindal Point and Warren Island. We could see the whitecaps caused by strong headwinds out into West Penobscot Bay. So we very sensibly came about and ran back down Gilkey Gullet benefitting from the wind and tide. It was a wonderfully exciting sail through Job Island and Lime Island where the water shallowed to 5 feet into East Penobscot Bay toward Resolution Island.



"This island" the Professor told us, "was fought over by the French, Spanish, Dutch, English, Indians, and American many times. They fought not to own it but to disown it. Who ever won the battle declared the island to be owned by the loser. Then the loser fought to disown it. As in all wars, the battles, ships and weapons, the admirals, generals and politicians are written about in great detail but history does not tell us the reason for fighting to disown the island. It remains one of the mysteries of the Maine coast."

The following wind and tide took us past Buck Harbor and Pumpkin Island Light, 20 cruising boats with spinakers flying accompanied us down Eggamoggin Reach. Another great sailing day. We passed a number of offshore islands where trees had been cut, burnt or sold, animals slaughtered, waters overfished, stone quarried, soil eroded, leaving a dead island.



Then given to a conservation group to rejuvenate. How dead must an island be to be of no use?

We made our way to Western Cove on Stinson Neck. We anchored, paddled ashore and hiked to the Haystack Art School. Built on the side of a cliff the buildings were suspended

above the ground by wooden pilings. The Artist became uncontrollable in that aerie, lecturing the teachers as well as the students. "You've learnt to draw and paint reasonably well. Now what do you do with it? It is like learning to walk and talk. Where do you walk to? What do you talk about? Now that you can draw and paint. What do you draw and paint? Do you continue practicing just to show how well you can draw and paint, and walk and talk. Are you satisfied to walk better and talk better? What was the object of learning your craft? To merely to do it, and try to do it better than everyone else. Think about it..."

A contest was ongoing with the motif of flags. The Artist was asked to submit something. He agreed and went into seclusion back aboard the boat. He brought his contribution ashore late that night in great secrecy. Next morning it could not be found and he was asked where it was. "It is there," the artist explained. "And when it is found it will show that Art is free, that it is not merchandise to be bought and sold for it has no value. It is useful, to be used therefore and not to be preserved. It is commonplace and not to be stored in museums and private collections, and finally it should be shocking, not appreciated and admired."

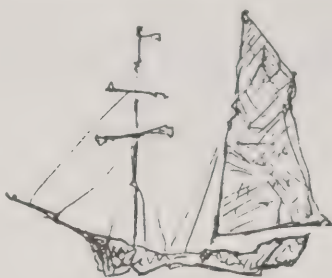
By days end it was found. In the wash rooms. All the rolls of toilet paper had the flags of the world painted on them. The Artist was promptly asked to leave. His influence was too disruptive and unaesthetic on the developing minds of their students. The Artist of course was baffled by the unappreciative reaction to his exhibit and had to be dragged back to the boat and held down.

A thick fog had settled over the harbor. The Pilot and I plotted a conservative course of short hops from buoy to buoy. The first being 1-1/2 mile distant to the edge of an island. We decided that we had best get out of that harbor or we'd all be as crazy as the Artist. We raised the sails and pulled the raft aboard and raised the anchor. We then rowed out into the fog making for the island. The fog never lifted. In-time there was a slight breeze that had us dashing along finely through the fog. When the wind lightened we rowed, making slow progress, not wishing to come upon the land too quickly.

The boat never wanted to stay on course and continually wandered hither and thither as caprice impelled. During the entire voyage we could never get the boat to self-sail, even for a minute. Ten hours of sailing meant ten hours at the tiller. Later we discovered if we raked the mast aft slightly the boat gained a weather helm and proved more controllable. After sailing for an hour we came upon the expected island and sailed along it's shore, rounded it and found the first buoy. It had the wrong number on it according to our 20 year old charts.

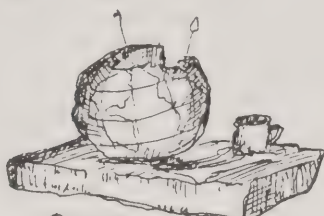
After a conference we decided the charts were wrong and the numbering of the buoy system had been reversed to intentionally confuse people using ancient charts. Confidently we changed course for the next buoy. The fog stayed with us. Boats motored passed. Miraculously we found the next buoy and the next and the next till we approached the harbor of Stonington. The fog lifted slightly, enough to

see the boats at their moorings. We passed close by two moored schooners and anchored near to



MOORED SCHOONERS

the public landing, for no one wanted a long paddle ashore in a leaky raft. We ate something that was concocted by the irascible Cook, tasteless and non-describable.



DINNER CHOW

Looking across the thorofare we wondered why many larger boats were anchored on the other shore. We were to soon learn the reason. During the night the wind picked up pitching and rocking the boat. The rigging began to scream. I lowered another anchor and noticed the rocks close astern.

"That's why the boats anchored on the other side. They heard the weather and knew these winds were coming. We should have secured to a mooring further out from these rocks," the Pilot said, always free with advice when it was too late.

"I hope the wind changes direction," I said with concern.

The wind didn't change direction and the rocks were now four feet off the transom. The anchors dragged till the small anchor caught on a rock. The flooding tide saved us. We were now directly over the rocks that were exposed at low tide.

"If we put the mainsail up we will drag more," the Pilot said.

"I suggest we just raise the jib, pull the anchor and hope the boat falls off to port, away from the rocks."

"If we fall off to starboard we'll be wrecked," the Waterman added.

The whole thing was not thought out too well, but if it were, we'd have been too scared to do anything. We did what we did and the boat did the right thing.

"We're extremely lucky to have an intelligent boat," the Professor said.

We ran down wind to the dock, luffed the jib and tied up. I heard a voice from out of the night say, "If you're from Nahant you must know Tom."

"I'm Tom," I replied exhausted.

"Then you'll have to visit us on our island. There's a mooring for the boat and a cabin for you to stay in."

"Where is the island?" I asked.

"Across the thorofare, Devils Island it's called."

"I'm heading that way. If the weather doesn't improve expect me."

"Good, see you there."

Our host boarded a Phil Bolger designed boat, cast off from the dock and sailed away like a duck in a breeze. Across the Deer Island Thorofare they disappeared between Green and Russ Islands.

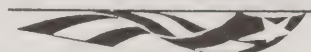
Later that morning we hoisted sails, but in the thorofare the wind and waves were too strong to take on the beam so we turned and ran before it, rounding Russ, Camp and Bold Islands, approaching Devils Island from the east. We beat up the northside, logically thinking the moorings would be on the sheltered side of the island as the chart indicated. After twice striking rocks, the exasperated boat told us, "There's nothing up here, you damn fools."

"Thank you," I acknowledged and came about. The Bolger boat came into view around the eastern shore, sailing pluckily toward us. The occupants told us where the mooring was. We found the float beneath the water and the pennant suspiciously short. We secured to it, and paddled ashore. Our host graciously provided us with food and drink while we celebrated a child's birthday party. After which we were shown a cabin to stay for the night.

—To be continued—

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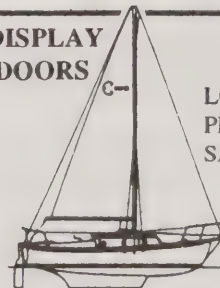
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The 29 Cent Race

By Ed McCabe

In our never-ending search to add some baseline integrity to our blossoming sport, we in greater Boston Harbor are seeking to draw the disparate threads of the Fixed Seat/ Open Water rowing world together around a common theme. On one level, the ad-hoc nature of the sport is appealing. By not being tied to a straight line, 2,000 meter format, as our sliding seat/ river running brethren are, we can combine the natural beauty and challenge of our local waters to create unique rowing venues. Wind, tide and local knowledge lend an enormous variety to FS/OW events and serve to draw both neophyte and "pro" alike. Times tend to be relatively irrelevant and skills and match-ups are the appeal. By adding the ability to use craft-appropriate knock-down sail rigs, the component of teamwork and seamanship takes on new meaning.

As a fallen away SS/RR rower who never would have considered getting in the old Pocock for fun or island exploration or a picnic, who now laments the complaint that the Schuylkill River racecourse in Philadelphia (birthplace of American river rowing and theme of the most famous rowing art in the world, that of Thomas Eakins) is considered an invalid racing venue due to a minor dogleg in the first 500 meters, it gives me pause to present the following proposal for fear of nudging the FS/OW world even a tiny bit in that direction. However on behalf of the crews of the Hull Lifesaving Museum, the following challenge is put forward: To establish the whole range of records for rowing the one universal unit of measurement in the maritime world, the Nautical Mile.

Having stepped over that line, the HLM Inc. would like to share the genesis of the idea, some experience in implementing the concept, and some suggested methodologies for the idea of racing by mail (ie: the 29¢ race). The whole effort began because of a tiny article in Wooden Boat that stated that the rowers in the Scilly Isles claimed to have covered the nautical mile (NM) in 5:30. Having been well and truly trounced by the Cornishmen, we have little doubt that if this were to be done, it would be the Cornish crews who would do so, but the idea that it could be accomplished in slack water over the actual statute distance, rather than downwind in the staggering tidal races we encountered in the Scillies, gave us pause.

Over the past two summers, in a variety of boats with a wide spectrum of crews we have experimented with the idea, with a growing consistency of results.

The first problem is the race course. In every major harbor in this country and presumably elsewhere, there is one or more correctly laid out NM courses with "range mark" bearing poles to allow Coast Guard vessels to calibrate their instruments. Often, however, these are not in convenient places for common use. With that in mind, we developed a number of other courses in familiar places around our boathouses that allowed us to routinely lay down times. The down side to this is the lack of

accuracy insofar as the actual distance, and the influence of tidal flow over the course.

What the "local" NM's did do was to create a staggering number of NM times and the grist for endless fascinating arguments. The need to create a constant method of timing and of recording the external influences led to a timers' sheet and a habit of timing from when the coxswain crossed the starting line to when the cox passed the finish. This assured that we would not give ourselves a boatlength worth of time, a unit that began to make a difference. It also pointed up the fact that there is a distinct difference between "soft" times, ie: times taken by the crew from within the boat and "hard" times, ie: times taken by a disinterested third party outside of the boat using bearings to assure a 90° start and finish line.

In the 29¢ races, the "hard" and "soft" issues simply must be noted in that the integrity of any claim is never in question, (who cares enough to cheat) but that all times accrued in the heat of battle must be viewed with a jaundiced eye. The further issue of the NM distance is ongoing. We have three "soft" NM courses that we have identified in Hull and another in Boston's inner Harbor. The three in Hull are reckoned with a compass and run from three familiar sites to three other homey spots, one from the front door of the main building on Georges Island across to the FAA beacon in Hull Gut, one from the end of West Head to the end of East Head on Peddock's Island and the third from the bell buoy on the east end of Bumpkin Island to Outer Seal Rock buoy.

All three of these are dramatically influenced at various times by tidal currents as well as by winds. They could almost never be viewed as "hard" race courses with the exception of some very small envelopes at flood and ebb tides. For the record, a NM is 6,080 feet as opposed to 5,280 feet in a statute mile, a difference of 800 feet or in another form of measurement, 25 Cornish pilot gig lengths. The NM course in the inner Harbor was plotted by the Aids to Navigation team of Group Boston who found that the distance was from Cashman's Pier in East Boston (a significant local landmark) to a line between piers 1 and 2 at our site in Charlestown Navy Yard, the Navy Yard Rowing Center. This is a "hard" distance but can only generate "soft" times due to the constant outflow of the three watersheds that meet in mid course, that of the Charles and Mystic Rivers and the Chelsea Creek estuary.

The ANT member who plotted the course for us said that the only way to get an accurate NM time would be to run it three times, once north, once south and once north again and average the times. I found this to be a dubious theory but my math phobia mitigates against arguing with someone with a calculator in his hand. (Any reader who would like to discuss that methodology, please feel free to do so in the column provided in MAB). We did hold NM races over this course during our "Oarfest" events in 1992 but the 25 knot tailwind and falling tides

and outflowing river currents made only the order of finish interesting.

Finally, the real fun of this process is the opportunity to log data on a club basis and to take the salient times from those logs and publish them for the scrutiny of other Fixed Seat/Open Water rowers. We propose that NM times be recorded for the following boat types: Sculling Boats, single workboats (dories and peapods), single livery Boats (wherries, whitehall skiffs, curraghs, duckers and any other small fast boats), double/work and and livery, triple/work and livery and quadruple sculls/work and livery and sweep boats, coxed fours, coxed fives (whaleboats), coxed sixes, coxed eights and coxed tens.

That these be then delineated as adult mens' (19 and over), adult womens' (19 and over), mixed (any old way), youth (19 and under with a 50/50 gender split, cox of either gender), or boys (19 and under), girls (19 and under), or open (any age any gender. For those who wish to take this to an absurd level (and what are we if not open to absurdity), then take the crew profile to the next level, ie, three person curragh crewed by people of half Ethiopian, half Lithuanian extraction with visible moles. Everyone wants to hold a Worlds' Record once in their life.

TIMER'S SHEET

DATE: _____	
RACE COURSE: _____ - AT _____	
TIME: _____ : _____ am	TIDE: high - : am - low - : pm
approx tide at this time: _____	
WIND : _____ mph (approx)	
N NW W SW S SE E NE (circle one)	
IMPACT ON RACER COURSE: _____	
SYNOPSIS OF NATURAL FORCES ON RACE COURSE: _____	
* * * * *	
HEAT # _____	CREW CATEGORY: _____
* * * * *	
LANE 1: _____ / _____ / _____	(boat or crew name) (color or ID #) (cox or skipper)
LANE 2: _____ / _____ / _____	
LANE 3: _____ / _____ / _____	
LANE 4: _____ / _____ / _____	
LANE 5: _____ / _____ / _____	
LANE 6: _____ / _____ / _____	
* * * * *	
TIMES:	
1st: _____ : _____ : _____	4th: _____ : _____ : _____
2nd: _____ : _____ : _____	5th: _____ : _____ : _____
3rd: _____ : _____ : _____	6th: _____ : _____ : _____
* * * * *	
_____ (judge/timer)	_____ (judge/timer)
_____ (judge/timer)	

Keep enough of these times in your home area until they begin to show some consistency and then send the salient times to "Messing About in Boats". Bob Hicks is the only publication that approaches the role of a network among FS/OW people and clubs nationally or world wide and thus is the only way we can make an idea such as this proliferate. If it helps, use the Timer's Sheet printed below so that idiosyncratic times can be factored in. Please feel free to send both "hard" and "soft" times as both are interesting, but bear in mind that "bragging rights" are only afforded to "hard" times.

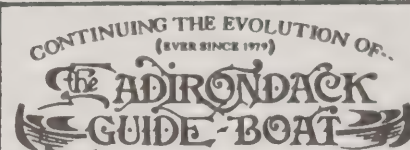
As a frame of reference, the following are the most valid "soft" times garnered in our efforts. Adult men, Hull crew, KITTERY, Bumpkin to Seal, falling tide, no wind, 8 min. 50 sec. Same course and crew - reverse of course, Seal to Bumpkin, against tide no/wind, 8:50. Youth crew, Chelsea, PILOT, Bumpkin to Seal, falling tide, no wind, 10 min. & 19 sec.

The next logical extension of this will clearly be "course records". That is how fast can a crew move a human powered boat between two fixed points. For instance, Hull Gut to Eastern Point under oar and sail. More about that later. Have Fun.



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Slipper

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by Joe Pallazola
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SPECIFICATIONS

Length	13'
Beam	37"
Depth	12"
Draft	5"
Weight	40 lbs.

Knocking around in the back of my mind were a couple of "new" boat-building ideas that I wanted to try out. Once again it looked like I had been bitten by the new-project bug. What follows is an account of how some vague notions came to be realized in wood.

Now, a light rowboat could be a pleasant way for an office-type like me to get some much-needed exercise. I thought a bit about my requirements for such a craft. It had to be lightweight (for easy cartopping) but "big," i.e., long enough on the waterline to row well and wide enough to be reasonably stable. I wanted to make it out of two sheets of 1/8" doorskin, using the stitch-and-tape method, to help satisfy the weight restriction and also for economy.

It seemed to me that a vee-bottomed, rather long, narrow pram shape might well suit the purpose. Its blunt, raked bow would provide more volume than a same-length boat with pointed bow, with easier curves in the sides making for smaller water-entry angles. I would get more hull volume and speed (in theory, at least) for the given length. Flared sides would spread the beam, producing a curved sheer and rockered chine, ease of building, and efficient use of material.

THE DESIGN PHASE

I got to work, first making rough sketches from various angles, including perspectives from ahead and astern, the usual plan and profile views, and a 'midships cross-section. Working out plywood usage on graph paper to see how I could get the component parts out of the two 4x8' sheets, I determined the length and beam dimensions. Then I refined the lines drawings, to scale. The final step in the design process was to make a cardboard-and-masking-tape model of the boat to see it in three dimensions. The model's superficial resemblance to a mocassin suggested the name "Slipper."

It looked like a pretty good design. The taped seams along the keel and chines did

much to stiffen the admittedly limp material (as it would on the real thing), and a gunwale would strengthen her at the sheer. For this latter requirement, on the actual boat I would utilize one of my "new" ideas: using up some long (8' - 10') strips of L-shaped picture-frame molding, salvaged from a local dumpster, to make a thick-sectioned gunwale of inner and outer wales separated by spacer blocks. I would scarf pieces of the molding together to get the necessary lengths.

An important part of this design is the inclusion of a large, decked and bulkheaded compartment in the bow. This is for emergency flotation, of course, but mostly it's to greatly strengthen the structure. I toyed with the idea of increasing the plywood usage a little and building a similar compartment in the stern, but didn't like the idea of adding to the weight, cost and labor. Besides, it may be possible to carry a passenger in the stern if I built a seat there (with a comfortable backrest?) and added a forward rowing position. In my mind's eye I pictured pleasant punting excursions for two, Thames River-style.

The vee bottom in this design was another of the "new" ideas. It was done primarily to strengthen what would have been a too-flexible area if it were flat across its entire width, given the use of 1/8" material as specified. I also hoped the vee would make her track straighter than with a flat bottom and thereby make for a better rowing boat.

Because the 37" beam is only enough spread for shortish oars, I plan to make removable spreaders for the oarlocks, to give an effective width of about 5' and the capability to use 8' oars. This in turn will allow for longer, more effective strokes, better for speed and for exercise. Presently I have no plans to install a sliding seat. I don't know that the

complications, weight and cost of one would pay off in this particular boat. But I might reconsider this after I've tried her a while without one.

BUILDING HER

I carried the two sheets of ply out to the deck in my backyard and got to work measuring and marking. Then I cut 3' off the end of one of the panels and butted the remaining 5' piece against the uncut sheet. I joined the two pieces with butt blocks made of the same 1/8" material, glued and (temporarily) stapled to the panels to make a single panel 13' long.

(Readers of an earlier article may remember that I once held the opinion that butt blocks were too "clunky" looking, and that I preferred Harold Payson's tape and resin method of butting plywood sheets together. But this time I decided I'd rather have one clunky seam per panel inside the boat than show lesser but still-noticeable bulges on the outside.)

I marked the big panel with the cut-lines for the sides and bottom, propped it up off the deck for saw clearance, and cut the pieces out with my Japanese handsaw, a fairly easy job with the 1/8" material. For the bow transom I used a scrap of 1/4" fir ply I had lying around, thinking that in the event of an accident it would provide a sturdier crash barrier than the doorskin. The stern transom is 1/8" ply, as is the center frame, the latter edged on all sides with the same hardwood picture-frame molding I intended to use for the gunwales.

After attaching the center frame to the midpoints of the sides with glue and some temporary screws, I clamped the transoms to the ends of each side in turn, aligning the edges to be joined and drilling small, matching holes for the stitching wire through both



pieces at once. Then I wired the joints together with 4" pieces of copper wire, twisting the ends together like "twist ties." Finally I laid the two bottom panels over the assembled sides and transoms, holding them in position with masking tape while I marked and drilled stitching holes along every joint. Then more twist-tying, and very quickly I had a fully-formed (albeit exceedingly floppy) hull.

Because all of the pieces were cut out vertically, there are no bevelled edges. The chines and keel joint have the ply touching tightly on the inside but open at the outside edges. Into this vee-shaped groove I laid fillets of hot-melt glue between the wire ties (after carefully sighting along and shimming the hull until it was level and true). I turned the hull over, blocked the corners up to level it again, and used the glue gun to fill the inside of the joints.

This done, I clipped and removed the myriad wire ties, leaving only the hot-melt glue to hold things together. The hull was now ready for inside-joint filleting with resin slurry and glass-tape, which I did next, also adding generous fillets along both sides of the 'midships frame where it was glued. Then I flipped the hull over, levelled it once again, rounded the edges with a plane and sandpaper, and applied glass cloth and resin over the entire bottom, covering all outside joints.

When this had gelled the hull was noticeably sturdier, but the sheer was still wobbly. I set out to remedy that problem by attaching the outer wales, with strews and glue. This improved things a lot, but it was obvious that it would be much stiffer with the addition of inner wales set off with spacers as I had planned originally. But before doing that I installed the deck and bulkhead. With that big box built in, the once easily-twisted hull became very rigid. All that remained to do was to add the aforementioned inner wales, and she'd be done!

Well, not quite. After the gunwales were completed, including the breasthooks where

the inner wales attached to the after edge of the foredeck, I sealed all bare wood with resin. Seemingly endless scraping, sanding and reapplying resin followed until a coating sufficiently thick to fill the cloth weave resulted. Finally, when all had cured, I temporarily attached a pair of oarlock sockets to the outside gunwales (so I could try her with the pair of 6' oars I already had, and not have to wait for the long oars and spreaders to be built). At last she was ready for her tryouts.

SEA TRIALS

Slipper looked mighty pretty sitting alongside the dock in her natural element at last, all shiny bright-finished, glowing warmly in the late-afternoon sunshine of a mild October day when my friend Steven and I took her down to San Francisco Bay. I admit I was feeling a little trepidation, for although she looked like a workable design, until she proved out in use she was only a boat-shaped wooden sculpture.

Steven promptly volunteered to be the test pilot. He tried her first with an experimental seat slotted to fit over the 'midships frame. It was soon apparent that the seat was much too high (about 10", in a boat only 12" deep), for he had trouble with the oar handles hitting his knees on the recovery stroke. Removing the seat, he then sat just forward of the frame on a boat cushion, with his legs over the frame. This seemed to be very nearly the proper seat height and loading trim.

My first modification was to cut down the frame so that it's only as high as the new, lowered seat. Next I'll add another pair of oarlock sockets forward to make trim allowances for solo rowing or with a passenger.

We didn't try her with two aboard for this first outing. It's obvious that she does have sufficient freeboard to carry a passenger in fairly smooth water, but her rowing abilities will be impaired in such circumstances. With a solo rower, she's got an ideal load waterline, the vee of her bow transom being a

couple of inches above the water, and the bottom of the stern transom just touching it. With two aboard she'd be touching at the bow (letting oncoming waves slap the transom) and she'd have her stern partly immersed, creating additional drag. Also, she'd be heavier to row, while as a solo craft she's wonderfully light and responsive. Still, it looks feasible, and sometimes it's nice to have company along when out messing about.

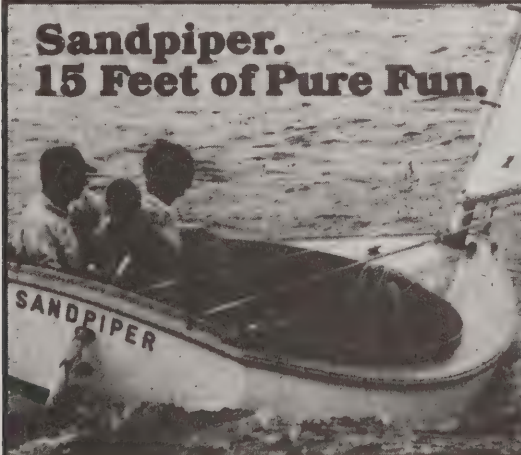
Slipper needed a skeg after all. The breeze freshened a bit during her sea trials, and Steven found the light craft too easily blown off course in the gusts. So I added a fin under the stern, about 5" deep by 18" long, to improve tracking.

Before this mostly satisfactory tryout, one of the things I was dubious about was stability, considering the combination of the vee bottom with that too-high seat I had made for her. As it turned out there was no need for concern. Although initially a bit tippler than a similar flat-bottom boat would be, it quickly stiffened up as it heeled and the flared sides resisted further immersion. And with one's weight closer to the bottom and centered, it's not tender at all.

I'm tempted to try *Slipper* as a two-place canoe. I'd have paddlers forward and aft, sitting on boat cushions and using both single and double paddles to see how she handles with various combinations. Her lines are certainly easy enough for a paddle-driven craft, but it could be she's a little too wide for comfortable paddling. Or it might turn out to be a less strenuous way of carrying two people, with both sharing the propulsion like that.

Steven made the usual suggestion he makes about most of my designs: that I add a sailing rig. I'll have to think about that for a while....

Next time I'll tell you all about the "Annisquam Sampan," a 12' boat I built for my sister's family during two weeks last July while on vacation in my home town of Gloucester, Mass.



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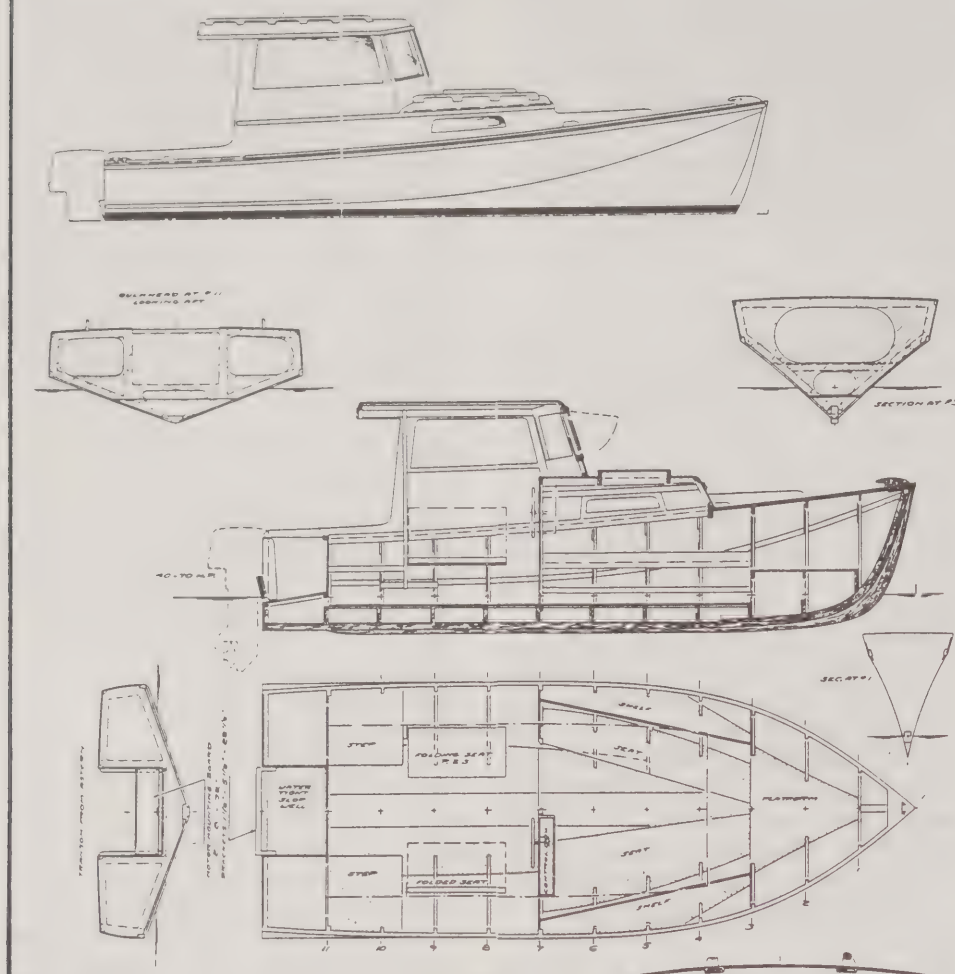
Bolger on Design

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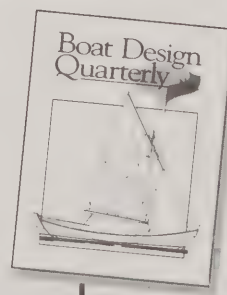
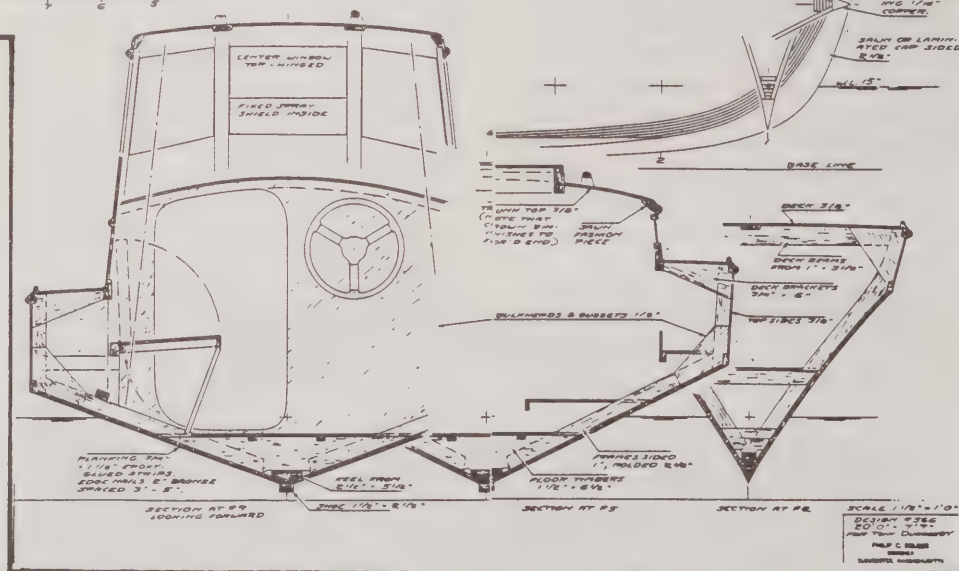
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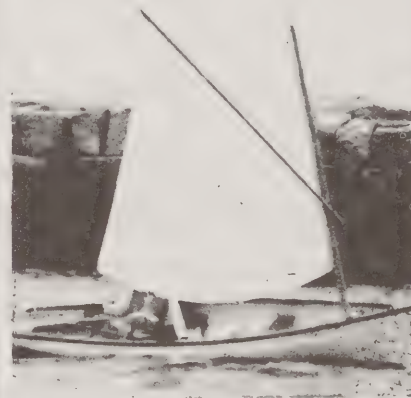


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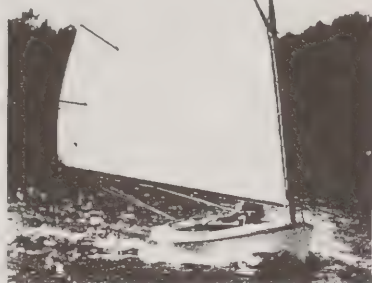
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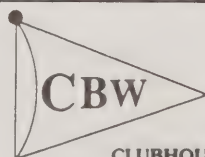
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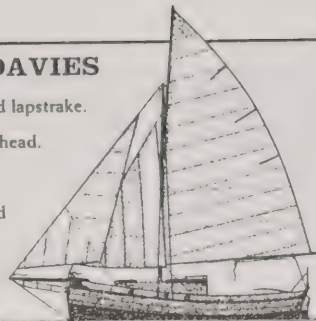
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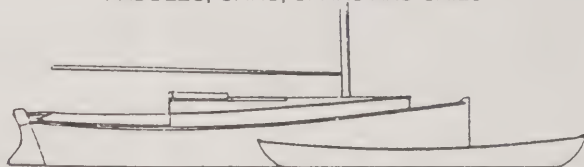
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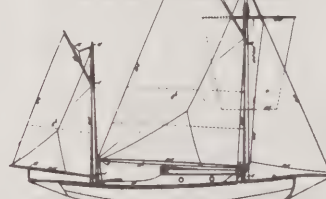
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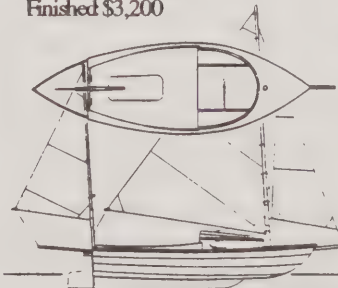
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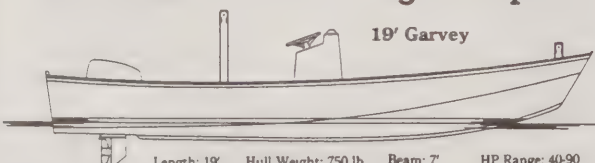
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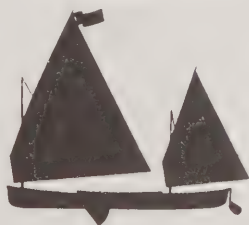
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HERBERT LEDERER, 198 Michaux Rd., Riverside, IL 60546. (2)

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JOHN KARRER, Taunton, MA, (508) 822-1314. (2)

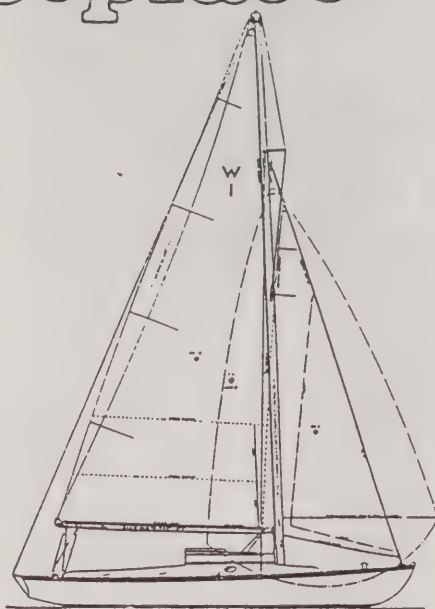
22' S-2 6.9 SLOOP. This is a vy high quality boat w/ Kenyon spars, Harken blocks, Lewmar winches & Doyle sails, w/trlr & 5hp Tohatsu OB. Well equipped and in exc cond. It has a 770lb drop keel for deep water or shoal draft cruising. \$6,000 or trade for gd power boat suitable for use in ME islands.

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MELONSEED SKIFF. "Emily B", 13'6" glued lapstrake, ash ribs & floors, mahogany trim. Hatch, boom tent, many extras. Bristol. Shown @ Newport '92. On cover of "MAIB" Dec. '90. \$4,000 OBO O'CONNELL'S WOODEN BOAT SHOP, Marc Barto, Smithsburg, MD, (301) 293-2540 (shop), (301) 293-1169 (home). (2)

16' SWAMPSCOTT DORY. Trlr, boat cover, oars, 4hp Johnson long shaft. Blt at Lowell's Boat Shop. Dry, safe, dependable. \$2,500. DON PIGEON, Merrimac, MA, (508) 346-8479. (2)



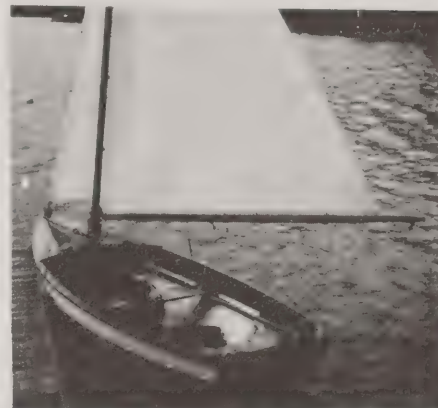
20' ST. LAWRENCE RIVER SKIFF. Blt 1989 by Wm. Clements Boatbuilder to modified lines from Mystic Seaport. Constr is glued lap plywood epoxy coated & finished bright. Boat has folding CB from Springfield Fan Centerboard Co., and is rigged as gunter ketch. This boat is vy fast under sail or oars. It has been maintained in like new cond. GARDNER BALDWIN, 1904 Nantucket, Houston, TX 77057, (713) 789-6319. (2)

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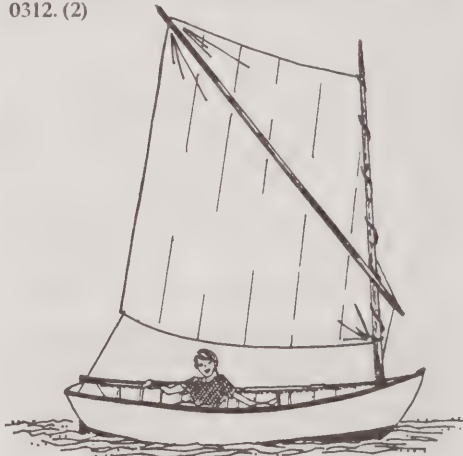
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14' BLUE JAY, registered Sparkman & Stevens design. Never been launched. Main, jib, spinnaker, aluminum spars. Ready to launch. FREDERICK DESMOND, Beverly, MA, (508) 922-7907 6-9pm. (2)

13-1/2' WHITEHALL, Sitka spruce planking on white oak frames. Compl w/CB trunk. Never been launched. FREDERICK DESMOND, Beverly, MA, (508) 922-7907 6-9pm. (2)



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16' OLD TOWN CANOE, 1946 HW model. Canvas, open spruce gunwales, ash decks, 70 lbs, 33" width, 12" depth, extra fullness at bow & stern to ride lg waves for heavy loads (faster than Otca), shape of salt water yawl below waterline for more draft & steadiness in windy waters. The lines are speedy and graceful & the ends curve with the nicety of Indian bark canoes. \$1,200.

SUSAN WALLIS, Westminster Sta. VT, (802) 722-4110. (2P)

'90 BOLGER "LIGHT SCHOONER". Perfect, ready to sail w/beautiful custom aluminum trlr by Trailex. Come for test sail or will deliver within 6 hrs of Kent, OH. Call or write for photos & details. Price reduced to \$4,700 firm, or trade for Bolger "Black Skimmer" or Bolger "Micro" + cash.

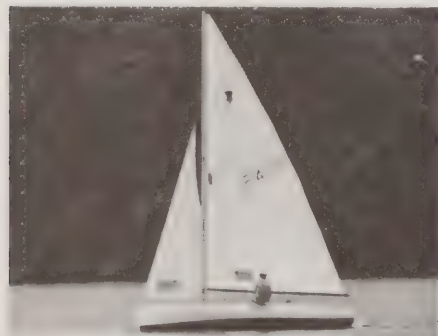
CHARLES ANDREWS, P.O. Box 3135, Kent, OH 44240, (216) 678-3010. (3)

20' VIVACITY SLOOP, 1969, equipped for ocean cruising, 1989 6hp Evinrude, VHF, inflatable dinghy & more. Call for specs.

NANCY HAPGOOD, Durham, NH, (603) 679-8772. (2P)

FREEDOM 21 SAILBOAT, 1984. Grt single-hand boat. Shoal draft. Motor, trlr, many extras. All in exc cond. \$8,000.

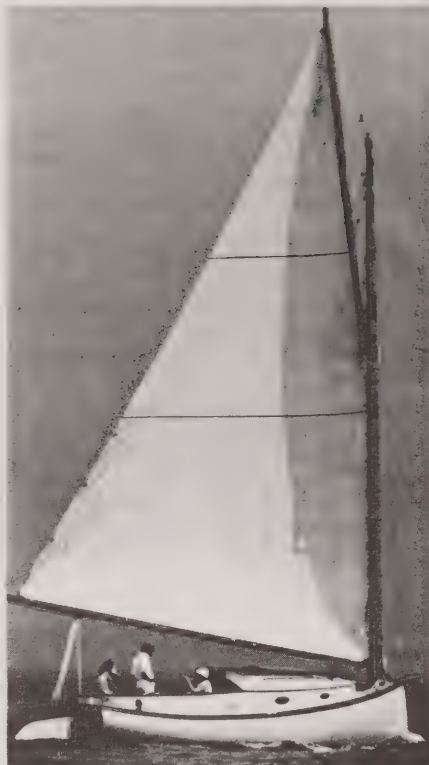
MERIC ARNOLD, Amherst, NH, (603) 673-2538. (3)



17' CLASSIC "THISTLE" hot molded, restored 1990. New sails, CB, rudder, tiller. Varnished interior, white hull. Sails beautifully. Standard trlr. Can be delivered. \$3,500.

MAX PARRISH, 615 County Line Rd., Radnor, PA 19087, (215) 525-5035. (3)

28



"MAMIE", Fenwick Williams 25. Launched May, 1984. Constructed of finest materials: Mahogany over white oak, silicon fastenings throughout; Sitka spruce spars. Custom-made traditional bronze fittings, except Harken blocks for running rigging. Interior: Cedar ceiling & bulkheads w/mahogany moldings. Dual burner CNG Shipmate stove w/oven plus a cast iron cabin heater. Marble galley & outside fill, inside access icebox. Enclosed head & sink fwd w/much storage. Cabin has 2 settees of 6" custom-made foam cushions, covered in dark brown velvet w/dry storage under (above cedar ceiling). Both settees pull out offering 2 huge double berths. Fully found, incl VHF, Furuno Loran, Autohelm 7000. Powered by a quiet reliable 4 cyl FWC Graymarine Lugger equipped w/50A alternator, driving a Paul Luke 3 blade (15"x12") feathering propeller via a monel shaft, 48hp provides comfortable 6.5 knot cruising w/plenty of spare rpm. The engine room is equipped w/automatic Halon fire extinguishers system, 2x volumetric rating. Two 100AH marine batteries and 2 lg CNG tanks complete the engine room, which is easily accessible through 2 lg cockpit hatches. Teak cockpit gratings. Yard maintained. Sisterships: "Shoveller" & "Simba". Exc cond, ready for rgd survey. LOA 25'0", LWL 24'5"; Beam 11'8"; Draft 2'8"/6'5"; Mast 42'0"; Gaff 53' above WL; Ext ballast 1,200 lbs. Price \$50,000 firm.

J.A. JODICE, P.O. Box 616, Manchester-by-the-Sea, MA 01944, (508) 526-4075 (home), (617) 926-4900 xt 212 (work). (3)

20' "ELVER" DESIGN YAWL, strip plank cedar, spritsail rig, tanbark sails, roller furling jib, all Harken blocks. Recently refinished & in beautiful cond. Incl 6hp Seagull, E-Z Loader galv trlr, anchor, bulkhead compass, all lines, bumpers, etc. \$5,500.

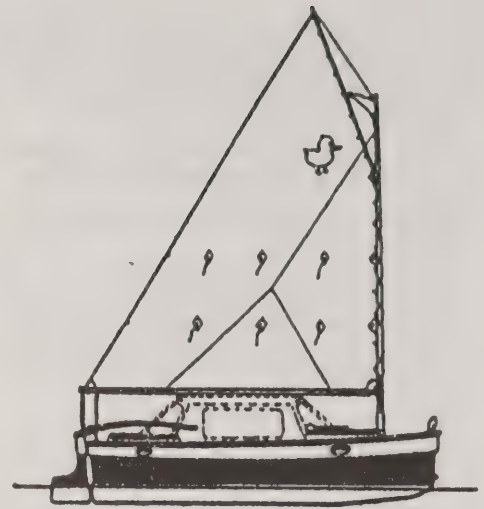
BILL HARMS, Mechanicsburg, PA, (717) 732-5567 aft 5 or lv message. (3)

14' STURDEE CATBOAT, fully equipped, best offer. Call for details.

ED BURR, Amston, CT, (203) 228-9650. (3)

18' FG "SHARK" CRUISING SLOOP, original Wayne Vetterkin designed, triple keel, on new trlr. Comes w/gd sails, OB on bracket (removeable), cabin cushions, 3 Danforth anchors & rode, boat hook, aluminum mast, roller reefing, compass, life preservers. Has cruised the entire New England coast & is a weatherly, safe vessel much beloved by her crew. Offered in eastern NY nr Hudson @ \$3,400. Can deliver locally in western MA or Hudson area & set up mast, etc.

DOUGLAS BUCHANEN, Andover, MA, (508) 474-0332. (3)

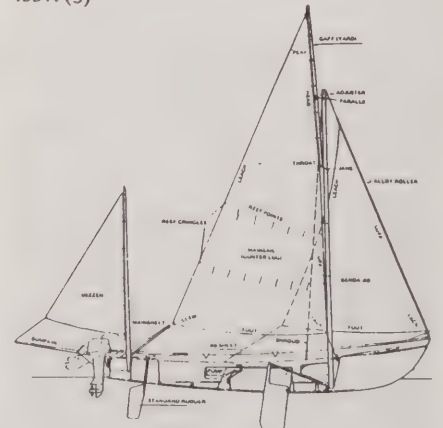


FLORIDA BAY "MAXI-PEEP", 1988, 19'x6'x9". FG gaff cat, center cockpit, aft cabin. Dark green hull, tanbark sail, tabernacle mast, off-center CB. \$2,100. MIKE LEINER, P.O. Box 614, Cedar Key, FL 32625, (904) 543-5657. (3)



EXPERIMENTAL TRIMARAN, 16' single hander, glass, unsinkable double ender. Kick-up leeboards & rudder, full batten main, self tending jib, 5' Harken traveler & car, Shaefer mainsheet blocks, custom trlr. Owner antique. Best offer over \$1,000.

DICK RANDALL, Cherokee Village, AR, (501) 257-4337. (3)



21' DRASCOMBE LONGBOAT, 1981. original owner. Boat & accessories in exc cond throughout. New sails in 1988. Well equipped w/2 anchors, seat cushions, etc. Merc 7.5hp OB. Never on mooring, always drysailed.

E-Z Load trlr hwy equipped w/tollers for 1 person launch & recovery. \$4,750.

BOB ANDERSON, Newburyport, MA, (508) 465-7163. (3)

16' OLD TOWN GUIDE CANOE, wood/canvas, vvy little use, mint cond. Stored under cover. Blt 1969. Asking \$1,800.

KEN ALLEN, RFD #2 Box 227, Monson, ME 04464, (207) 997-3961, 6-9pm. (5P)

14' CEDAR/CANVAS CANOE, completely restored professionally. \$600.

BRAD LIMBERT, Guilford, ME, (207) 876-3572. (3)

BOATS & GEAR. 14' McKee Craft tri-hull, equivalent to Whaler 15, a beat up old boat but structurally sound w/beautiful new wood console, destroyer wheel & bow rail, on beat up old trlr, \$999 firm. Willing trade on larger 14+' hypalon coated non-hard bottom inflatable sport boat realistically priced. 1981 Johnson 35hp electric longshaft OB, vvy gd cond w/controls, tank, \$999 firm. Origo Heat Pal, new in box, 2 gal fuel, \$75. Solar panel, \$99. Mooring ball (no chain), \$50. Sears boat ladder, \$20.

FRANK CLOUSE, Worcester, MA, (508) 791-4766. (3)

DOUBLE SEA KAYAK, Easy Rider "Sea Eagle". Custom glass layup, well equipped w/accessories, great shape. \$1,300.

STEVE HANSEN, Amherst, NH, (603) 429-0948. (3)

18.5' WINONA "ODYSSEY" CRUISING CANOE, designed by Jensen. Vvy fast, high volume, adjustable seats. Used 3 times, nearly new. \$800 OBO.

ERNST HEINCKE, Croton, NY, (914) 271-5387. (3)



15'8" MAC GREGOR DOUBLE PADDLE CANOE designed by Iain Oughtred. Recently completed. Glued seam lapstrake mahogany plywood over steam bent ash frames. Combines advantages of modern techniques & materials while retaining beauty of traditional construction. Asking \$1,200.

BACHE BLEECKER, Syosset, NY, (516) 692-7024. (3)

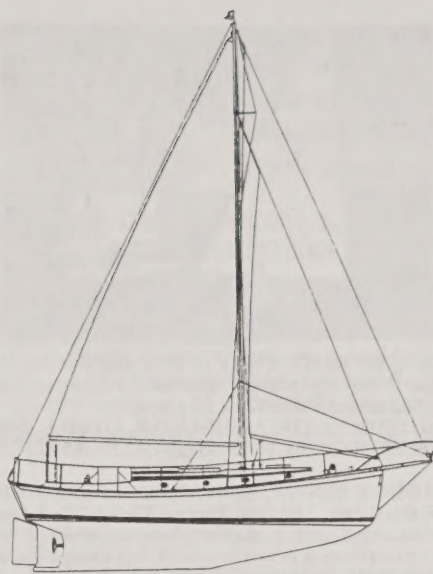


19'5" CORINTHIAN SAILBOAT, Alberg designed, Bristol blt. 2 sets sails & cover, 4hp Johnson in well. Slps 2 on cushions. Preservers, anchor, compass, winter cover, EZ Loader trlr & cradle. Economical, trustworthy & loveable. \$3,300.

EVERETT HOBBS, Salem, MA, (508) 744-7031. (3)

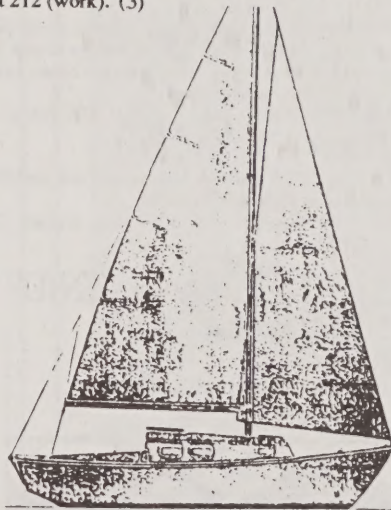
25' EASTWIND FG SLOOP, McVay designed. 7' beam, 3.5' draft, full keel, inside ballast, 4 bunks, marine head, alum spars, main & jib, SS rigging, 8hp IB Palmer eng. Price incl trlr. \$2,800. Located on MD eastern shore.

FRED SMITH, Worton, MD, (410) 348-2151. (3)



"ILLUSION", Design #327: LOA 37'6"; LWL 34'4", Beam 11'9"; Draft 4'7". Celebrating her 30th birthday, "Illusion" is a classic Crocker cutter. She is purebred Crocker: Designed by Sam, built by Sturgis, maintained by Sam III. The mid to heavy range of displacement offers comfort & safety. Carries 100 gal water, 120 gal fuel, 1,200 lbs of equipment incl refrigeration, electric wash-down pump, pressure water, electric windlass, heating stove, spare parts & tools. All this and capacity to carry 1,000 lbs of food & personal equipment while doing 7.5 knots under power @ 1,600 rpm, or ease the sheets & watch her go! \$40,000.

J.A. JODICE, P.O. Box 616, Manchester-by-the-Sea, MA 01944, (508) 526-4075 (home), (617) 926-4900 xt 212 (work). (3)



BRISTOL "CORSAIR" '67, 24'7"x8'x3'5". 6' hdm 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. (3)

17' SEA KAYAK, Easy Rider, 45 lbs, white w/blue sheerline, comfortable, vvy pretty, stable & well built. Features/accessories: Rudder, lg fore & aft hatches, inner neoprene cover for aft hatch, 2 Werner paddles (San Juan & Camano), custom sprayskirt, many dry bags, pump, seat cushion. If you're going touring this is your package! \$1,800.

NANCY LUBAS, Rockport, MA, (508) 546-2874, lv message. (3)

RARE 15' RUSHTON "INDIAN GIRL" CANOE, structurally restored & recanvassed, ready for paint & varnish. Owner will sell for \$800 + my bill. I would be happy to complete restoration. This will be a costly little boat but it's exquisite.

MASON SMITH, Adirondack Goodboat, HCO1, Box 44, Long Lake, NY 12847, (515) 624-6398. (3)



20' CAMAN FG ROWING DORY, lapstrake, mahogany trim, 9' oars. \$1,700 OBRO.

RON GULISH, 144 Echo Ave., Portsmouth, NH 03801, (603) 431-3067. (3)

19' MENDER CAT (new 6/90), 5hp Seagull, interior cushions, ash wainscote, folding table on CB trunk. Portable galley w/stove & sink, sailcover, lazyjacks, topping lift, boom crotch, opening port, tabernacle mast, anchor, rode, fenders, mooring lines, 2 mooring floats, no trlr. Asking \$15,900, may work w/trade).

PAUL ROSSMANN, 25-C Broad St., Charleston, SC 29401, (803) 723-3213. (3)

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18'6" BLUE HOLE WOODUCK CANOE, Royalex w/wood. Exc. \$950.

STEVE HANSON, Rockport, ME, (207) 594-2097. (3)

YAMAHA 2HP OB, 1990, used 5 times, dealer serviced. \$400 + shipping.

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18' R.D. CULLER DAYSAILER, 3 sails, sail cover, 4hp Yamaha, EZ load trlr. Exc cond, ready for water. \$1,950.

BERT ROLF, P.O. Box 51, Wicomico Church, VA 22579, (804) 580-2044. (3)

16' GRUMMAN SPORT BOAT, \$500 or best offer. Sears Gamefisher 7.5hp, Merc 4hp w/tanks, \$300 ea. Homemade trlr free.

DAVE, Lawrence, MA, (508) 687-1686 aft 5. (3)

TWO GRANTA SEA KAYAKS. 16.5' solo, gel coat damage on deck easily repaired. Otherwise new, w/rudder, spray cover. \$600 OBO. 17' double, lg open cockpit, launched once & nearly perfect, w/rudder. \$750 OBO.

ERNST HEINCKE, Croton, NY, (914) 271-5387. (3)

16'x3' FINGER FLOATS, 2 @ \$100 ea. JOHN WHEBLE, Kingston, MA, (617) 585-6962. (3)

23' MAST, hollow wood w/ standing rigging. Originally for Wood Pussy class catboat. \$40. G.H. ABBOT, Hanover, MA, (617) 878-8604. (3)

17' PYGMY SEA KAYAK, 40 lbs, exc cond. Blt & used 1 season, must sell. \$850 or BO. JOEL CLEMONS, Hanson, MA, (617) 293-9586. (3)

MAAS "AERO" SCULL, recent model, dak blue hull, white deck w/blue stripe, self bailer. Beautiful! \$1,900. Will deliver most of N.E.

DAVID BINGER, W. Lebanon, NH, (603) 298-8266. (3)

17' SOVEREIGN 5.0 POCKET CRUISER, shoal draft, 7' beam, cockpit cushions, full flotation, teak storage covers, porta-potti, comfortable. On trlr. MARK SCHULTZ, Cherry Valley, NY, (607) 264-3194. (3)

18' OLD TOWN OTCA wood/canvas canoe, quality restoration in '91, stored inside, exc cond. A deal @ \$950. If serious call & I'll send photo. TOM TOMPKINS, Virginia Beach, VA, (804) 427-3454. (3)

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21' SEA PEARL CB model, ballast tanks, new 2hp Yamaha OB, galv trlr, custom sail & boat covers. Perf cond, located in FL. DONALD MAHARAM, Sands Point, NY, (516) 582-3434. (TF)

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IVER LOFVING, Box 366, Swans Island, ME 04685, (207) 526-4121. (TF)

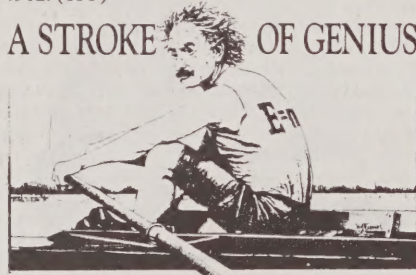
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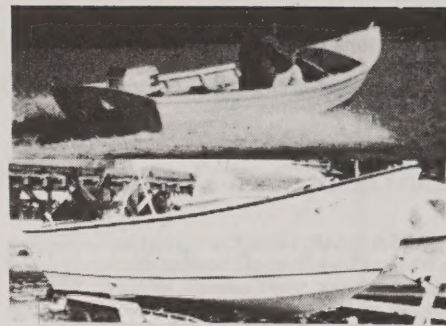
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KELLS 21' SAILBOAT, 1974, swing keel, cuddy cabin, fully equipped w/compass, porta-potti, safety gear, dinghy. MUST SELL! \$3,100 w/brand new Tohatsu 8hp OB or \$2,400 w/o. Will discuss winter storage. Mooring available. ALAN BROAD, N. Smithfield, RI, (401) 769-6030 anytime. (TF)

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THUNDERBIRD 26 OWNERS. Does anyone mess around in this boat on the east coast? Still one of the easiest, fastest to sail, largest most comfy cockpit, but totally neglected as a "build it yourselfer". NEIL THOMPSON, 4412 Woodpark Rd., W. Vancouver, BC V7S 2W4, Canada. (2)

"MOONDANCE" OWNERS. Anyone living in Frederick County, MD, or nearby DC area who owns one of John Thompson's "Moondance" mini-cruisers interested in joining me in a sailing club for these boats please contact me. JERRY KESSLER, 411 Birmingham Dr., Frederick, MD 21701, (301) 662-4963. (2)

PADDLING COMPANIONS for 2-3 wk trip on northern lakes. I have single & double Kleppers. SUSAN SCHMIDT, 1403 Carolina Ave., Durham, NC 27705, (919) 286-0369. (3)

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CABIN OR CAMPSITE on lake within 50+ miles of Madison, WI. SUSAN SCHMIDT, 1403 Carolina Ave., Durham, NC 27705, (919) 286-0369. (3)

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BRITISH SEAGULL OB. 3-1/2hp long shaft, running. ROBERT COX, 1206 Concannon Blvd., Livermore, CA 94550, (510) 373-9684. (2)

USED COLEMAN ROYALEX CANOE, 13-14' or 12' Old Town Pack Canoe. PETE ANDROSKI, 240 Underhill Ave. Apt. 4, Yorktown Hts., NY 10598. (2)

USED MARSHALL SANDPIPER CATBOAT or comparable. DAVE TORUTA, 3849 Wagner Lee, Corpus Christi, TX 78418, (512) 939-7412. (2)

MARINE RUMMAGE SALE. The Osterville Historical Society of Osterville, MA, is having a sale of donated marine items 10am-2pm on Saturday June 19 (rain date Sunday June 20) at the Museum corner Parker & West Bay Rds. Anything marine you don't want and that we could sell will be gratefully accepted. Come to the sale and see what there is for you. TOWNIE HORNOR, Osterville, MA, (508) 428-2301. (2)

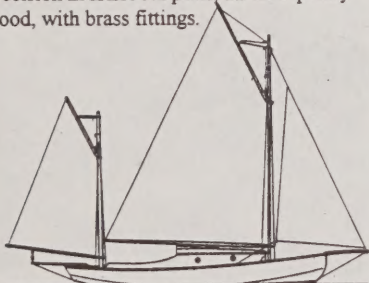
BOOKS. Vol 1 No 4 of "American Neptune. "Working Watercraft" by Thomas Gillmer. "Inshore Craft of Great Britain" by Edgar March. "Architectura Navalis Mercatoria" by A.F. Chapman. OWEN CECIL, Box 634, Oscoda, MI 48750. (3)

"QE-2" COLORPRINTS, taken leaving Boston, from Castle Island preferably. JOE ROGERS, 24 Wood Terr., Framingham, MA 01701-5822, (508) 872-4206. (3)

PALMER MODEL Q2 2-cyl marine engine. Also Palmer H-H marine engine, ANY parts or whole engines. JOHN WHEBLE, Kingston, MA, (617) 585-6962. (3)

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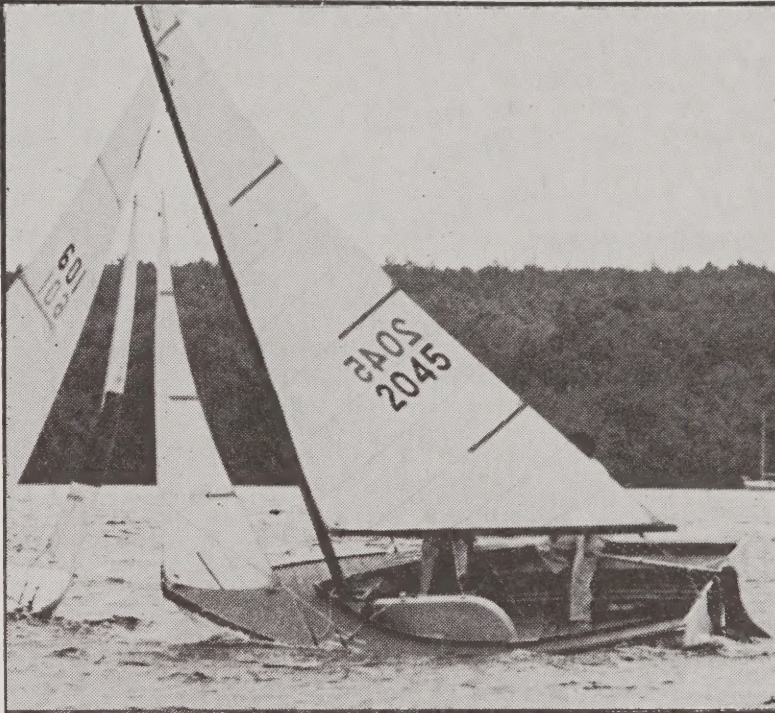
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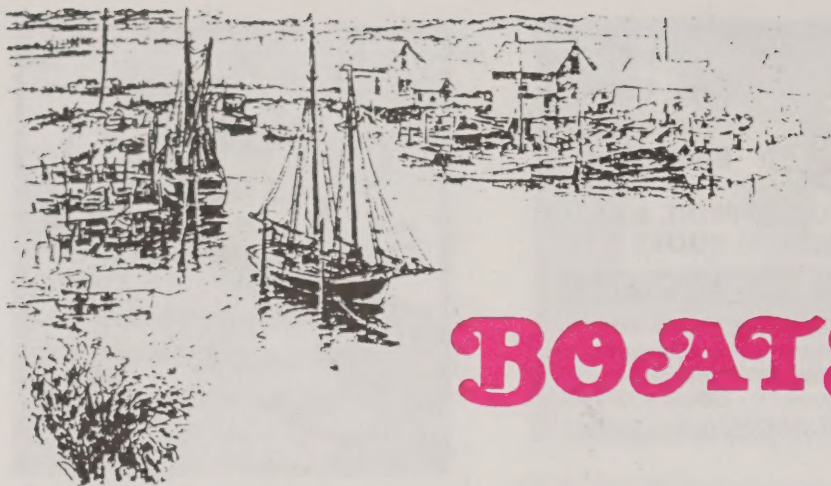
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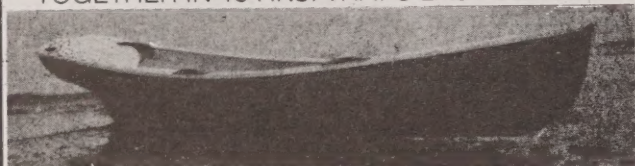
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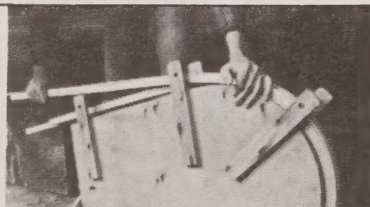
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