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PEABODY MUSEUM OF NATURAL HISTORY
**messing
about in
BOATS**

Volume 11 - Number 4

July 1, 1993





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Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues. Address is "Messing About in Boats", 29 Burley St., Wenham, MA 01984. Telephone is (508) 774-0906. Publisher & Editor is Bob Hicks.

Our Next Issue

Will, as now seem habitual for me, include those articles promised for this one that were sidelined, namely: Jim Lacey's "Sanibel Revisited", Jim Michalak's "Toto & Roar", Dave Carnell's "Yankee Rolling Rowing Rig", Roger James' "Repairing a Penguin" and Malcolm Forbes' "Magnetic Bearing Plotter". With on-the-water events again on the scene, we'll bring reports on L.L. Bean's Canoe Symposium, the Essex River Race and the southern California "Scuzzbums" Messabout. Adventure afloat will include "High School Rock & Row" by Keri McLaughlin & Jessica Nierenberg and "Being There" by David Dawson. Project reports available are Marty Cooperman's "So I Bought a Javelin", Gayle Smith's "Eclectic Boatbuilder" and Peter Barnicle's "Home Grown Pumpkin". And Phil Bolger will present his 15' "Spartina" glued lap catboat design.

Commentary...

The onset of the on-the-water season has again caught me out a bit, I do not seem to realistically evaluate during the "off-season" how much time melts away going off to various events of interest during the summer months. In June I was away seven days, two at the Mystic Small Craft Workshop, two at the L.L. Bean Canoe Symposium, and three at the Wooden Boat Show. While these all encompassed weekends, which most people view as time off, for me the thirty day month was effectively reduced to twenty three for getting anything done here.

Summer also brings the onslaught of outdoor work around the place that must be carried out, cutting the grass, tilling the garden, changing storm windows for screens, more attempts at maintenance of the buildings, painting, repairs, that sort of thing. And May and June also bring Jane's two busy months for her greenhouse business. While she runs it virtually herself, I do get into the maintenance and improvements jobs it seems to require.

And now July again will see me off for at least six days, two at the L.L. Bean Sea Kayak Symposium with our "Atlantic Coastal Kayaker" magazine and four at the Wooden Canoe Heritage Association Assembly in New York's Adirondacks.

Since I also publish their club magazine, there's good reason to be there. I'd like to take two days to go to the Lake Champlain Small Boat Show, and another to see what this Connecticut River Raft Race is all about. But, will time permit?

You may have noticed that most of this list consists of events at which large numbers of small boat people gather. The most effective use of my time taking in events is at such affairs, for in one place over a couple of days I can meet hundreds of people who are involved in small boats, both people in the trade with whom I do business (advertisers) and readers of the magazine. It's also a happy fact that I enjoy these events and find them stimulating of continuing enthusiasm for what I am doing.

The resulting event coverage that appears in the magazine reflects this, one purpose I have in devoting space to such news is to present an ongoing panorama of just how much is happening in small boats. While the individual activities of people designing, building, restoring, and adventuring in small boats are vital to our purpose also, they have more chance for

sharing space on these pages in the off-season.

Another aspect of our events coverage that you may have noted is that most of it involves events in or near New England. Travel to far away places to take in undeniably interesting events is not a possibility for me. I receive invitations to such affairs and would like to hop on a plane and show up for a first hand look, but both the time and the expense are unaffordable. So I do depend on readers for the coverage of such events, and in this issue we have just such a report on the North Carolina Maritime Museum's Wooden Boat Show. My personal coverage's geographical limitations are not set by provincialism on my part but by economic and temporal realities.

These realities also tend to keep me from devoting time to smaller outings, such as with individuals who have invited me to enjoy some aspect of small boating they pursue. Again, my failure to accept is not due to the nature of the proposed outing but to the fact that the time is simply not available to me without robbing it from some other activity which will gather in a larger amount of grist for this mill. I do occasionally indulge in these one-on-one getaways, almost always within a few hours travel time and for only a day. I'd love to visit with a number of readers doing interesting things, and builders and designers, and paddle or sail some of those attractive places suggested to me. But, if I'm gone too much, nothing happens here on getting the next issue out. As it is, I often run late as you well know.

All this is not a complaint, the time I devote to my work is also playtime and I would not give any of it up. I do feel that ongoing coverage of on-the-water events that offer news of general interest to readers anywhere, regardless of their geographical focus, is vital to our effort. I do not feel this should be a magazine devoted to just the building of boats, or the individual adventuring in boats. The collective efforts at major gatherings display what it is we are all doing in an efficient manner for the one-man publication to take advantage of. I do enjoy it all, but just as most of you feel, I could use more time to do more of what I want to do. In one sense I am typical of the person who makes a business out of a hobby, I get less time to pursue what I do as a hobby. But, that's okay, it's a great way to earn a living.



On the Cover

Lots of traditional small craft were at Mystic Seaport's annual Small Craft Workshop in early June (107) and we show you a few in our feature report in this issue. On the cover, one of them awaits the passage of a larger "traditional" craft, one of the Mystic dude schooners moving upriver under its traditional Caterpillar diesel power.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

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

The Vital PFD

Federal Law requires that every boat (with few exceptions) must carry PFD's (personal flotation devices or life jackets) for every person on board. The law specifies that all PFD's must be Coast Guard Approved, and it spells out the number and type for different lengths of boats. After that, it is up to you to select from among the varieties that are available those most suitable for your boating activities.

The first fact about PFD's is that all types are useless unless they are actually worn and worn properly. This obvious truth has several important implications.

First, whatever type you select, get it out of the plastic wrapper and try it on. New regulations for commercial fishing vessels require each PFD be marked with a crew member's name and this makes real sense for recreational boaters as well. We humans come in several sizes and smart boaters adjust their PFD's to fit properly and then use an indelible pen or a laundry marker to clearly identify them.

Second, the storage of PFD's is vital. All too many boats have sunk with the PFD's secure in a locker while the crew was in the water without them. When Coast Guard Auxiliarists do Courtesy Marine Examinations it is not uncommon to find the PFD's almost hidden - under a bunk, buried beneath fishing gear or in the forepeak. PFD's need to be "readily accessible" in every sense of that phrase.

Third, guests do not always know how to put on a life jacket, nor what they can expect from it should they find themselves in the water. The time to educate them is before leaving the dock, not in an emergency. Having stated some obvious truths, what kind of PFD should YOU select? Type I, the "Off-Shore Life Jacket" gives the most buoyancy. It is designed to turn most unconscious persons in the water from a face-down position to a

vertical and slightly backwards position and to keep them there and it is the most effective in rough water. This is the jacket for boaters who regularly head out into the ocean. It is also good for boaters wherever they go and, surprisingly, is often more comfortable to wear for a long period than some of the "lesser" types.

Type I jackets should be fitted with retro-reflective tape and be equipped with a small battery light and a whistle.

Type II, the "Near-Shore Buoyant Vest" is also designed to turn the wearer to a vertical and slightly backwards position in the water, but the turning action is not as pronounced as that of the Type I. Type II's are suitable for waters where there is lots of boating activity and a good chance for a quick rescue. To be most effective they must fit very snugly and become a part of your body. Adjust yours before you leave the dock.

Type III, "Flotation Aids" are designed so that the wearer can assume the desired "vertical and slightly backwards position" and stay that way. They have no turning capabilities. Their chief advantage, for near shore use, is that they are designed like a regular vest and are more comfortable than the Type I or Type II. If you follow the Coast Guard example and wear your PFD at all times, the Type III is a good choice.

The last category of wearable PFD's, Type V, are "Special Use Devices". The appropriate use is described on the label so read carefully before you buy. Most Type V's come in different sizes and should be designated (and marked) for specific persons.

Whichever kind you select, try it in the water on a nice warm day to see what it will (and will not) do for you. Know before you go.

Tom Shaw, United States Coast Guard Auxiliary

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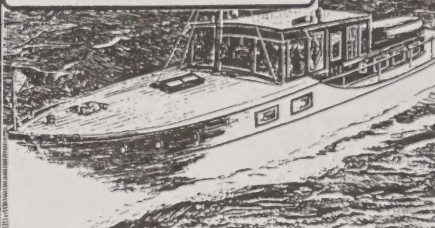
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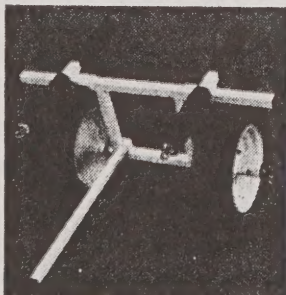
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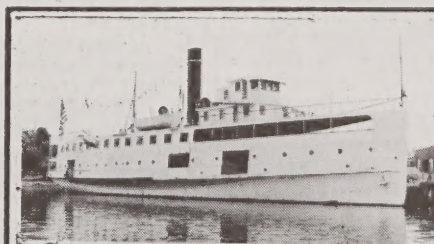
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ONGOING EVENTS

THROUGH THE SUMMER MONTHS:

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

Community Boating Rowing Program. Riverfront Recapture, 1 Hartford Sq., Hartford, CT 06106-1984.

Sail on Schooner "Pioneer". South Street Seaport Museum, New York, NY, (212) 669-9400.

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:

Shipyard 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.

AUGUST 5 - MARCH 6:

Model Making in New York City. South Street Seaport Museum, New York, NY, (212) 669-9400.

JULY EVENTS

JULY 3:

Classic Yacht Race. Center for Wood-en Boats, Seattle, WA, (206) 382-2628.

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

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

JULY 3-4:

Stars & Stripes Regatta. South Street Seaport Museum, New York, NY, (212) 669-9416.

JULY 3-5:

Lake Union Wooden Boat Festival. Center for Wooden Boats, Seattle, WA, (206) 382-2628.

JULY 4:

17th Annual CWB Auction. Center for Wooden Boats, Seattle, WA, (206) 382-2628.

Challenge Race & Small Boat Race & Cruise. Connecticut River Oar & Paddle Club, Old Lyme, CT, (203) 388-2343.

JULY 4-9:

Traditional Canoe Building Course. Strong's Canoe Yard, Craftsbury Common, VT, (802) 586-2575.

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 4, 11, 18, 25:

Ambrose Lightship Tour. South Street Seaport Museum, New York, NY, (212) 669-9400.

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.

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.

Small Boat Messabout. Northwest Small Boat Messabout Society, Port Townsend, WA, (206) 527-9285.

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.

Lofting Class. NC Maritime Museum, Beaufort, NC, (919) 728-7317.

Lofting Workshop. Center for Wood-en Boats, Seattle, WA, (206) 382-2628.

JULY 10-17:

Chesapeake Deadrise Skiff Building Course. Alexandria Seaport Foundation Boatbuilding School, Alexandria, VA, (703) 519-8313.

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 17-23:

Adirondack Freestyle Canoeing Symposium. Paul Smiths, NY. Tom McKenzie, (608) 231-2192.

JULY 17-25:

Lapstrake Workshop. Center for Wooden Boats, Seattle, WA, (206) 382-2628.

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:

S.S. Crocker Memorial Race. Manchester Yacht Club & Manchester Harbor Boat Club, Manchester, MA, (508) 526-7582, (508) 526-4075.

Bolger Boat Meet. Northwest Small Boat Messabout Society, Seattle, WA, (206) 527-9285.

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.

Boatbuilding Carpentry Class. NC Maritime Museum, Beaufort, NC, (919) 728-7317.

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 26-29:

Art of Marine Survey. Center for Wooden Boats, Seattle, WA, (206) 382-2628.

JULY 28:

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

JULY 28-AUGUST 1:

4th Annual Mahone Bay Wooden Boat Festival. Mahone Bay, NS, (902) 624-8443.

JULY 31:

Connecticut River Raft Race. Hurd State Park, CT. Eric Maddocks, (203) 458-6025.

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.

AUGUST EVENTS

AUGUST 1:

Mansfield Hollow Marathon Canoe Race. Connecticut Canoe Racing Association, Mansfield Hollow, CT, (203) 456-4906.

Row to the Rock. Cape Cod Vikings, Plymouth, MA, (508) 378-9986.

AUGUST 1-7:

Wooden Boat School Courses: Fundamentals of Boatbuilding; Building the Shellback; Building a Snipe; Elements of Seamanship; Craft of Sail for Women.

AUGUST 2-7:

Lofting Seminar. Northwest School of Wooden Boatbuilding, Port Townsend, WA, (206) 385-4948.

AUGUST 4:

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

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

AUGUST 4-8:

29th Annual Antique Boat Show. An-tique Boat Museum, Clayton, NY, (315) 686-4104.

7th National Antique Outboard Meet. Antique Outboard Motor Club, Clayton, NY, (315) 686-4104.

AUGUST 6:

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

AUGUST 6-10:

Restoring Wood/Canvas Canoes Course. Brookfield Craft Center, Brook-field, CT, (203) 775-4526.

AUGUST 7:

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

New England Marathon Canoe Cham-pionship. Westmoreland, NH. Peter Heed, ((603) 399-7266 eves.

Annual Antique Boat Auction. Antique Boat Museum, Clayton, NY, (315) 678-2542.

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

AUGUST 7-8:

3rd Annual New York Ship & Boat Model Festival. South Street Seaport Museum, New York, NY, (212) 669-9400.

Model Shipbuilders Symposium & 17th Annual Model Ships & Boats Show. Manitowoc Maritime Museum, Manito-woc, WI, (414) 377-7888.

AUGUST 8-14:

Wooden Boat School Courses: Fundamentals of Boatbuilding; Canoe Repair & Restoration; Creative Explora-tion into Drawing & Carving; Elements of Seamanship II; Craft of Sail; Coastal Cruising Seamanship.

AUGUST 9-14:

Small Boat Construction Seminar. Northwest School of Wooden Boatbuild-ing, Port Townsend, WA, (206) 385-4948.

AUGUST 11:

Sunset Canoe Race. Connecticut Ca-noe Racing Association, Bolton, CT, (203) 649-1675.

AUGUST 11-15:

Small Boat Messabout. Southern Cal-ifornia Small Boat Messabout Society, San Diego, CA, (619) 569-5277.

AUGUST 12:

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

AUGUST 13-15:

Washburn Island Rowing Campout. Cape Cod Vikings, Hyannis, MA, (508) 378-2301.

AUGUST 14:

Short Ships Parade. Connecticut Ma-rine Trades Association et al, East Haddam, CT, (203) 388-2343.

Human Powered Craft Race Around Raquette. Town of Long Lake Parks, Raquette Lake, NY, (315) 354-4592.

Fast Cats on the Kennebec Catboat Rendezvous. Maine Maritime Museum, Bath, ME, (207) 443-1316.

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

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

AUGUST 15-21:

Wooden Boat School Courses: Building the Haven 12-1/2; Runabout Re-pair & Restoration; Riggering; Elements of Coastal Kayaking; Craft of Sail; Coastal Cruising Seamanship.

AUGUST 19-22:

Classic Wood Boat & Model Show. Old Boats, Old Friends, Racine, WI, (414) 634-2351.

AUGUST 21:

Antique & Classic Boat Rendezvous. Hudson River Maritime Museum, Kings-ton, NY, (914) 338-0071.

One Design Small Sailboat Regatta. Museum of Yachting, Newport, RI, (401) 847-1018.

5th Annual Riverfront Rowing Regatta. Riverfront Recapture, Hartford, CT, (203) 293-0131.

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

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

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

AUGUST 21-22:

Antique Marine Engine Exposition. Mystic Seaport Museum, mystic, CT, (203) 572-5390.

International Steamboat Muster. Blackstone Valley Tourism Council, Pawtucket, RI, (401) 334-7773.

Lowell's Boatshop Bi-Centennial Celebration. Lowell's Boatshop, Ames-bury, MA, (508) 388-0162.

AUGUST 22:

11th Annual Mighty Merrimack Rowing Race. Rings Island Rowing Club, Salisbury, MA, (603) 465-7920.

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

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

AUGUST 22-27:

Cedar/Canvas Canoe Construction Course. Lake Champlain Maritime Mu-seum, Basin Harbor, VT, (802) 475-2317.

AUGUST 22-28:

Wooden Boat School Courses: Building the Haven 12-1/2; Runabout Repair & Restoration; Building a Dory; Elements of Seamanship for Women; Craft of Sail.

AUGUST 23-27:

Traditional Canoe Building Course. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

AUGUST 23-28:

Building Adirondack Guideboat Course. Brookfield Craft Center, Brookfield, CT, (203) 775-4526.

AUGUST 28:

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

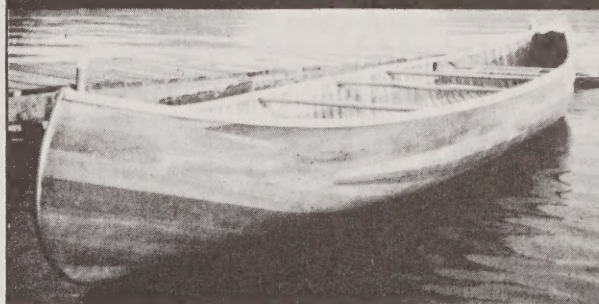
AUGUST 29:

Harbor Day Rowing Races. Chelsea Rowing Club, Norwich, CT, (203) 536-1113.

AUGUST 29 - SEPTEMBER 4:

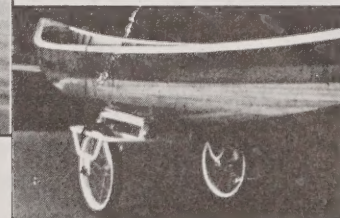
Wooden Boat School Courses: Advanced Fundamentals of Boatbuilding; Wooden Boat Repair Methods; Building a 12' Fisherman's Skiff; Coastwise Naviga-tion; Coastal Cruising Seamanship.

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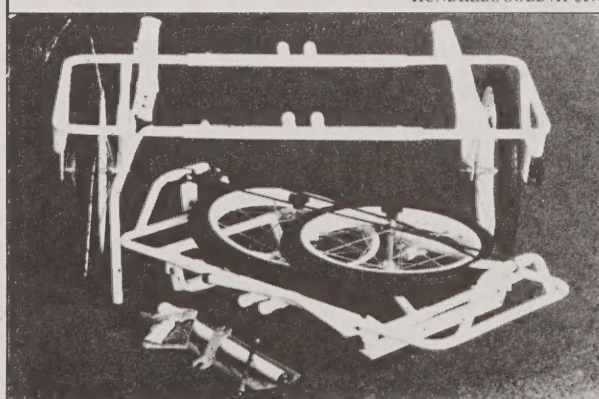


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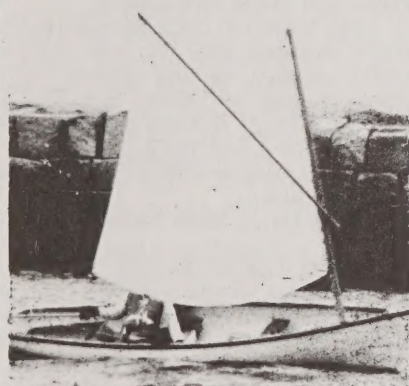


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DAMPENED NORTHWEST MESSABOUT

Despite the all-day rain six homebuilt boats arrived for our second gathering of the Northwest Small Boat Messabout Society at Twanoh State Park, May 2nd, on the Hood Canal. This is a natural canal without locks that doesn't go anywhere in particular. There was plenty of wind to go with the rain, which kept sailing to a minimum.

We have two more Messabouts scheduled this year in Washington state, on July 10th and September 17th.

Tony McGarry, 2200 NE 88th St. #13A, Seattle, WA 98115.

MEMBER OF THE "CLUB"

I feel as though when I subscribed to "Messing About in Boats" I became a member of a sort of "club" of people who enjoy small boats and the joys associated with their use, and that your magazine is the "club" newsletter. I am sharing my enthusiasm for the magazine with others here in the midwest who have not heard of it, for I feel fortunate to have heard of it a year ago, found your address, and ordered my subscription.

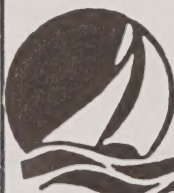
Roger Rodibaugh, Lafayette, IN.

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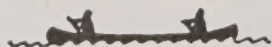


"There is nothing - absolutely nothing - half so much worth doing, as simply messing about in boats."

Kenneth Grahame from "The Wind in the Willows."

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PROTECTION FOR MASSACHUSETTS RIVERS

The rivers of Massachusetts are second only to the coastline as the state's most valuable natural features. The citizens of this state are entitled to share and enjoy this important part of our state's natural heritage. Yet many of our rivers are still not fishable and swimmable despite the expenditure of over \$2.5 BILLION in public funds. A major cause of this is non-point pollution such as urban runoff from developed areas adjacent to rivers and streams.

The proposed "Massachusetts River Protection Act" (Senate Bill #1620) will encourage the establishment and/or retention of vegetated buffer strips that will act to absorb pollution from adjacent development and also serve as important wildlife habitat and migration corridors.

Readers interested in such future protection for our rivers should contact their state legislators to express support for this bill which is now on its way through the Legislature.

The Rivers Campaign, 3 Joy St. Boston, MA 02108.

"WOODEN BOAT" HAS IT

The mention of Bud McIntosh's book "How to Build a Wooden Boat" in the Yachting History Symposium article in the June 1st issue stated that it is available from International Marine. As of January, 1993, we no longer distribute our books through IMP, Bud's book is now available directly from us at Wooden Boat Publications.

Valerie LaFrance, Wooden Boat Publications, P.O. Box 78, Brooklin, ME 04616.

SETTING UP TO BUILD

I'm now setting up a shop at my house and anticipating building several boats. First I can now build my dad's sampan, "Panfish Angler", and then turn my attention to a revision of my "Sugar Pine Needle" sailing kayak and a new design of mine, a 15'3"x31" utility decked double paddle canoe I call "Knockabout".

Hugh Horton, 29474 Old North River Rd., Mt. Clemens, MI 48045.

WITH THE TRAILER SAILORS

I spent a delightful long weekend in late April with 18 other small boaters, members of the Shallow Water Sailors Association, primarily owners of Dovekies made by Edey & Duff. They are open minded about welcoming other trailerable sailboats on their outings though, and made my Sea Pearl welcome.

This was my first experience with group sailing. We sailed in perfect weather up and down the St. Mary's River off the lower Potomac, and beached by the replica of the "Dove" at Old St. Mary's City, where we toured the restored buildings of Maryland's original capital.

We enjoyed lots of talk, sharing of information on cruising grounds and tales of past sailing adventures. They are a thoroughly enjoyable group of serious trailer sailors.

Ken Murphy, Gaithersburg, MD.

RETIREMENT?

Your commentary in the May 1st issue hit close to home. I have been "salt water" since I was eleven years old; making rafts out of railroad ties on Alamitos Bay in Long Beach, "eliminated" from the Olympic monotype trials in 1932, commercial fisherman, party boat skipper, apprentice boat builder, chief boatswain's mate in the U.S. Navy in World War II, boat builder thereafter until about 1977 when I became a marine surveyor, a profession I pursue today about seven hours a day on weekdays.

I work with both pleasure boaters and commercial fishermen. I give a lot of time to Coast Guard Auxiliary teaching and patrols. Giving free advice to boaters is a daily job, impelled by my frustration in seeing the ignorance and carelessness that causes loss of life on the water.

My financial circumstances parallel yours: mortgage paid off, now collecting social security, earning enough for the groceries and occasional evenings out with my wife. At 78 I still don't know how to retire, and I feel you'll probably still be doing your thing another 15 years or more too. Good luck.

Harry Davis, Santa Barbara, CA.

NEED FOR "CHEAP" BOATS

I recently viewed copies of your magazine lent to me by a New Zealand reader of yours, John Welsford, and wish to order a subscription. I am a technical teacher at Waiheke High School, where our students have built many boats. Your publication meets a need we have for "cheap boats" to build.

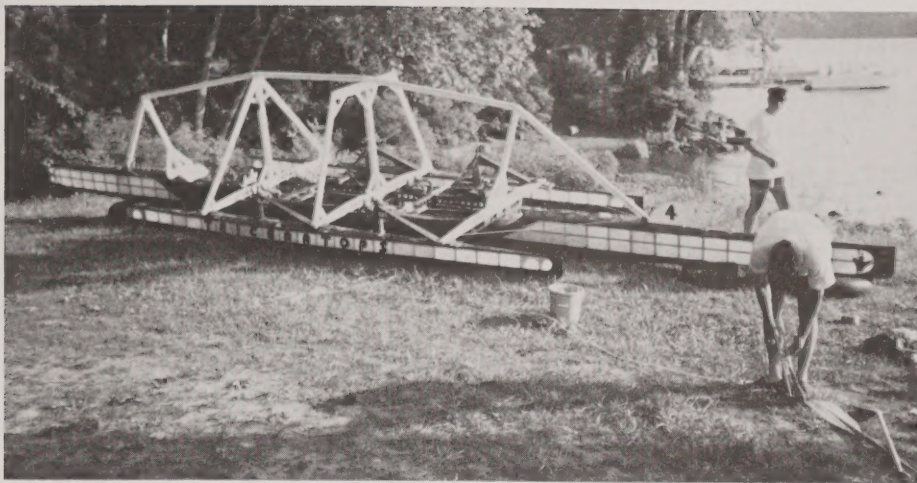
Some years ago I worked in New York for the U.N. International School and there I saw Phil Bolger boats for the first time and have been hooked on them ever since. To date we have built ten of his designs here.

Kerry Royal, Auckland, NZ.

RAVE REVIEW

Peter Spectre's rave review in the current issue of "Wooden Boat" of Jim Michalak's article "Something about Boat Camping" which appeared in the January 15th issue of "Messing About in Boats" echoed what I told Jim when I called him after being so impressed with it myself.

Dave Camell, Wilmington, NC.



TRIMARANS ANYONE?

The Annual Connecticut River Raft Race takes place on July 31st starting at Hurd State Park and finishing at Haddam Meadows State Park. I have taken part for about ten years now and my entry for the past five has been this 36' "geodesic" tri-maran powered by four oarsmen and a cox with a paddle. There are far more bizarre entries than mine, however, ranging from a 4'x8' sheet of ply strapped to four 55 gallon drums to a \$20,000 catamaran built originally by Norelco. Info on entering can be obtained from Eric Maddocks, 264 Granite Rd., Guilford, CT 06437, (203) 458-6025.

Nick Schade, Oakdale, CT.

CATAMARANS ANYONE?

I own more boats than I should confess to, all but one of them monohulls. The most fun and most used one, however, is my 14' Aquacat beach cat. Despite its numerous virtues it's not perfect. Has anyone come across a cat design which incorporates footwells and room for an ice chest or two? The Stiletto comes close but it's too big for one man to drag up the beach, and too high tech and expensive for the relaxed meandering I enjoy.

Jeremy Eisler, 454 Whispering Pines Dr., Ocean Springs, MS 39564.

THERE'S HELP OUT HERE

The April 15th issue included a letter and photo from David Johnson inquiring about the identity of a 22' inboard runabout he has. We circulated copies of this to our panel of experts in our club and retired veteran Chris Craft dealer Charlie Cross undertook to try to help out, communicating directly with Mr. Johnson. And we have advertised his boat at his request in our club newsletter, the "Brass Bell".

Wilson Wright, Chris Craft Antique Boat Club, 217 S. Adams St., Tallahassee FL 32301.

SMALL INBOARD DIESELS

I am very interested in small diesel inboard boats (20'-24') and would like to see some articles on this type. I know you have said you're not too interested in this sort of boat but I would think there'd be a lot of readers who might be. To find out, why not ask if there's enough interest?

B.F. Greene, 306 S. Tessier Dr., St. Petersburg, FL 33706.

THOSE CLASSIFIEDS DO WORK

Last year I tried to sell my catboat through your classifieds. A little while ago someone from Massachusetts called wondering if I still had it for sale, long after the ad appeared, thus the wondering if I still had it. I did. So in late May the deal was done and the catboat started her journey "back home" (she was built in Maine) May 28th. It was a good deal, fair for both of us, and we are both happy. "Bird of Dawning" will now sail skippered by Capt. Cal Perkins from Mattapoisett, Massachusetts.

Richard Carsen, Newport Beach, CA.

WOODEN WEST WIGHT POTTERS?

Whatever happened to the hundreds of wooden West Wight Potters that were built of plywood and had sliding gunter rigs? Anyone see any of them still around?

Rags Ragsdale, P.O. Box 153, Florence, OR 97439.

PISCATAQUA WHERRY

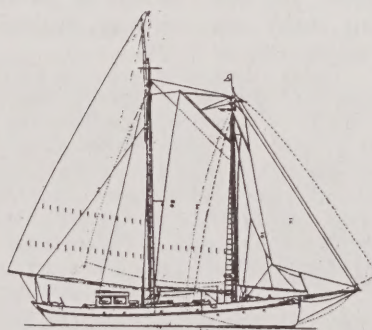


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S. S. Crocker Memorial Race



We are pleased to announce the 27th Annual running of this event off Manchester, Massachusetts on July 24th, honoring internationally renowned yacht designer Samuel Sturgis Crocker. A staggered starting time format based on a yacht's handicap make this a fun race for novice and experienced racing skippers alike with the first boats over the finish line the winners. The event is open to all yachts carrying U.S.C.G required safety equipment.

For a race circular contact the S.S. Crocker Memorial Race Committee, P.O. Box 616, Manchester, MA 01944, (508) 526-7582, (508) 526-4075.

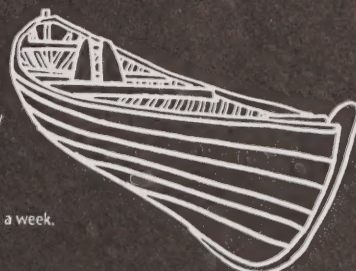
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For a little more than five-years, beginning when I was eight, I lived in Orland, Maine with my mother and my older sister Amy in a little old colonial cape on the East bank of the Narramissic, a short river of some three miles in duration that flows gently out of Alamoosok Lake and into the Penobscot River. (The Maine countryside abounds with Indian names.)

Together with them, from the time I was two, living in what most would consider poverty, I spent my childhood. To say that growing up primarily under the influence of these two women was educational would understate the case. But it was, without question, that shallow, reedy, muddy-bottomed, life-filled gentle stream that was the whole world to me. I would become part of it's seasons and flow, and it (and the little boat in which I rowed on it) would become the instruments of my most enduring life lessons.

We lived in the "village", the close-knit part of the little town that lines the river, with the general market and the post office kitty-corner across the street from each other and both little more than a stone's throw away from my house, across a small bridge.

My Grandfather Taylor (my father's father) gave me an old eight-foot pram, a small, square-nosed rowboat with a little skeg keel just right for a small boy to row around a small river in. The gift of that boat was the most influential gift I've received, for it allowed an entire new world to be opened up to me, a world that I could travel through and explore independently. I spent every possible waking hour in the boat and on the river that summer; rowing, fishing, and, although I don't think I understood this then, learning. In the microcosm of the river's environment I learned many things that transcended the meaning they had to me on the river and became the outline of the values I live by today.

Having the boat that summer enabled me to get my first taste of a lot of things, but before I earned the right to taste I had to learn to have the control to get the food to my mouth. What I'm implying here is how I learned a few lessons in responsibility that summer that have stuck with me.

I taught myself almost every basic rule of how to act in and treat a boat. I learned everything the hard way. I learned how to watch and understand the weather, after all, a lot could happen to a little kid in a small boat, even on the generally placid Narramissic, when the weather turned foul. But there were really only two things I wanted to avoid; having a foot of water to bail out of the boat and having the water level rise so much overnight that my boat would drift away and over the dam.

I only had my boat break free on me once, but it seemed like I was always bailing out that boat. I was just no good at predicting the coming night's weather at dusk, and I was too young to watch the news. I think my attention span was admirable for a kid my age, but my sit-down span was nil.

I came up with a daily system of securing my boat in hopes that I would never be put in the position of having to run up and down the river banks searching for my boat that I had neglected. First, since I was trying to prevent the boat from drifting away, I thought that I'd eliminate contact

That Was the River



By Seth A. Taylor

with the enemy by pulling it up onto shore as far as my pipe-cleaner build would let me. Then, I'd ship the oars and put the oarlocks on the rowing seat. Finally I'd take the little mushroom fishing anchor as far up on the lawn as my bow line could reach and sink it into the earth a bit to reassure myself that the boat would not drift off on me again. It was a primitive three-step system but it got the job done, my boat never sailed alone again.

I picked up rowing quickly, I could drop and pull that whopper of an eight pound anchor all by myself, and I could even fish and row at the same time. Yes, I was fine in the boat by myself, but inevitably I was to have guests in the boat. Usually, it was my sister and her friends. Actually, we shared a lot of the same friends, but I didn't like them when I was taxiing them around in my boat. Here I was with eight feet of boat, three overweight young girls, and I was expected to make it across the river to everybody's favorite fishing spot. Not likely when I barely had room for a full stroke of the oar with all the knees and other softer girl parts I had to watch out for.

When I think back on those times I see more than just a cramped rowboat floundering in the middle of a small river. I think of the bigger picture that it describes: If you take on too many responsibilities, you won't be able to get everything done, and you may, figuratively speaking, take on water.

Today I find great peace in fishing. I enjoy every bit of the activity, the sound of the water if I'm on a gentle brook or if I'm in the middle of a lake, the sight of the wildlife around me. I even enjoy the catch and the release of the fish. This was not always the case, I had to learn to have respect and appreciation for animals the hard way, but I think the natural way, too.

In the first days spent out on and around the river my manner was wanton. Anything that I could get my hands on or my hooks into wasn't safe. All the fish I caught I killed. I tortured countless frogs, and I even shot a bird with my B.B. gun. It took that one day of mischievous target shooting, when I actually shot and killed something, to turn me around. I don't know what else I thought I'd do with that gun. My father had warned me against having a gun because he said they were meant for killing, and that I'd eventually kill something.

It was made clear to me that I really wasn't the gun type immediately after I fired that shot. In the split second between pulling the trigger and the pellet striking the bird, I tried in vain to will that pellet

back. The red-winged blackbird that a second ago had gracefully lit on a red-berried, green-leaved bush that grew out of from the river bank was now in desperation flapping it's wings the wrong way, like how we swing our arms when we're thrown off balance, and chirping a cry that signaled the end. ~

Drooping my head I went inside, sat down, and cried. There was no argument in my eyes, the gun had to go. The next day I traded it off to a friend for what I don't remember, and I think whatever I may have profited of the deal is immaterial. What was important about the experience was that I learned to respect the most important thing in the world, Nature.

The Narramissic River gave me a sense of belonging, and still today I associate all the magic times that I had on the river with "home." When I would shove my small boat into the water when the early morning sun was glittering in the dewdrops and burning off the chill in the valley, I knew it was something special. When I peered over the gunwales into the water and watched fish and turtles, unafraid, winnowing in and out of the green waving reed shoots stretching up from the bottom toward the sunlight. I knew I belonged there. Perhaps that's one of the most important things anybody can ever know, that sense of place and fit, belonging.

The late E.B. White, author of "Charlotte's Web", "Stuart Little", etc., got a similar feeling looking onto my village by the Narramissic. He wrote in his column in the "New Yorker" magazine:

"And when I dip down across the Narramissic and look back on the tiny town of Orland, the white spire of it's church against the pale-red sky, it stirs me in a way that Chartres could never do. It was the Narramissic that once received as fine a lyrical tribute as was ever paid to a river, a line in a poem by a school boy, who wrote of it, 'It flows through Orland every day.' I never cross that mild stream without thinking of it's testimonial to the constancy, the dependability of small, familiar rivers."

The Narramissic River and my boat taught me (it seems so long ago, and it is more than half my life ago) some very important things that I live by today. That summer I learned how to take responsibility for something, and for myself and my actions. Although both it and I am gone now from the banks of the Narramissic, I still think about my boat and whether or not it's O.K., especially when it rains or blows outside at night.

I learned to appreciate, respect, and protect nature, although I like to think that is my general outlook on everything. And I learned some important things about my very self, too. The river showed me where I belonged, not that I'm destined to live on the water, but where I would feel at home and actually what my role was in the family. I think of the river as my most lasting educational experience in helping me understand who I am today. For that, I'm grateful.

(Editor's Comment: Reader Harold Taylor of Augusta, Maine, sent us this essay written by his grandson Seth Taylor, a high school student. Our thanks to Seth and Harold for sharing it with us.)



North Carolina Maritime Museum's Wooden Boat Show

By Ron Kilburn

This little wooden boat show had everything: The launching of the new six-oared rowing gig built at the Museum by the Beaufort Oars, sailing races, rowing races, workshops, childrens' activities, live music, and about thirty of the finest examples of amateur built wooden boats on the east coast. Good weather and effective promotion by the Museum staff brought a sizeable number of enthusiastic attendees, many of whom stayed the entire day to take in the continuing flow of interesting events.

So many of the boats on display were the finest examples of the art that it is not possible to single out any one outstanding boat. The little dinghy of Tony Day's was curvaceously elegant and beautifully finished, but the same comment would fit Charles Delmar's Melonseed.

High on the list of traditionals would have to be Robert Poston's Delaware Duck-er, from her classic fittings to her oiled interior. A lot of careful research was done by Robert.

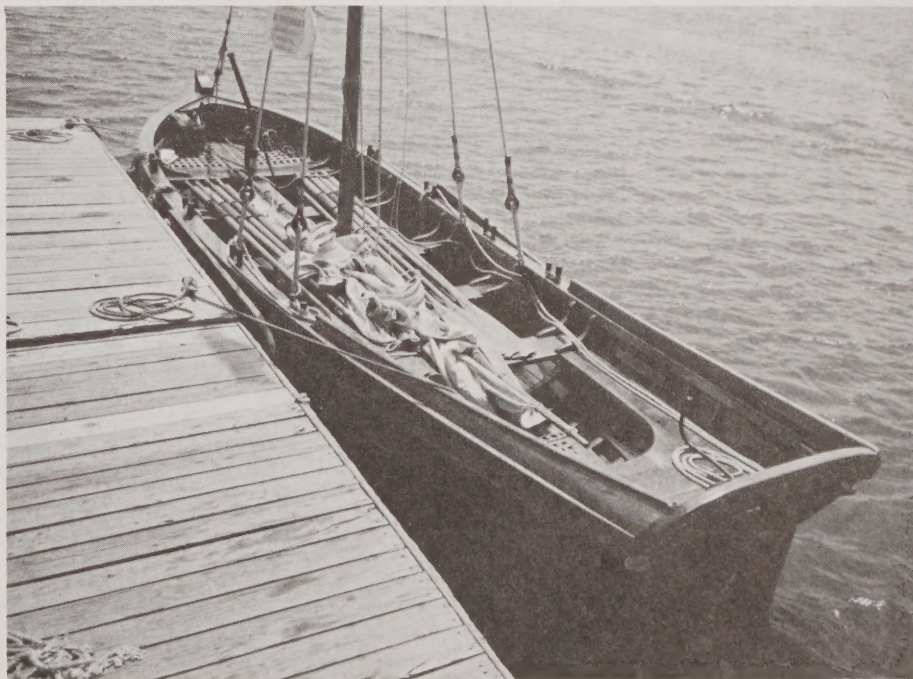
Tom Hesselink's 15' electric launch took "Best of the Show" prize. The "Lightning Bug" is an immaculately finished, innovative composite of several hull designs put together by Tom on his drawing board.

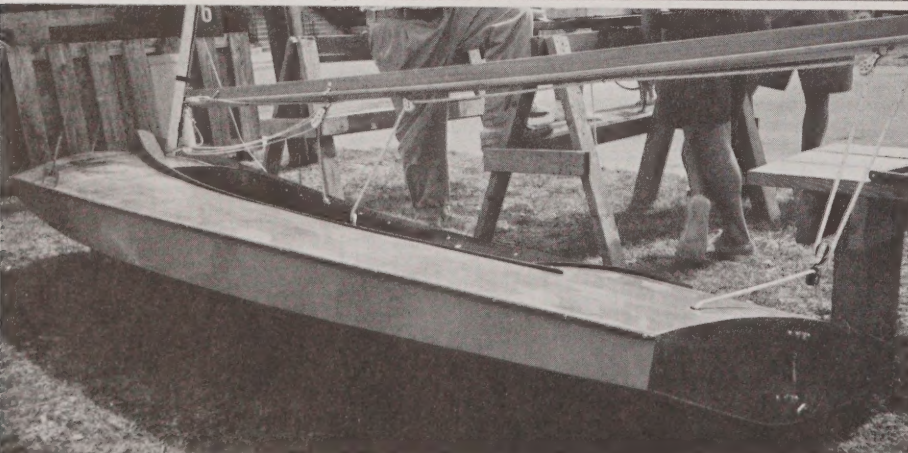
Tom Lathrop's execution of the Wind-mill design contained ingenious features and sported a finish like few Windmills have. Without conventional hull structure, Tom built in full length flotation tanks. And is it fast? You bet! Tom finished 3rd of seventeen at the mid-winter series.

Graham Byrnes' design, the Spindrift, unlike many sailboats intended for the amateur builder, is not only good looking, straight forward and simple but is also a fast little ten footer. In the race, Tom Lathrop, sailing his own Spindrift, finished first, beating a variety of entrants that included two Moths.

"Chessie" (#37), a handsome 14'6"x6'7" catboat, was built in 1981 in a Museum boatbuilding class. She was designed by Mike Alford of the Museum. "Essex" (#39), a 12'x4'8" lapstrake dinghy, is typical of those sailed in the Essex, England, area. She was built at the Museum by Geoffrey Scofield. "Geoffrey J. Scofield" (ex-"Ossie") (#36), a 17'10"x6'6" English beach punt, was built by Mr. Scofield, former director of boatbuilding at the Museum. She was renamed in his honor following his death.

"Silver Chalice" is a ship's boat typical of the 16th century. She was designed by Mike Alford and built in the Museum shop by Geoffrey Scofield.





The work of the Museum's former director of boatbuilding, Geoffrey Scofield, was very evident. Each was a superb example of absolute fidelity to traditional standards. In addition to the Chessie catboat, the lapstrake dinghy and the beach punt, his Silver Chalice is the ship's boat from the replica of the "Elizabeth II" one of the vessels that carried the founders of Roanoke.

The Museum watercraft collection is divided into two categories. The Historical Category includes restored watercraft and the Research Collection, boats conserved in a stabilized but unrestored condition. The boats not in the Historical Collection are used in educational programs and for special occasions and are typically based on classical or historical types.

The traditional workboats, slender boats with round sterns, are Core Sound sinknetters. "Sylvia II" and "Ruth" are adaptations of the traditional workboat configuration. "Sylvia" had a long career beginning as a party boat in virtually the same configuration she has now. "Ruth" has been converted for use as a comfortable cruiser. "Amanda Gail" and "Rambler" are rigged in the traditional workboat fashion. Core Sound boats trace their ancestry to the sailing sharpies of the late 19th century. They acquired V-shaped bottoms in the early 1900's as engine power became popular, and in the 1930's builders began introducing the gracefully flared bow section.

Left from the top:

Robert Poston secured the lines for his traditional 15'3" rowing/sailing Delaware Ducker from the Philadelphia Maritime Museum. It's built of juniper, copper riveted on oak.

Charles Dalmar of Chapel Hill, NC owns this 13'8"x5'4" Melonseed, built by the North Carolina Maritime Museum.

Tony Day's 9'6"x5' sailing/rowing dinghy has no centerboard, uses a shallow full length keel. Tony built the boat himself.

"Miz Moe" is an interesting interpretation of the Moth development class, built by George Loch and owned by Whit Moore, both of Chesapeake, VA.

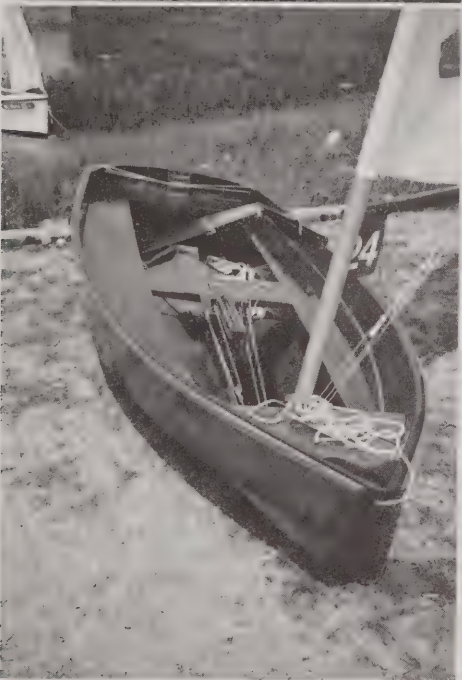
Opposite page top, clockwise from top left:

"Companion" is an electric canoe, 15'11"x2'8" built and owned by Douglas Little of Rose Hill, NC.

"Lightning Bug" is a 15'x4'1" electric launch designed and built by Tom Hesselink of Marshallberg, NC. It took the "Best of the Show" award.

First stitch and glue Windmill, built in a female mold by Tom Lathrop of Oriental, NC, absolutely superb craftsmanship.

10' Spindrift, a very capable stitch and glue dinghy designed by Graham Byrnes and built by William Conner of New Bern, NC.



One of the two 36' 6-oared stitch and glue gigs built in the Museum shop for the Beaufort Oars.



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Gathering gloom late Saturday did not discourage the small boat participants.

Mystic Seaport's Annual Small Craft Workshop

Here we were again on June 5th and 6th back where our interest in small boats was fanned into flame back around 1978, at the annual gathering of traditional small craft enthusiasts at Mystic Seaport in Mystic, Connecticut. Over the years the fortunes of this event, founded in 1971 by John Gardner, have waxed and waned. This June they were definitely waxing with over 400 participants signed up and 107 boats listed in the notebooks provided for reference.

This year was Pete Culler Year, an effort was made to bring to mind that fabled Yankee designer/builder's contributions to this business of building wooden boats. Those who knew Pete personally were there to tell us why he is so highly regarded. John Gardner appeared to talk about Pete, as did one of Pete's long time buddies, George Kelley. And the Saturday

evening program was a personal memoir from Dr. John Roche, a neighbor of Pete's near Hyannis on Cape Cod, of his twenty plus years' of association with Pete, who designed four boats for John to build. This heartfelt illustrated lecture told us more about how John felt about his relationship with Pete Culler than it did about Pete himself, but it did bring home the intensely personal feelings of an amateur builder with whom Pete Culler was generous with his time and advice.

The solicitation for Culler designed boats to attend resulted in seven turning up, a couple of these from the Museum collection. They're hardly a dominant part of today's traditional small boat fleet. Plain and simple workboat style craft, they do appeal, and I rowed one of the "Good Little Skiffs" present just so I could savor the experience of a Culler boat. It

rowed nicely; in fact, Leslie Fuller, who owns the boat I tried with husband Ben, says it is her most prized small boat. So the mystique is there somewhere still.

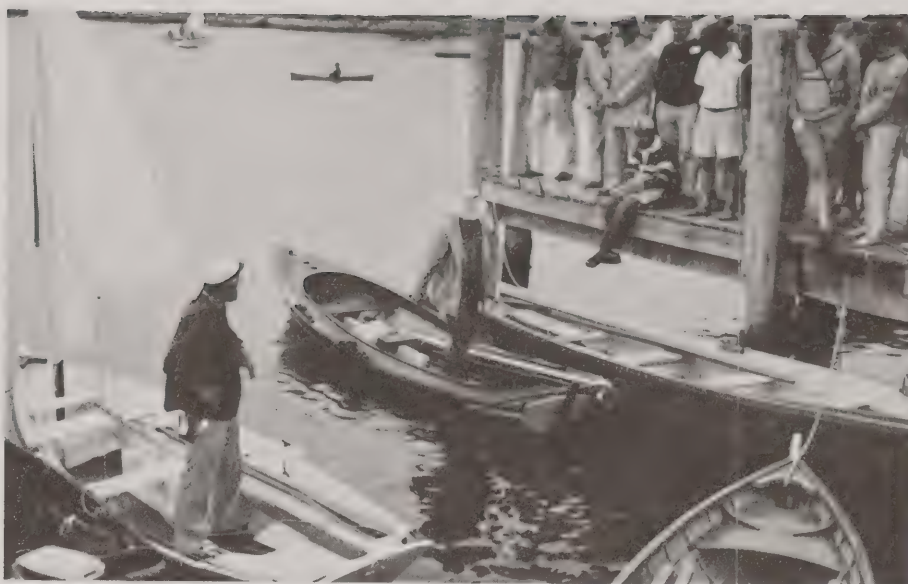
As usual, the waterfront collection of boats was where the action was most of the weekend, the opportunity for trying most of them out is a major attraction for this annual affair. And viewing the variety of shapes and sizes that small boats can assume is aesthetically rewarding. So many, so many, and all right here!

Still the best way to capture the ambiance of this event is in pictures, which we bring to you on these pages. But, this year we also have from one reader/builder a tale of his participation that will tell you better than I can what it is like to experience Small Craft Weekend at Mystic Seaport.

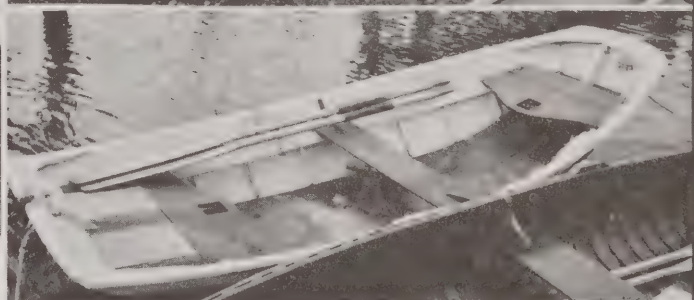
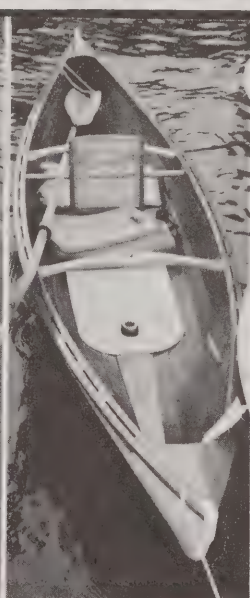
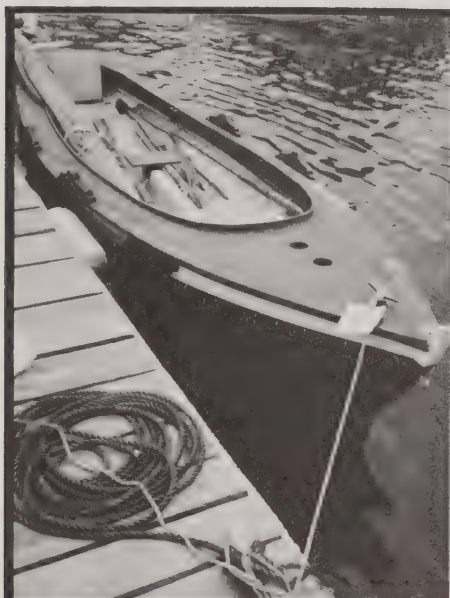
By Bob Hicks

The boats on the waterfront provided endless opportunities for examination.





Ben Fuller and Kevin Rathbone discuss Culler designs for water's edge onlookers.



A Culler collection, clockwise from top left: Kevin Rathbone's wherry; Myron Young's double paddle canoe; Dr. John Roche's extended double paddle canoe; Mystic Seaport's sampan; Mystic Seaport/Williams College Swampscott dory; Ben and Leslie Fuller's Good Little Skiff; Ron Ginger's Good Little Skiff built from the model kit he offers as Pleasant Cove Models (see ad page 20).





Hayden Brown and friend get underway in a plywood crabbing skiff .



Last winter reader Frank King offered a free boat to a good home and Jeff Levy promptly acquired this 13'x4'x7" mini-cruiser built originally by Matt Leyden (see cover story in June 15th issue). Jeff is enjoying his unique acquisition.

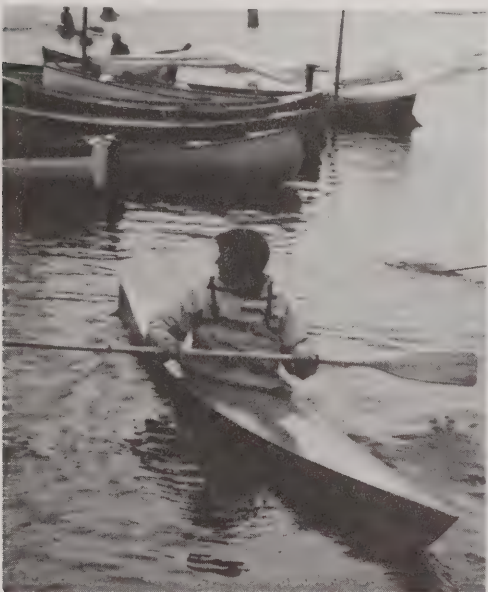
No, I don't know what this is, this skipper arrived, looked around, then left before I could engage him in a discussion of his unusual antique catamaran.

Platt Monfort set his hand to developing a fin-powreed small boat after seeing the unique propulsion system at the Maine Boatbuilders' Show in March. Platt admits to getting too complicated in its execution and says it still needs debugging. David Stimson tries it out.





More emphasis on things for kids this year: A toddler gets an assist in launching a just-built model. A complete equipe in miniature seen on the dock.



A Dennis Davis DK kayak.



Early readers may recall an early series of articles written by Tim Weaver, "Patina's Log". Well here she is, alive and well and still sailing for Tim.

This radio-controlled steam powered tugboat model was operated by its builder from the cockpit of one of Nick Schade's sculptured strip-built sea kayak's.

The two biggest small boats, Dick Everett's pinky schooner "Vernon Langaille" and a Norwegian "Le-stabat", ready to round up at Mason's Island on the Sunday morning cruise.



My Herreshoff Dinghy at the Mystic Small Craft Workshop By Thad Danielson

Building my Herreshoff dinghy began with the Mystic Seaport publication of Barry Thomas' book on that builder's methods. Fifteen years later, there she sat in my shop at Redd's Pond Boatyard in Marblehead, Massachusetts, ready to go. She was finished the end of February so I took her to the Maine Boatbuilders' Show in March. Then she sat under cover outside the shop until June. After a couple of beautiful Saturdays when I left her setup to show visitors and admire, I got a trailer for her in time for the Mystic Seaport Small Craft Workshop the first weekend in June.

Arriving at Mystic with the Herreshoff and my newest Norwegian pram lashed piggyback on the trailer, we soon had them fee and into the water. "Bow first, stern first is unlucky," said a Seaport worker. With all her gear shipped, oars, rudder, yoke, tiller, daggerboard, belaying pins, life preservers, I lashed the sail to the spars, sheet to boom, and dropped the mast into its step, pleased to find how easy it was standing in the bow. No more to be done, so easing the bow off the dock to swing across the light SE breeze, I stepped in and slid out onto the Mystic River to sail around to the docks where all the people and other small boats were gathered.

No sooner was she tied to the dock than one of the Museum staff asked if "these girls" could take her out? "She knows how to sail," he said. "Pretty well," said the one teen.

"Sure," I said, "just take a turn with the sheet under the belaying pin and don't cleat it off. You'll be fine." With a little

doing they got out of the crowd around the docks and were gone. The breeze varied between light and moderate, just right. A few times looking out over the river I saw the dinghy, but it was almost an hour later when they made their way back to the dock. They had changed places in the boat and the girl who had had the helm when they had gone out said, "I taught her to sail," as they luffed gently up to the float. What more could I ask?

We had lunch. John Gardner, Waldo Howland, and others spoke. Three or four people took the dinghy out as the afternoon progressed, all for quite long stints. One laid right out on the floorboards, neck on the stern sheets, and glided around and about the Seaport for an hour or more. I took my pram out and played with my square sail, then sailed around with another fellow in his New Haven sharpie. After another turn in the dinghy, it was off to the campground for supper and sleep in my tent as this cloudy mild Saturday dissolved with gentle showers into the night.

A chorus of birdsong woke me at 4:30 Sunday morning, dawn breaking. Sitting in the open tent door I drank in their warbling chatter with my juice, and ate my cereal. I had struck camp when my friends in the next tent stirred and asked if I'd like coffee. While I entertained their baby (or vice versa) until the coffee perked, time marched on and with the 7 am departure for Mason's Island approaching, my friends suggested that mother and child go with me for a little dinghy sail. So off we went.

In the night the wind had swung around to the north, starting off quite light. We boarded our vessel, eased the sheets and slid towards the closing bridge. Rounding up well short of the bridge, I brailled up the sail and pulled the mast. After rowing under the bridge, I stuck the rig back into position and we carried on in the wind's way in company with a family of four in a small sprit sail sharpie. A couple of pulling boats passed us as we rode the breeze down the river to the Sound and the crowd of people and boats on the sandspit.

After the coffee and talk, my passengers left me for a larger vessel, Lance Lee's cowhorn, as the wind strengthened a little and we faced a beat home. No problem, just tacks upriver, bouncing through a few wakes and taking compliments from people with their Sunday morning coffee on deck in marina slips along the way. I rowed through the bridge again just as it opened, and then sailed for the dock.

The Small Craft Workshop includes a Sunday morning tour of the Museum's Rossie Mill storage facility for participants. Looking closely at the faering and swinging around past the dories to study the dinghies, I turned to see a fellow leaning on a catboat, a Woods Hole cat, a Newport cat to his right, and a umniak, fantail launch and Northeast Harbor A-Class sloop behind him. He tells me a tale of a partnership gone awry and he's standing there thinking about what boat he wants for himself. What a spot for such thoughts.

Back at the dock and time approached for returning home. Didn't take much urging for a couple of my acquaintance to take the dinghy out for a final spin even in the rising gusty wind. I rowed the pram over to the Shipyard to haul out. They zipped around trading tacks with a sprit rigged skiff over the wind ruffled river. Back at the dock, they turned her over to me for the final run to haulout, just as the squalls blew in to complete the range of testing conditions. A bit wild with blasts from shifting directions, but never out of control or in danger and nothing broke. After a run down, a short reach brought us luffing up to a hand reaching out from the dock like a charm. I couldn't have been more pleased with Captain Nathaniel Herreshoff. Test passed.

Thad's Herreshoff (back) and Norwegian pram at the Maine show.



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Cool Boats for Our Urban Environment

By Don Betts

I should paddle with a samba band accompaniment more often! Such a band led a procession of the boats taking part in the Prospect Park small boat regatta on May 23rd as part of Brooklyn's city-wide festivities, "You Gotta Have Park".

The theme, "Cool Boats for Our Urban Environment" celebrated the interest in environmentally friendly human, wind and solar powered boats within the city, spotlighting a wonderful range of small craft meeting the varied needs of individuals.

Amongst these, the dragon boat from Hong Kong was a lot of fun, as was the "Nubia", a 34' canopied neoclassical Egyptian sculling barge. For my part, I brought an umniak type canoe I built for an art show.

My umniak type canoe, built for an art show, at ease on the pond.



Hong Kong dragonboat approaches shore.

The "Nubia", a neoclassical Egyptian sculling barge.




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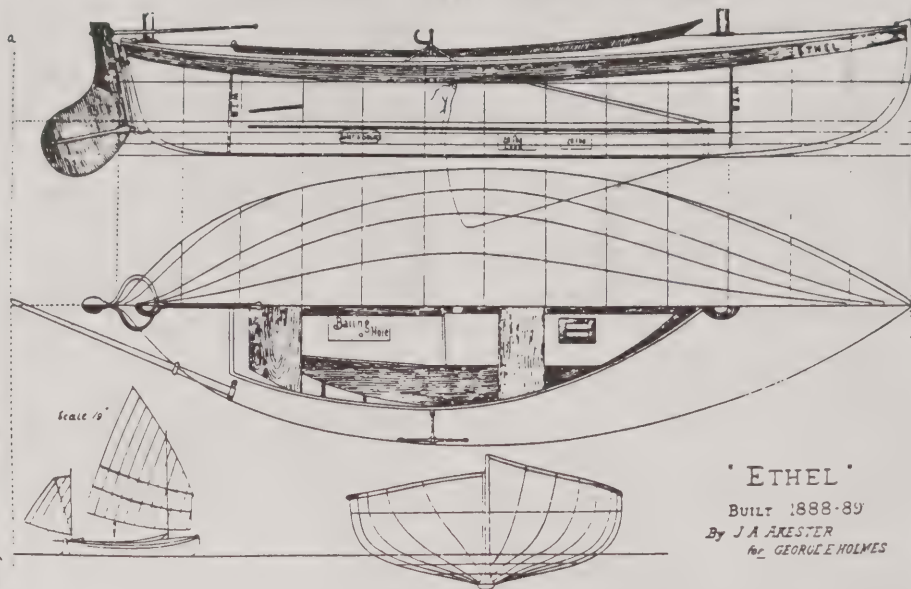
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THE CANOE YAWL NORD VINDEN



By Bill Clements

These photos were taken at the launching of my latest "Nord Vinden" canoe yawl. I still call this one a canoe yawl even though its sloop rigged. We launched it May 29th on Coldstream Reservoir in Connecticut. These photos show the builder at the helm and the client as crew.

Photos were taken by Bob Lavertue and son Scott of the Springfield Fan Centerboard Co. who also did all the hardware on the boat.

The "Nord Vinden" ("North Wind" in Swedish) is an attractive sailing craft inspired by the canoe yawl "Ethel" designed by John Holmes in 1888. John

Leathers included the "Ethel" in his book "Sail and Oar" published by Conway Marine Press in 1982. She is 13' LOA with a 4'6" beam. She draws about 6" with centerboard up and 20" with it down. With a load capacity in excess of 400 lbs. the "Nord Vinden" will carry two people and their gear for day trips or cruising.

She carries two sails. The 100 sq. ft. balanced lug rig includes 80 sq. ft. in the main and 20 sq. ft. in the mizzen. She weighs 290 lbs. without rigging and 340 lbs. with sails, mast and rigging.

"Nord Vinden" is very stable and seaworthy. Her versatility is a boon to daytrippers and overnight campers; and her popularity is growing as more and more sailors opt for a trailerable craft.

STATISTICS

LOA: 13'
Beam: 4'6"
Draft: 6" Board Up,
22" Board Down
Sail Area: 98 sq. ft.
Main: 72 sq. ft.
Mizzen: 26 sq. ft.
Displacement:
At the LWL 370 lbs.
LWL +1" 510 lbs.
LWL +2" 670 lbs.
LWL +4" 1024 lbs.
Weight Fully Rigged: 350 lbs.

SPECIFICATIONS

Planking, Bulkheads & Hatches: 6mm
Sapele Mahogany Plywood
Deck: 5mm Sapele Mahogany
Plywood or Traditional Canvas Covered
(Optional 6mm Teak Plywood)
Sails: Balanced Lug Main and Mizzen
in White or Tanbark Dacron (Other Sail
Plans or Material Optional)
Structural Members: Black Locust
Coaming: Cherry or White Oak
Spars: Spruce
Centerboard: Three Segment Folding
Bronze
Finish: Epoxy & Varnish (Optional
Paint/Bright Combination)
Other: Kick-up Rudder, 7-1'2' Shaw &
Tenney Spoon Blade Oars.



An Owner's Critique of the "Nord Vinden"

STABILITY - You may move around the cockpit with relative ease, she is not as tender as one would think. With the centerboard up she is a little quicker in motion than when the board is down. My boat has the regular centerboard, however, Bill is now installing the Radix board. I have seen them and they are very impressive. The weight is low where it belongs and you also get the added bonus of a much roomier cockpit. As for ballast, I am not using any; with the gear and crew, I feel she is well ballasted. Under sail I find her quite stable, having been out in some rather strong winds. When tacking she will ease over in a normal way. When the lee rail gets under, and water sort of splashes into the cockpit, at that point, or a little before, I will luff the main, she responds well and moves along just fine. Also, I would like to add that about 90% to 95% of the time I sit IN the boat, not on the deck, holding her down. If it becomes very gusty or there are quick changes in wind directions, I will sit on the deck for a more confident control.

RIG - On a boat this size there are many variations that I am sure would be quite successful. When Bill drew up the sail plan, several options were considered and we settled on the present and I have had no regrets. Here are a few points I would like to bring to your attention:

A. The sail plan is low and long which keeps the aspect ratio to displacement low which I appreciate in a strong wind.

B. The balanced lug gives me the opportunity to reduce the sail area to any point, with everything resting in the lazy jacks. This way I can keep on sailing when it breezes up and reefing is required. Also, with the main halyard leading to a cleat aft, I am able to lower the sails while remaining at the tiller.

C. I like the yawl rig for the following reasons: It looks good; the mizzen helps to keep the boat in the wind while setting the main sail. Also, let's say I am caught out in a real blow away from the launch ramp and want to get back. In this case I would unship the main mast, sail and all, and stow it in the boat. Then, simply move the mizzen up to the bow and I have reduced my sail area drastically and still have enough to keep the boat sailing. There is one drawback, though. With all the lazy jacks, halyards and sheets, it takes a little doing to keep the rig from getting tangled while stepping or unstepping the mast. Incidentally, my rigging time at the ramp is approximately 15 to 20 minutes, not pushing it.

SAILING - To me, "Nord Vinden" is quite a joy to sail, responds well to the helm, points into the wind close enough

to suit me. I am not a racer, gunk-holing is more my style. When the big boys pass close in their motorboats, I just slice into their bow waves and ride over them. Sometimes she will come to a dead stop, but by easing off on the main, and then sheeting in, she is quickly off sailing again.

CONSTRUCTION - Here I am doubly pleased. Bill Clements is in his right element when building a boat. The wood he selects, the fitting and joinery work is something to behold. There has not been a day at the launching ramp that people young and old won't stop, inspect and comment about the boat.

ACCOMMODATIONS - Remember, she is a 13'-0" canoe-yawl. There is ample room for two people, one forward and one aft, plus some gear. Most of the time, my wife and I enjoy a sail in the afternoon with a nice picnic lunch. Last year I took a week and cruised on Barnegat Bay in New Jersey. By recutting our son's Boy Scout tent to make it fit under the boom, I had a cover for the night. I slept on the floor board with a life jacket for a pillow, and a one-burner Coleman stove took care of my cooking needs. In the evening I would sail into a marsh cove and anchor. The weather was quite blustery, with a few days of rain, but that did not stop me. I had a grand time.



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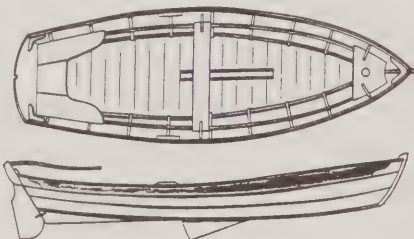
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What You Are Building



TRADITIONAL 'WEE LASSIE'

This is a photo of the Wee Lassie I built this past winter taken at Mt. Pisgah State Park in Pennsylvania on its first outing. I built it from plans obtained from the Adirondack Museum. It measures 11'x26"x9" and weighs 30 pounds. I used oak for the keel, white pine for the planking, ash for ribs and black cherry for the gunwales. The copper clinch nails came

from Strawberry Banke Museum. The boat is finished with two coats of Easypoxy and four coats of marine varnish.

I gathered much information for the project from Tom Hill's "Ultralight Boatbuilding" and Walter Simmons' "Building Lapstrake Canoes".

John Kunte, RR #2 Box 128, Rome, PA 18837.

IAN OUGHTRED'S 10' "ACORN"

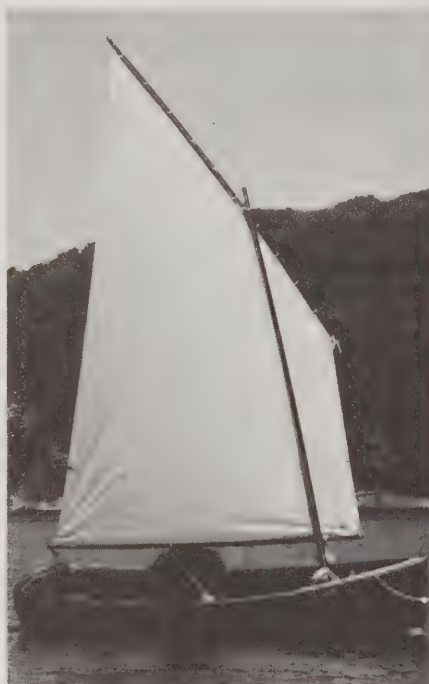
I just finished building Ian Oughtred's little rowing/sailing tender, the 10' "Acorn". The hull is 3/16" lapstrake plywood and the rig is a 58 sq. ft. standing lug. She sails and rows very nicely and tows behind our bigger boat very well.

The building took two years of evenings and weekends, with many interruptions such as our new baby, a room addition on the house, and keeping the bigger boat afloat. But I'm glad I took the time and did everything carefully.

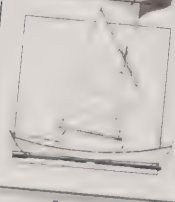
I was very concerned about that lug sail, I just didn't understand how it was supposed to work. I had Gambell & Hunter make the sail and just followed the plans, and it really works. Lots of power, points up pretty close to the wind, and is quite effortless to raise and lower. Another nice feature of this boat is that it is tender and lively until the sheer strake starts to get wet. Then it takes a LOT more force to actually take water into the boat.

The first time out under sail was on a little lake in this thin part of Maryland between West Virginia and Pennsylvania. The lake is surrounded by mountains and passes that create dead spots and gusty areas. The gusts were up to 15 knots. Even in these conditions, my wife, who considers herself a novice sailor, and was unfamiliar with the boat on her first time out, felt safe taking it out alone. I didn't ask her if she felt safe with me!

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BEACH GIRL PROGRESSES

"Beach Girl" is progressing slowly, I still need to finish leeboards, rudder, cockpit sole and brightwork. I hope to sail her this year. When I started this project I estimated six months to completion. April, 1993, will be six YEARS! Much of the delay is due to my being sidetracked doing major repairs on two other boats, overhauling my car, making major renovations to a bedroom and bath, and to my old motorcycling injuries coming back to haunt me (in 1966 I broke my right leg in seven places).

David Gully, 505 Turney Dr., Houston, TX 77037.

KEEPING BUSY

I've been building a new canvas canoe from a Charles River Kingsbury mold and plan to offer them for sale soon. I've also been restoring several canoes and small boats while trying to come up with a new catalog.

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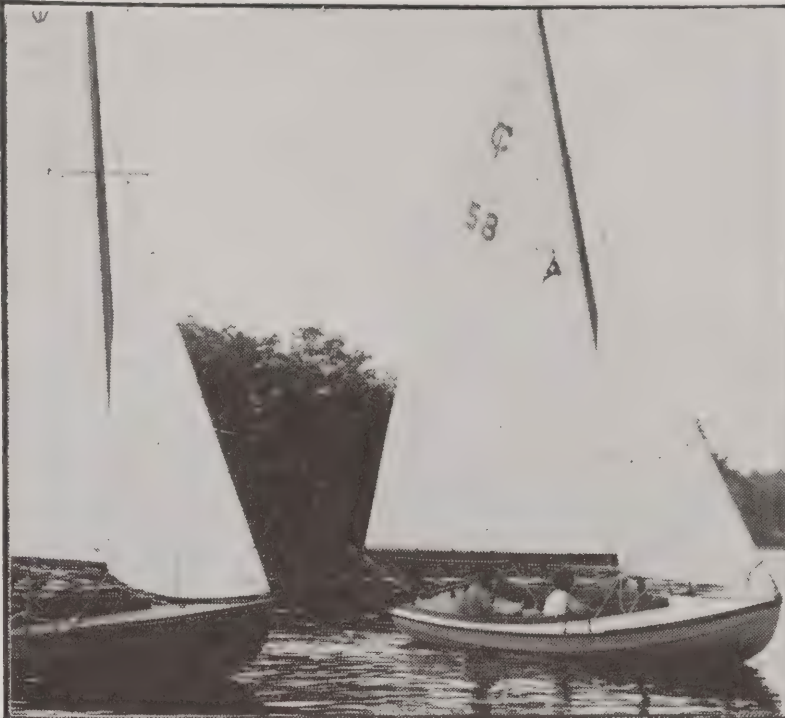
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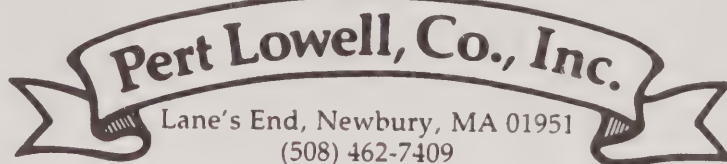
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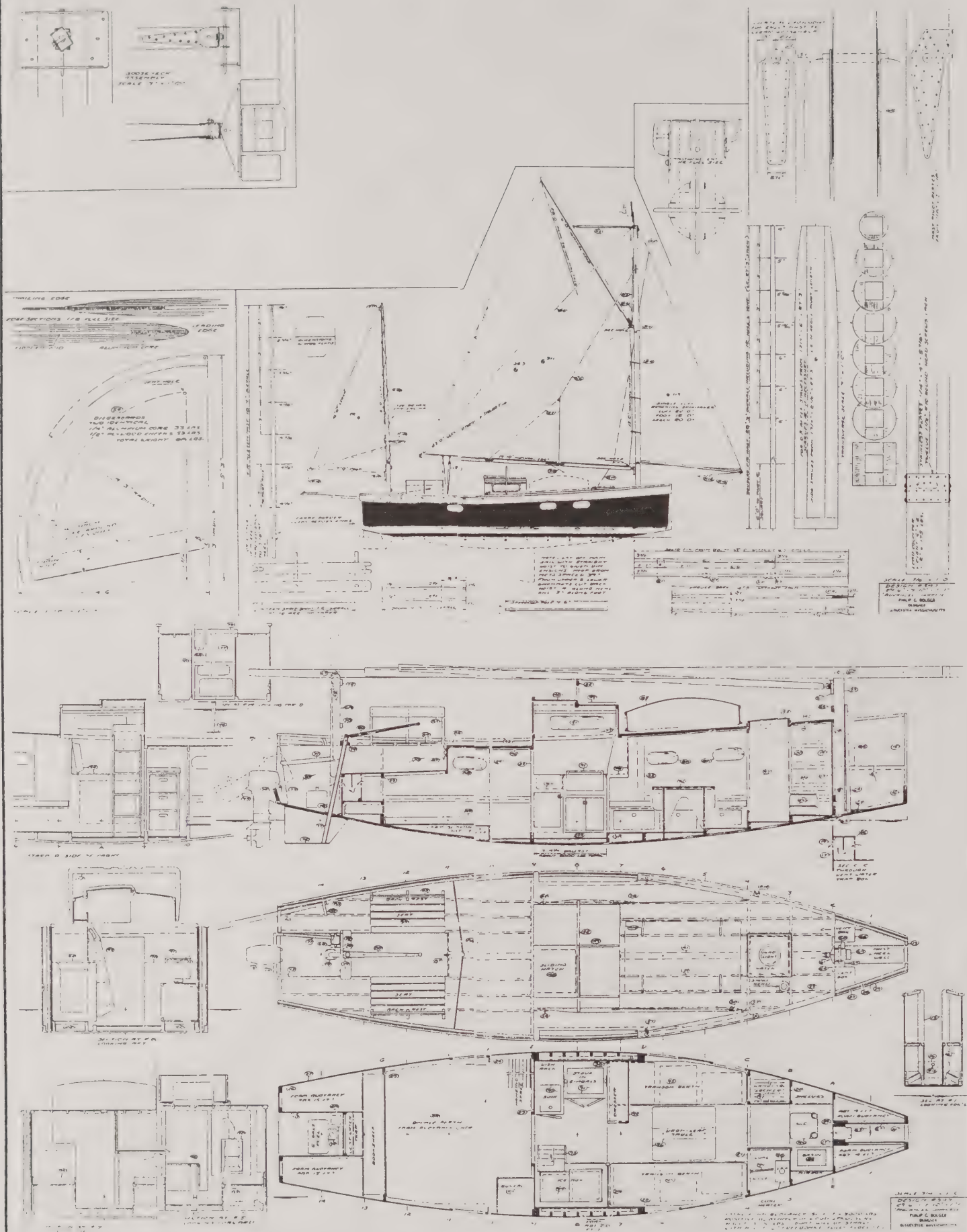
THE MAGAZINE FOR THE SMALL BOAT ENTHUSIAST

AFLOAT! is a new, UK magazine dealing with all aspects of wind and person powered craft up to a length of about 20'0". The editor and publisher is small craft designer Dennis Davis. All construction methods and materials will be considered and the emphasis will be on small boat practicalities. With a variety of 'boaty' writers contributing, and readership in-put encouraged, AFLOAT! aims to be a thoroughly good read for all who delight in small boats.

Six issues per year of 32 pages (8" x 11 1/2"). The launch issue will be mailed early September 1993. Second class air mail subscription is \$20.00 US. Please send bills, or checks payable to Dennis Davis, to:

AFLOAT!, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England.

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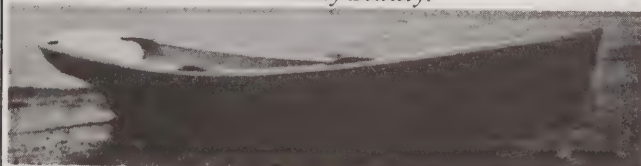
These two pictured are said to be comfortable except for booming pounding at anchor. It's proposed to work out some kind of baffle to fit under the bow to reduce this nuisance. They're good sailers on all points. The two photos show one close hauled in a Chesapeake Bay chop (dark hull) and the other broad reaching with her single luff spinnaker inside the Australian Barrier Reef.

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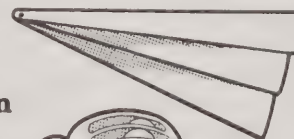
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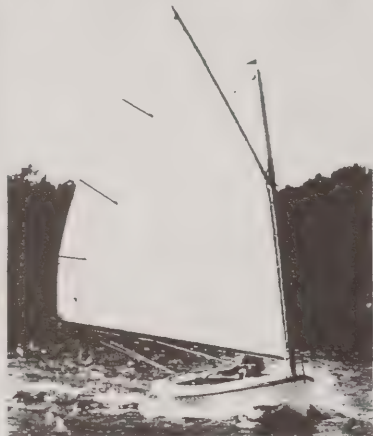
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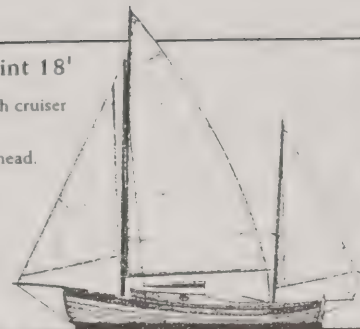
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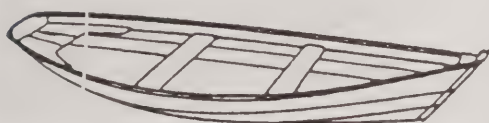
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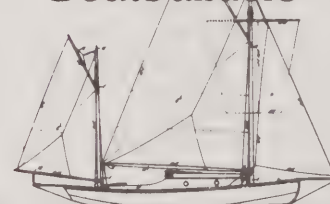
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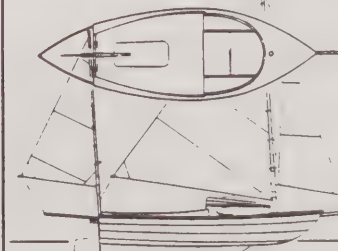
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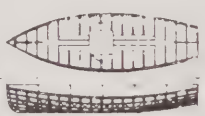
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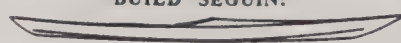
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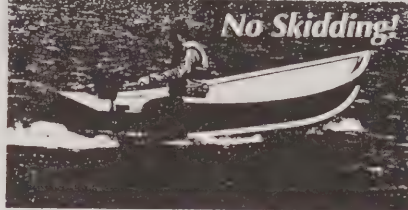
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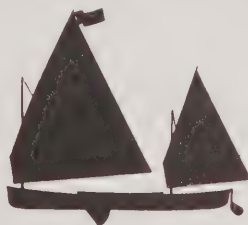


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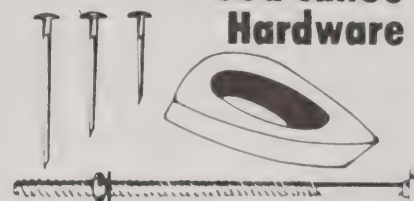
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LENNY LIPTON, White Plains, NY, (914) 949-2927. (4)

BOAT GEAR. Shipmate Stove w/oven, gd wkg order, \$200 + shipping. 70lb Bower fisherman type anchor, \$250 OBO. 12 - 6" bronze opening ports w/screens, \$25 ea.

BEN BISHOP, Storrs, CT, (203) 429-4542. (4)

CLASSIC SMALL CRAFT. 17' Rangeley Lake Boat, cedar on oak, copper tacks, white pine trim, Mystic plans, \$1,500. 18' St. Lawrence Skiff, 4mm glued laps, oak ribs, butternut & mahogany trim, varnished interior, red exterior, \$3,800. 22' St. Lawrence Skiff sailing version, cedar on oak, copper tacks, butternut, mahogany trim, sprit rigged, centerboard, Mystic plans, \$6,500. 21' X-Dory from C.D. Mower plans, white pine on oak, decked racing dory, spruce spars, mahogany seats and trim, \$9,500. Pictures of all boats on request.

LARRY GILLEN, Builder, Kansas City, MO, (816) 454-1386. (4P)

29' CRUISING SHARPIE CAT YAWL, 16" draft, custom design by Bolger for present owner. Polyurethane pnt, epoxy/wood constr. Fully equipped, fresh bottom pnt, exc cond. \$6,900.

THOMAS FULK, Anacortes, WA, (206) 293-8368. (4)

20' CHRIS CRAFT HOLIDAY, '62, runs gd, looks gd, w/tandem axle trlr, mooring cover, original upholstery & hrdwre. \$8,900.

JOE JEROMIN, Box 325, Randolph, OH 44265. (4)

CRAFTSMAN THICKNESS PLANER, 12"x6", 2hp, pwr feed, \$300. Router table, \$10. Craftsman wood lathe, 12"x40", 1/2hp, \$125. All lk new.

ART DILLON, Atkinson, NH, (603) 362-6326. (4)

15' LYMAN, nds cosm, pnt, OB. \$450.

BILL SIEVERTS, Kingston, MA, (617) 585-9664. (4)

LIGHTNING MAST, Sitka spruce, used, gd cond, nds refinishing. W/spreaders & jumper struts, no rigging. \$100.

DAVID BUCKMAN, Gilford, NH, (603) 524-7107. (4)

BOLGER WINDSPRINT, daggerboard, rudder, spars & sail, \$650.

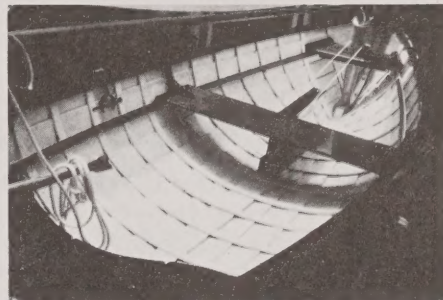
HANS WAECKER, Cliff Island, ME, (207) 766-2684. (4)

22' 10" TREMOLINO TRIMARAN, '84. Bruynzeel occume ply over fir frames, WEST System. Hobie 16 hulls & rig, M,J, furling J. 2.7hp Cruise n' Carry OB, EZ Load trlr. Asking \$3,700, make offer.

BOB CHAMBERLAND, Suttons Bay, MI, (616) 271-4231. (4)

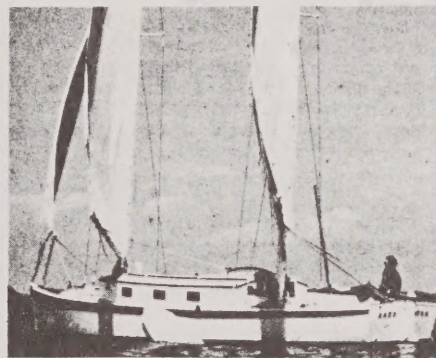
32' WASQUE, classic Vinyard blt FG lobsterboat cruiser. Grn hull, wht topsides, immac pnt & machinery. On Chesapeake, N.E. delivery easily arranged. Reasonably priced to sell this summer.

P.A. JAY, Churchville, MD, (410) 939-5796. (4)



W.J. SIMMONS "SUNRISE" DINGHY. Cedar on oak, bright mahogany sheer & thwarts. Varnished & leathered 8' oars. New sprit rig, new sail w/mast hoops. New Seitech launching dolly & new custom acrylan cover. Must go to a good home. \$1,000 firm, much more invested.

C.J. TRINGALL, Severna Park, MD, (410) 987-5895. (4)



33' L.F. HERRESHOFF "MEADOWLARK" shallow draft leeboard sharpie coastal cruising ketch, blt 1962 under L.F.'s supervision. Cedar & yellow pine on white oak, authentic L.F.H. hrdwre, 15hp Yanmar diesel (250 hrs) VHF, propane stove, porta potti, etc. Cabin slps 4 in comfort, 6 in a pinch, Exc cond. Further reduced to \$11,000.

BOB SILVIUS, 20 Wolf's Neck Rd., Freeport, ME 04032, (207) 865-3947. (4)

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

WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (4)

NISSAN OB's (2), 5hp & 9.5hp longshaft. Purchased 1989 as auxiliaries, v'y low hrs, like new, perf cond. in storage last 2 yrs.. \$600 & \$1,200.

R. BLUMBERG, 18 Greenhaven Rd., Rye, NY 10580, (914) 698-4645. (4)



BOLGER LIGHT SCHOONER blt by owner '90. Perfect, ready to sail turns heads everywhere. Incl custom alum trlr by Trailex. Call for test sail. \$4,700 compl or consider trade +/- cash for Bolger Black Skimmer or Long Micro.

CHARLES ANDREWS, Kent, OH, (216) 678-3010. (4)

16' MARTIN APPLEDORE POD rowing shell, compl w/oars & sliding seat. Bright cedar, perfect, \$5,000 new, steal for \$2,200.

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RONDA ROTE, Leeds, ME, (207) 524-3281. (4P)

14' OB CABIN CRUISER, 6hp Evinrude, trlr. \$1,250. STAN DZIEMJA, S. Walpole, MA, (508) 668-3879. (5)

SEAGULL SAILBOAT MOTORS & PARTS. Will ship. \$225 & up.

BOB MUGELE, 1623 Augusta Way, Casselberry, FL 32707, (407) 695-6642. (5P)

1987 KLEPPER FG KAYAK, solo touring "Rallye". Flotation bags & rudder. Some ramp scars but only moderate flatwater use. \$350.

NEIL WILSON, 2640 Queen Anne Cir. Annapolis, MD 21403, (410) 263-9209. (5)

"WOODEN BOAT" MAGAZINES, set issues #1-#111. Fine cond.

JEROME KLIGERMAN, Philadelphia, PA, (215) 922-5303. (5)

BOATS & GEAR. McKee Craft 14' tri-hull, new wood console, destroyer wheel, older boat & trlr, structurally sound, \$650. 1991 Johnson 35hp electric long shaft OB, controls, tank, exc shape, \$895. Both above \$1,500 firm. 1983 Honda 4-stroke OB, 7.5hp long shaft, tank, tool kit, exc shape, \$950. Old boat trlr for inflatable or small boat, gd shape, \$150.

FRANK CLOUSE, Worcester, MA, (508) 791-4766, M-F, 1-5pm. (5)

16' NOVA SCOTIA DORY, blt by W. Lawrence Allen, Lunenburg, NS, '69. Transom takes OB. In Plymouth, MA. \$350.

JOHN HALL, Cambridge, MA, (800) 225-5750 XT 129. (5)

1984 DOVEKIE, 21.5' extreme shoal draft Bolger design sailboat, grt gungholer. Canvas & screens for cockpit, gd sail, oars, trlr, \$4,800. Could deliver or meet partway.

JOHN McDONALD, Mancos, CO, (303) 533-7168. (5)

17'6" LAPSTRAKE FISHERMAN'S DORY, wood, blt by Morrell, Amesbury, MA, ca '30. 5'6" beam, restorable. \$140 or BO.

VINCENT TODD, Durham, NH, (603) 659-5710. (5)

10' KAYAK, 2 person, plywood, red, hand-made. Gd cond, \$125.

MICHAEL O'HEARN, Watertown, MA, (617) 923-9006.



CLASSIC 12' LAPSTRAKE ROWING SKIFF blt @ Strawberry Banke Museum Boatshop ca '81. Like new cond w/System 3 epoxy bottom. Oars, no trlr. Deliver within 70 mi. \$535.

VINCENT TODD, Durham, NH, (603) 659-5710.

14' MAINE PEAPOD, Shaw & Tenney oars, sail by Gambell & Hunter, trlr. \$2,500.

STAN DZIEMJA, S. Walpole, MA, (508) 668-3879. (5)

29' DORY SCHOONER, Culler design. Port Orford cedar & Honduras mahogany, copper/bronze fastened; decks & cabin top canvas over irish felt; 11hp Farymman diesel w/sound deadened engine compartment. Recently completed & stored large cockpit daysailer/coastal cruiser of 1st rate workmanship. \$22,500.

DAVE ORCHARD, 1133 Rose Valley, Republic, WA 99166. (5)

THREE BOATS: 32' Rawson Monk designed "trawler yacht", FG, Cat diesel, hydraulic steering w/low hrs. Gd cond. \$29,000. 21' Crotch Island Pinky, hand laid FG constr by Peter Van Dyne. On trlr. \$2,700. 20' Culler bateau, alum constr w/motor bracket & sculling notch. \$1,500.

DAVE ORCHARD, 1133 Rose Valley, Republic, WA 99166. (5)

LEFTOVER GEAR: 16lb CQR plow w/6' chain, \$75; 20lb yachtman kedge, \$35; 100' braided 5/8" anchor rode w/thimble & eye, \$50; British Seagull 6hp Silver Century longshaft dunked once, BO.

JOE GOLD, Patchogue, NY, (516) 379-5661, (516) 734-6377. (5)

30' WORKBOAT. Blt 1935 by Watts, Marion, MA. Yard workboat for over 50 yrs. Cedar on oak, copper rivet fastenings, 6 cyl Chrysler Crown, dual steering stations, standup pilot house fwd w/wheel, aft tiller steering, self bailing cockpit. \$1,200.

BILL BEARDSLEY, Marion, MA, (508) 748-0851. (5)

BUZZARD'S BAY RENTAL. 6br Mattapoi-sett house w/panoramic view of bay. San-y beach, mooring, use of assorted kayaks. Rent negotiable, Available July 31-Aug 8.

TATLOCK, Lincoln, MA, (617) 259-0846, (508) 758-9726. (5)

1898 CATBOAT "GRAYLING" (see "MAIB" summer '91) has special need. Skipper is going to grad school and will lay her up for some time. Looking for secure affordable home for one or two years, Narragansett Bay to Mt. Desert, ME considered. At sea most of summer of '93 so reply by mail.

DOUGLAS GOLDBIRSCH, P.O. Box 373, Woods Hole, MA 02543. (5)

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R.D. YENTZER, 997 Brill Rd., Star Tannery, VA 22654, (703) 465-9353. (5)

SURFING KAYAK, open deck "Surfski 17". A-1 cond.

FRANK ALBERT, Putnam Valley, NY, (914) 528-3349. (5)

16' OLD TOWN SAILING CANOE, "Wa-hoo" model. 2 daggerbds, mainsl, new sheets, Harken blocks. Exc shape. Sails & paddles. \$850.

SINCLAIR SHERRILL, Beverly, MA, (508) 921-0941. (5)

16' OLD TOWN GUIDE CANOE, wood/canvas, vy 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)

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

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PATTY SPIRO, RD 2 Box 259A, Millerton, NY 12546, (518) 789-4623. (5P)

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TOM ABBOTT, Millerton, NY, (518) 789-4623.

"FLIGHT OF THE DAMN FOOLE", serialized in "Messing About in Boats" in '92 is now available as a paperback book from Tom, \$10 postpaid.

TOM MCGRATH, c/o Erin Ruocco, 72 Edgehill Rd., Lynn, MA 01904. (TF)

TOM'S TOWNIE, a classic if somewhat shopworn daysailer, which Tom battled with over years of sailing adventures chronicled in "Messing About in Boats" is for sale for \$500 or BO.

TOM MCGRATH, c/o Erin Ruocco, 72 Edgehill Rd., Lynn, MA 01904. (TF)

22' FRIENDSHIP SLOOP, wood, vy gd cond. Diesel, outside ballast, nice daysailer/weekender. Sail away for \$9,000.

HOLT VIBBER, 5 Soljer Dr. Waterford, CT 06385. (5)

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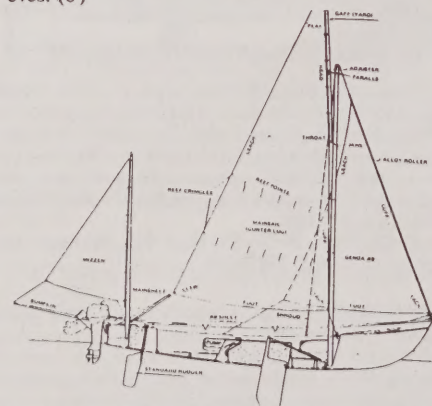
MARK NASH, St. Peters, MO, (314) 926-0895. (5)

FLEET SALE. 1956 Eldridge McInnis 28', camp/fish cruiser. Sound hull, nds TLC, \$1,725. Beetle Cats #1264 & #1593. Both restored, exc shape, water ready. \$3,100 & \$5,000. Alden Ocean Shell, early '70's, vy gd shape, wood sweeps, \$600. All prices open to offers.

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

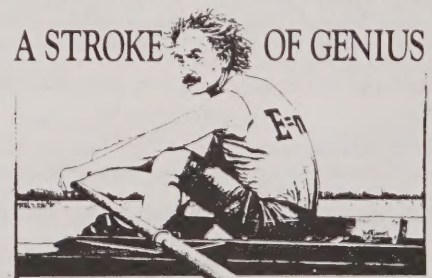
THE CARPENTERS BOATSHOP, Branch Rd., Pemaquid, ME 04558. (EOI)

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.

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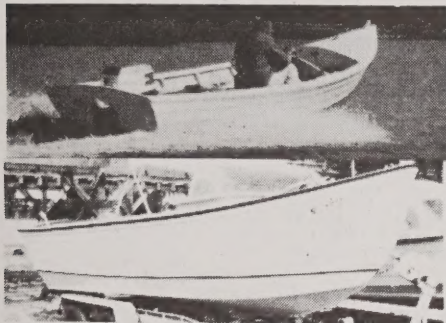
KEY LARGO SHOALWATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)



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FOR AUG-OCT '93, cabin/campsite on lake 50-60 mi from Madison, WI. Paddling companions/expedition on northern lakes. I have single & dbl Kleppers. FOR NOV '93-FEB '94, crew position sailing south. I have inland operator's license, navigate & cook. SUSAN SCHMIDT, Durham, NC, (919) 286-0369. (4)

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15' LAPSTRAKE PEAPOD rigged for sailing/rowing. PAUL LUCHINI, Poland Spring, ME, (207) 998-2694 or (508) 745-9769. (4)

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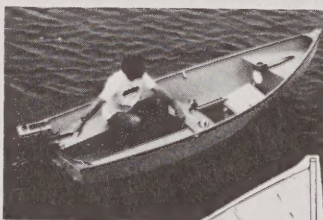
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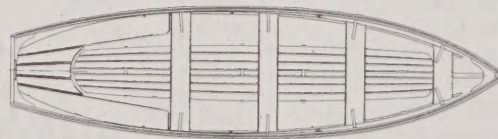
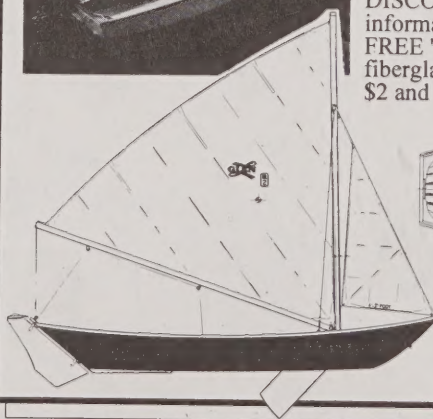
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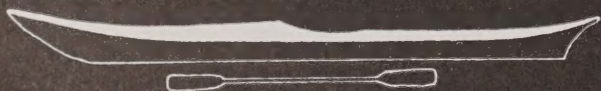


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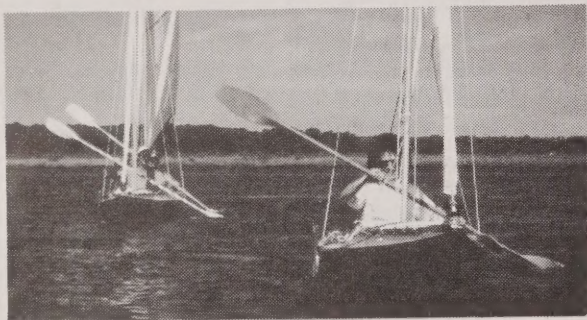
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