

Twice a Month!



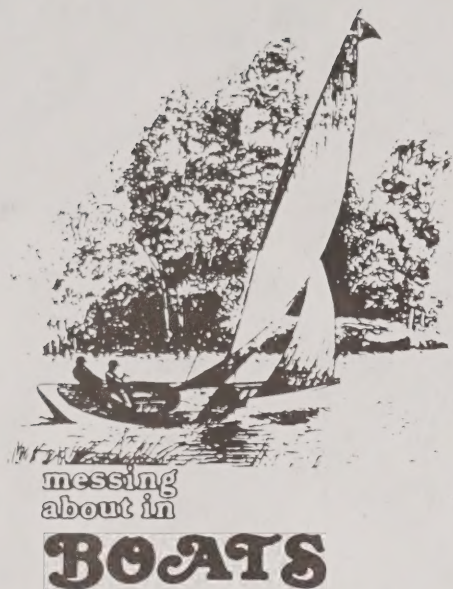
# messing about in **BOATS**

Volume 11 - Number 6

August 1, 1993

PEABODY MUSEUM OF  
LIBRARY





Volume 11 - Number 6  
August 1, 1993

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## Our Next Issue...

Will feature Jeff Potter's tale, "Misadventure in LA" promised for this one, but sidelined by my giving the boat shows so much space. There will be more event coverage however, with Ken Cupery's report on the No Octane Regatta in the Adirondacks and Jim Michalak's report on the Midwest Messabout with lots of great photos from Susan Archibald. Designs will include Joe Dobler's 24' "Marietta Yawl" four-oared taped seam plywood rowing gig and Phil Bolger's "Maximum Trailer Cruiser", a 36' aluminum creation. Fred Holzknecht's tale of his long life with his creation "Sally IVth" gets to the heart of this build your own boat subject, while Malcolm Forbes gives us the lowdown on building a hollow mast and Tom Fulk reports on a 30 year test of the reliability of the epoxy glued construction of his Adirondack guideboat.

## On the Cover...

Sharon Brown's photo of the 25' steam launch "Osprey" heading out on Connecticut's Mystic River past a backdrop of Beetle Cats at the Mystic Seaport Antique Marine Engine Exposition last summer is evocative of a bygone time. More on that event, and announcement of this year's impending event is in this issue.

# Commentary...

Another Wooden Boat Show has come and gone, and this second year for the rejuvenated event at Newport, Rhode Island, did fulfill the promise developed by its revival last year after several year's hiatus following the abandonment of the earlier Wooden Boat Shows. The sponsorship of "Wooden Boat" magazine obviously is the reason for this, the rapport between them and the exhibitors, with their shared common cause, has created an enthusiasm that really makes this celebration of wooden boats work.

Calling it a "show" is perhaps something of a misnomer when viewing the term as it is used for the commercial industry boat shows that are used to market consumer boats. At those affairs, there are salesmen at ready with order books in hand and financing all arranged beforehand, to make it easy for the potential buyers to sign up for new boats. At the Wooden Boat Show this doesn't happen, and while there is continuing hope that one will sell a boat at the show, it doesn't happen to many. This event is more of a festival, where the collective wooden boat trade can show what it does, to encourage ongoing business for its future.

I've discussed before my view that the major hurdle to selling more wooden boats is the cost of the boats. While the prices for value received are not significantly higher than what the public is willing to pay for mass produced fiberglass boats, the absence of financing means that anyone desiring that \$10,000 beauty has to come up with the whole price cash. I have felt that those few amongst us who can indulge themselves in this way, those who find \$5,000 to \$25,000 boats affordable, are more interested in even more costly craft. They buy expensive production boats or contract with builders for custom wooden yachts. They don't buy at a boat show for cash.

What the Wooden Boat Show does do, in my view, is present the real thing, what the participating builders have to offer. For a cost that would buy only a modest ad on the pages of "Wooden Boat" a builder can show several thousand prospects his actual work, not just a picture and some words of encouragement about it. With about 8,000 show goers again this year, this is a pretty good investment of limited advertising funds. Amongst all those people who stop to look a boat and talk with its builder, lurks someone who will end up contracting for the boat of his choice. This is a craft industry and there's no volume business to be found.

"Wooden Boat" is the unquestioned promoter of the mystique and claims 100,000 readers. That's pretty small potatoes in today's consumerland. And of that imposing 100,000, only a few thousand ever act on buying a new boat or having one built. Statistically fishing for customers amongst that readership is still the best bet for the aspiring builder, but if the

number who will attend the Wooden Boat Show where those boats pictured in the magazine ads can be seen, and their builders met and talked with, comes to only 8% of the readership, you begin to see the potential for business is indeed limited.

By the Show's end on Sunday afternoon, the builders there pretty much have heard if anyone sold a boat, and this year again it was on the order of just a few. Hopes for future orders of course are more tenuous, but those are what most go home with. I think this reality should be accepted and the participation be undertaken in the spirit of enlightened self interest, the partly altruistic motive of just helping to make wooden boat building ever more visible to the boating public. A few days away from the shop, and a few hundred dollars for the minimal costs of participation, renting outdoor space and staying at the local campground, are modest dues to be paid towards the furtherance of the collective craft.

A real value to many of the newer builders is the opportunity this event presents to them to learn what their peers are doing, to not only look at each other's work but also talk about it, about business, about techniques, about how to make this a livelihood. It also can be sobering for the isolated small builder who brings his work and discovers that he perhaps has a way to go yet to get up to a quality level that will appeal to prospects. Each year we see a few of these efforts, not bad for amateurs but still short of professional quality. It's an educational experience in such cases.

Perhaps this is all an exercise in trying to contend with circumstances best described by the oxymoron, "individualists unite!" The majority of small boat builders are individualists unused to cooperative efforts at bettering their collective whole. Each feels unique, mostly due to geographical dispersal, and to the poverty line level of existence many must live to pursue this dream. Just about any other serious trade has long since organized itself into some sort of trade association, and efforts have been made to do this with wooden boat building. Nothing has happened as yet, so these wooden boat gatherings scattered about the nation serve as the only such collective effort at boosting the well being of the trade. "Wooden Boat" is trying, and may yet succeed.

For all of us who just enjoy wooden boats, each in our own ways, the Wooden Boat Show is a great experience. All in one place, so many lovely boats, so many interesting people who build them, so many owners with tales to tell, so many useful tools and materials, so many information sources in books and plans, even cultural overtones in art and half models. It is a celebration just to be at, never mind whether one is planning to buy anything.



## UNITED STATES COAST GUARD AUXILIARY

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### Not Required, But...

Federal law requires all recreational boats carry some specific kinds of safety equipment. A free Courtesy Marine Examination by a qualified member of the Coast Guard Auxiliary will tell you if your vessel meets all the legal requirements and that it is all in good operating condition. But that's not the end of the chapter. There is more that you can do for very little cost to make your time on the water safer and more enjoyable. One suggestion is that you add a rear view mirror. As more and more Americans turn to recreational boating, our waterways become ever more crowded and it is essential to know what is coming up astern.

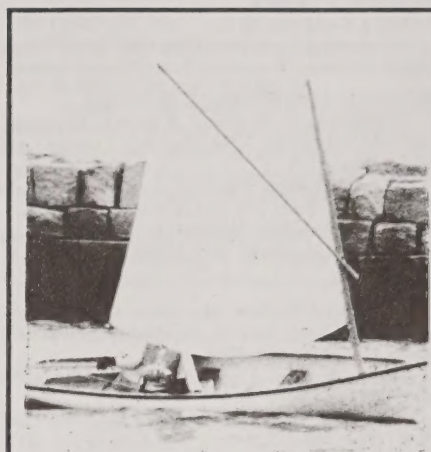
Granted that the boat being overtaken has the right of way, it is the "stand on vessel". That same boat has an obligation, under the navigational rules, to "maintain course and speed." Just as you would never change lanes in your car without checking to see what is behind you, so when you are at the helm of your boat, you need to know what is astern before you change course. On a fine Sunday afternoon on the Intercoastal Waterway that can mean the

skipper goes home with a stiff neck from constantly looking over his shoulder.

A convex or wide-angle mirror (similar to those on the right side of the car with the warning, "objects are closer than they appear") is a simple solution. You can buy one from your boating supply store. Just look in the section with equipment for water skiing. Or, you can get a good one from any auto parts supply, a four-inch truck mirror may be best. Mine is mounted on the radio box in my T-top and positioned so that a quick glance up tells me if it is safe to change course.

And, in addition, train your crew so that it is a habit for them to give constant reports; "boat passing to starboard" or "ski boat coming up port side." YOU know that as the boat being overtaken you are the "stand on vessel" but the other skipper may not have taken an Auxiliary safe boating course and he may not know. Don't let him find out the hard way, it could spoil everyone's day.

Tom Shaw, United States Coast Guard Auxiliary



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## ONGOING EVENTS

### AUGUST 5 - MARCH 6:

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

### THROUGH THE SUMMER MONTHS

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.

Daysail Schooner "Adventure". The Gloucester "Adventure", Gloucester, MA, (508) 281-8079.

### 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.

Scale Ship Model Meet. Marine Modelers Club of N.E., Roger Williams Park, Providence, RI, (617) 396-6462.

### AUGUST 1-6:

Dory Tender Building Workshop. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

### AUGUST 1-7:

Wooden Boat School Courses: Fundamentals of Boatbuilding; Building the Shellback; Building a Snipe; Elements of Seamanship; Craft of Sail for Women. Wooden Boat School, Brooklin, ME, (207) 359-4651.

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

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

### AUGUST 5-9:

Annual Cruise. Ida Lewis Y.C., Newport, RI, (401) 846-1969.

### AUGUST 6:

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

### AUGUST 6-8:

Buzzards Bay Regatta. New Bedford Y.C., New Bedford, MA, (508) 997-0762.

### AUGUST 6-10:

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

### AUGUST 6-14:

Annual Cruise to Rockland ME. New York Y.C., Newport, RI, (401) 846-1000.

### AUGUST 7:

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

New England Marathon Canoe Championship. 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.

Introduction to Toolmaking. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

### 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, Manitowoc, WI, (414) 377-7888.

### AUGUST 8-14:

Wooden Boat School Courses: Fundamentals of Boatbuilding; Canoe Repair & Restoration; Creative Exploration into Drawing & Carving; Elements of Seamanship II; Craft of Sail; Coastal Cruising Seamanship. Wooden Boat School, Brooklin, ME, (207) 359-4651.

# Happenings

### AUGUST 9-14:

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

### AUGUST 11:

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

### AUGUST 11-15:

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

### AUGUST 12:

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

### AUGUST 13-15:

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

### AUGUST 14:

Short Ships Parade. Connecticut Marine 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 Workshop. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

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

4th Annual N.E. Scale Ship Model Regionals. Scale Ship Modelers Association, Medfield, MA, (617) 396-6462 eves.

Solo/Twin Regatta. Newport Y.C. Newport, RI, (401) 846-9410.

### AUGUST 15:

Half Model Building Workshop. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

### AUGUST 15-21:

Wooden Boat School Courses: Building the Haven 12-1/2; Runabout Re-pair & Restoration; Rigging; Elements of Coastal Kayaking; Craft of Sail; Coastal Cruising Seamanship. Wooden Boat School, Brooklin, ME, (207) 359-4651.

Harbor Skiff Building Workshop. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

### AUGUST 19-22:

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

### AUGUST 20-22:

NOOD Regatta. IBM/"Sailing World", Newport, RI, (401) 847-1588.

### AUGUST 21:

10th Annual Antique & Classic Boat Rendezvous. Hudson River Maritime Museum, Kingston, 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.

Boston Tugboat Muster. World Trade Center, Boston, MA.

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.

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

### 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, Amesbury, 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 Museum, 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. Wooden Boat School, Brooklin, ME, (207) 359-4651.

### 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 24-26:

Shake-A-Leg Regatta. Shake-A-Leg, Newport, RI, (401) 782-6280.

### AUGUST 25-26:

Regatta for the Blind. Sail Newport, Newport, RI, (401) 846-1983.

### AUGUST 27-29:

Unlimited Regatta. Museum of Yachting, Newport, RI, (401) 847-1018.

Laser Masters U.S. Championship. New York Y.C., Newport, RI, (401) 846-1000.

### AUGUST 28:

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

Dittybag Workshop-II. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

### AUGUST 28-29:

South Bay Regatta. TBA/NBYA, Newport, RI, (401) 438-6292.

### 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 Navigation; Coastal Cruising Seamanship. Wooden Boat School, Brooklin, ME, (207) 359-4651.

### SEPTEMBER 3-5:

14th Annual Classic Yacht Regatta. Museum of Yachting, Newport, RI, (401) 847-1018.

### SEPTEMBER 5:

Red Bridge Canoe Regatta. Springfield, MA, (413) 596-6096.

Around the Island Race. Conanicut Y.C., Conanicut, RI, (401) 423-1424.

### SEPTEMBER 5-10:

Cedar/Canvas Canoe Building Class. Sterling College, Craftsbury Common, VT, (800) 648-3591.

### SEPTEMBER 5-11:

Wooden Boat School Courses: Advanced Fundamentals of Boatbuilding; Wooden Boat Repair Methods; Constant Camber & the Cruising Multihull; Elements of Seamanship; Advanced Craft of Sail; Drawing & Painting. Wooden Boat School, Brooklin, ME, (207) 359-4651.

### SEPTEMBER 5-17:

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

### SEPTEMBER 6-7:

Introduction to Cruising Boat Seamanship. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

### SEPTEMBER 8-10:

Cruising Boat Seamanship-II. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

### SEPTEMBER 10-17:

Rolex Int'l Women's Keelboat Championship. Ida Lewis Y.C. & SNSC, Newport, RI, (401) 846-1969.

### SEPTEMBER 11:

Massachusetts Rivers Canoe Day. Massachusetts Watershed Coalition, Fitchburg, MA, (508) 345-6001.

Wood River Canoe Race. Rhode Island Canoe Association, Wood River, RI, (401) 725-3344.

**SEPTEMBER 11-12:**

Traditional Small Craft Meet. Traditional Small Craft & Rowing Association, Rockport, ME, (207) 236-6071.

Constitution Cup Regatta. Philadelphia Maritime Museum, Edgewater Park, NJ, (215) 925-5439.

Maritime Heritage Weekend. Historic St. Mary's City, MD, (301) 862-0990.

**SEPTEMBER 12:**

Short Ships Race. Bill Gribbel, Rockport, ME, (207) 236-3241.

**SEPTEMBER 12-18:**

Wooden Boat School Courses: Gougeon Brothers on Epoxy/Composite Construction; The Art of Traditional Lapstrake Construction; Building Half Models; Elements of Seamanship II; Arts of Sailmaking. Wooden Boat School, Brooklin, ME, (207) 359-4651.

**SEPTEMBER 13-17:**

Cruising Boat Seamanship-III. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2317.

**SEPTEMBER 16-19:**

International Boat Show. Newport Yachting Center, Newport, RI, (401) 8436-1600.

**SEPTEMBER 18:**

Wye Island Row. Annapolis Rowing Club, Annapolis, MD, Rod Beach, 2650 Carrollton Rd., Annapolis, MD 21403.

Minots Light Roundabout Rowing Race. Cape Cod Vikings, Cohasset, MA, (508) 378-2301.

Hospice Regatta. Hospice Care, RI, (800) 338-6555.

5th Annual Classic Moth Boat Regatta. Museum of the Albemarle, Elizabeth City, NC, (919) 335-1453.

**SEPTEMBER 18-19:**

Governor's Cup Regatta/ Traditional Vessel Weekend. Connecticut River Museum, Essex, CT, (203) 767-8269.

Lapstrake Planking Workshop. Antique Boat Museum, Clayton, NY, (315) 686-4104.

**SEPTEMBER 19:**

Great Gerrish Island Small Boat Race. Lance Gunderson, Kittery Point, ME, (207) 439-7516.

Coastal Weeks Row. Mystic River Rowing Club, Mystic, CT, (203) 536-9247.

**SEPTEMBER 19-25:**

Wooden Boat School Courses: Gougeon Brothers on Epoxy Composite Construction; The Art of Traditional Lapstrake Construction; Lofting; Surveying of Fiberglass Boats; Advanced Craft of Sail; Coastal Cruising Seamanship. Wooden Boat School, Brooklin, ME, (207) 359-4651.

**SEPTEMBER 24-26:**

Charleston Maritime Festival. Southeastern Management Co., Charleston, SC, (803) 723-1748.

**SEPTEMBER 25:**

27th Annual Mayor's Cup Race. South Street Seaport, New York, NY, (212) 669-9400.

Ship Nameboard Carving. Northwest School of Boatbuilding, Port Townsend, WA, (206) 385-4948.

**SEPTEMBER 25-26:**

Fall Regatta. New York Y.C. Newport, RI, (401) 846-1000.

Restoration Techniques Workshop. Antique Boat Museum, Clayton, NY, (315) 686-4104.

**SEPTEMBER 26:**

Great Pachaug Canoe Race. Connecticut Canoe Racing Association, Pachaug, CT, (203) 445-6205.

**SEPTEMBER 26-OCTOBER 2:**

Wooden Boat School Courses: Fundamentals of Boatbuilding; Ultralight Lapstrake Boat Construction; Troubleshooting Outboards; Surveying of Fiberglass Boats; Coastal Cruising Seamanship. Wooden Boat School, Brooklin, ME, (207) 359-4651.

**OCTOBER 3-9:**

Wooden Boat School Courses: Fundamentals of Boatbuilding; Building a 16' Harbor Skiff; Marine Surveying. Wooden Boat School, Brooklin, ME, (207) 359-4651.

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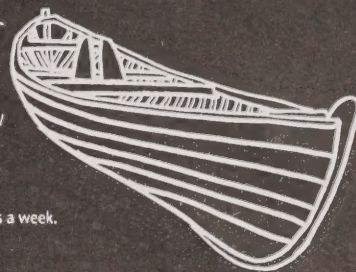
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## OBSCURE MAG GETS AROUND

In May I went on a wilderness canoe trip on the Green River in Utah. The seven canoes were from California and Washington. One fellow was wearing one of those "Messing About in Boats" T-shirts. He was asked where he got it and I mentioned that they were advertised in an obscure magazine I subscribed to, "Messing About in Boats". The fellow wearing the shirt then stated that he had ordered his shirt from that ad in that "obscure" magazine. We had a great chat about your magazine there in remote Utah.

Gene Galipeau, Seattle, WA.

Ed. Note: The T-shirt mentioned is offered by the Design Works of Silver Spring, MD, a regular long term advertiser in this magazine. It is NOT "our" T-shirt, we sell only a magazine.

## SLIDING SEAT BOATS & RIGS

The November 15, 1991 issue had a very good article entitled, "Finishing out Whisp" which I recently enjoyed re-reading. The Whisp, with its seat for a passenger, is an ideal boat for the recreational sliding seat rower. The passenger seat in most recreational singles seems to me to be an afterthought intended to broaden the market appeal for the products of the sliding seat single manufacturers.

A contradiction arises in my mind when contemplating building an inexpensive boat such as Whisp. Why, after this effort, put a \$425 sliding seat rig into it? It defeats the effort at keeping cost low. The seat rig cost could exceed that of the boat. Some time ago you published an article about a home builder who constructed a very simple inexpensive sliding seat rig. I'll have to look it up. Perhaps other readers can help those of us who do like sliding seat rowing in boats we build ourselves?

Tom Colgan, 2304 Cherry Ln., Arden, DE 19810.

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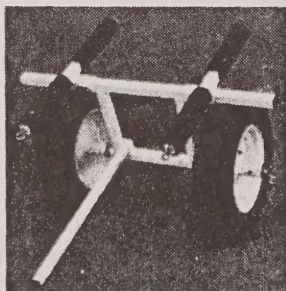
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## Your Commentary

### REALITY OVERCOMING THE DREAM

My dreams of supplementing my seasonal employment here on Cape Cod with small boat building in the winters in my basement are fading in the face of reality. I used to work in the hi tech industry in Boston while putting my wife through college, but then quit that rat race after 13 years and hoped that my woodworking skills and love for small wooden boats would pull me through. But after four years I find myself now just another failing small business and am trying to sell the three authentic Herreshoff sailing dinghy reproductions I have left for enough to recover my tooling costs. I'll write off quality boat building to experience I guess.

Dan Secor, 45 Cranberry Ln., E. Brewster, MA 02631, (508) 255-5925.

### SLIGHTLY LARGER PLEASE...

I sail a pocket cruiser, a Rob Roy 23' canoe yawl made by Honnor Marine, the builders of the Drascombe line in Devon, England. It is a bit larger than most of the boats and boating you cover so I'd love to see you, as a previous reader once suggested, give some more coverage to slightly larger boats to take up some of the slack left by the absence of the much lamented "SBJ".

Robert Lewis, Brooklyn, NY.

Ed. Note: We do report on such boats when we get the articles. We do not go looking for them, no time for that.

## DETAILS PLEASE ON "LITTLE CRUISER"

You wisely did not print Mindy and David Bolduc's address in the cover story of your June 15th issue, "Cruising in Little Cruiser", so they wouldn't be flooded with inquiries about their boat. But failing to tell us how to contact the designer smacks of reader neglect! Who knows, Matt Leyden could be the next Phil Bolger. Please tell us, if you can, how we may obtain plans for this intriguing vessel?

Reed Smith, Oxnard, CA.

## ENJOYED "LITTLE CRUISER"

I enjoyed David Bolduc's story "Cruising in Little Cruiser" He is a "So-Du-It" (June 15, 1993 issue) nut now and plans to build one. In his story he mentions Hugo Vihlen and "Father's Day". I see in the papers that Hugo was stopped from setting out from Cape Cod by the U.S.C.G., so he took his boat to Canada where, he says, people are more adventuresome. I've heard no more but presume he is on his way to yet another mini-boat record.

Jim Betts, Point Pleasant, NJ.

## EPOXY & PAINT RESPONSES

I received very helpful replies to my letter that you recently published inquiring into epoxy and paint finishes from Tony McGarry of Seattle and Robert Niemeyer of Gardna, California.

I was very interested in David Bolduc's "Cruising in Little Cruiser" in the June 15th issue. Could we please have more information about this boat, plans if possible, and the address of the designer?

Clive Bennett, Sarnia, ON.

Ed. Note: According to David Bolduc, Matt Leyden is out cruising somewhere in a larger boat, as he now has a companion along. We do not have Matt's address for mail forwarding to wherever he may be.

## COULD USE SOME DEFINITIONS

We landlubbers who are just getting interested in small boating could use a list of definitions to help our understanding of some of the articles you publish. An example: In the June 15th issue article "Building Toad Hall" the statement is made that, "the end of the topmast halyard fastens to the UPPER HOUNDS BAND." The drawing does not show this part. Perhaps my years as a technical writer make me more aware of this lack.

Ed Burr, Yukon, OK.



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## MODEL BUILDING ECONOMICS

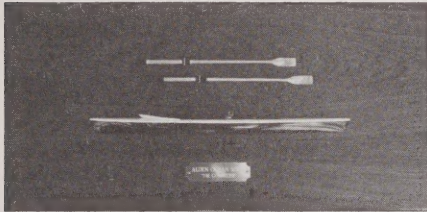
Back in the February 15th issue John Smith of Belleville, NJ, asked if builders of "real" boats might be interested in offering models of the boats they build. Yes, this would interest me as a boatbuilder, the problem is the economics.

While the simplest small skiff models might take 20-30 hours with professional detailing, more sophisticated models can chew up 50-100 hours or more. Multiply this time by any wage rate and the problem of offering such custom models becomes affordability.

My models take up to six months to complete for delivery because I have to build them in idle "TV time", and even doing them then I hate to think what they actually earn me in dollars per hour spent in order to sell them in the \$500 area.

The photos show two of my recent models; a 50 year old Chesapeake 20 racing sloop and an Alden ocean shell, whose owner commutes to work in the "real" one. Now, let's see, John...I can picture a model in every room of your house, big sophisticated models. Dial (410) 798-5356.

Rob MacAdam, Clubhouse Boatworks, 217 S. River Clubhouse Rd., Harwood, MD 20776.



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half so much worth doing



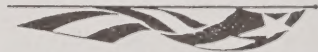
as simply messing about in boats.

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## THAT MISSISSIPPI RIVER CRUISE AD

Back when my wife and I had money we cruised twice on the "Julia Belle Swan" which has been advertised recently as Mississippi River Cruises. We can highly recommend this cruise boat. It's a family run operation, for over 20 years, using boats they designed themselves. The "Swain" has steam engines salvaged from a ferry built in the early 1900's. Captain Trone, the patriarch, thought they had been salvaged at that time from an earlier boat. He can talk on all subjects from river history to steam entropy.

They cruise on a beautiful undeveloped section of the Mississippi, avoiding the glitz of the newer gambling boats which are really dockside casinos that "cruise" as little as possible, if at all.

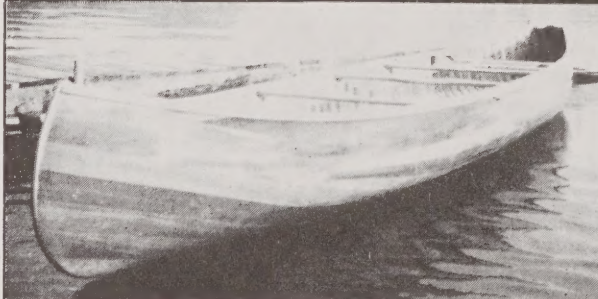
Jim Michalak, Lebanon, IL.

## SANDPIPER OWNERS ARISE

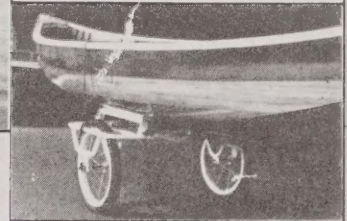
The newly formed Marshall Marine Sandpiper Owners' Association is up and running, with three newsletters a year containing letters, racing news, sailing stories, tips, techniques and solutions, as well as ads. It seems a lot like the Catboat Association Bulletin was in the early years, but focusses on Marshall's smallest boat, which the Association rarely mentions. Membership is \$10 per year payable to the Marshall Marine Sandpiper Owners' Association, c/o Kenneth Lurz, 1763 Weston Ave., Baltimore, MD 21234, (410) 665-9414.

Peter Van Beckum, Unionville, CT

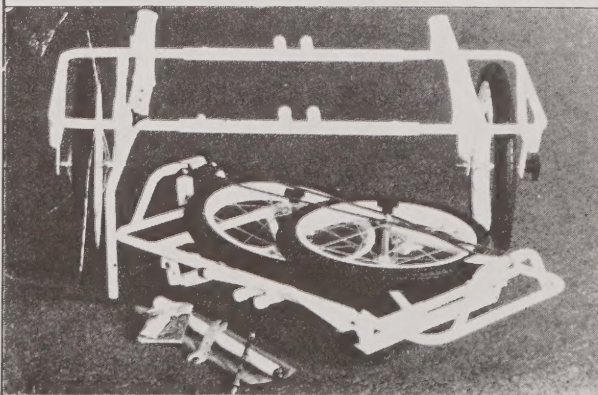
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# The 1993 Wooden Boat Show

The 1993 Wooden Boat Show had everything going for it in late June at Newport, Rhode Island, with golden spring weather Friday and Saturday when the serious boat people come, and the only rain some showers midday on Sunday which did not dampen the overall upbeat atmosphere. A record number of builders and suppliers of wooden boat related goods and services was backed up by an array of ongoing demonstrations of boatbuilding techniques, and nearby on the water regattas for a variety of one design wooden boat classes. The latter events were foreshortened by the blustery winds but spirits still ran high amongst participants who ventured out.

The essence of this event is the builders and their work, and so I've focussed pretty much on them in this photo report, my choice of what to bring you from amongst all the choices somewhat random, based on who and what caught my attention. Once past all the beautiful boats afloat and ashore, I was impressed with how active so many of the goods and services exhibitors were, many of them demonstrating what they do or offer. Again there were no trinket hucksters, from books through art, models, tools, materials and technology, it all was appropriate for the main them, wooden boats.



Two of the small builders exhibiting out in the sun (less expensive space) were Chris Stickney (left) displaying his traditional lapstrake skiffs and Tony Davis of Arey's Pond Boatyard displaying his Arno Day skiff. C. Stickney, Wooden Boat Builder, Box 146, St. George, ME 04857. Arey's Pond Boatyard, P.O. Box 222, S. Orleans, MA 02662.

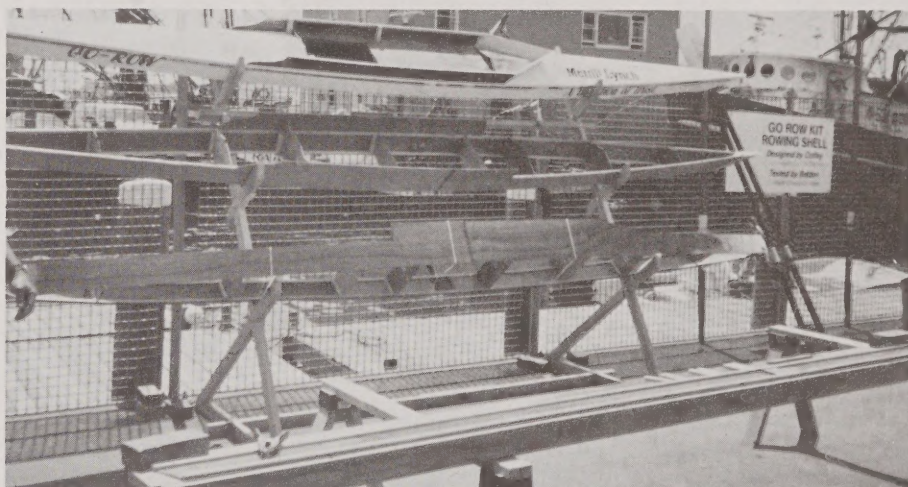


The rain through midday on Sunday cut the Sunday stroller rubbernecker crowd but the true believers were still in evidence.

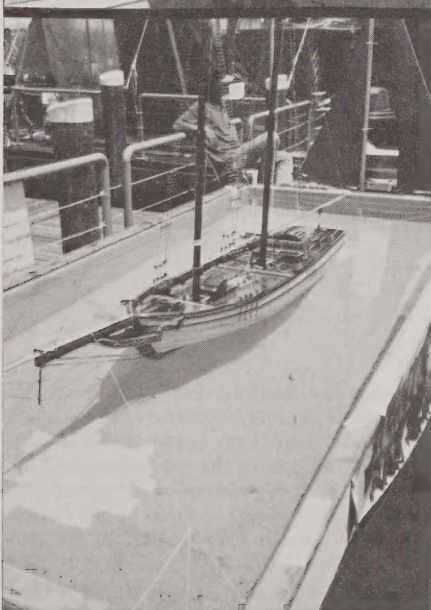
"Lester F. Hall" is a Block Island Cowhorn built by Lance Lee's newest (3rd time) apprenticeship in Nobleboro, Maine. Lester Hall was the builder/owner of a factory building that his widow agreed to lease to Lance, and who regularly treats the apprentices to her home baked goods. We incorrectly identified this boat in our report on the Mystic Seaport Traditional Small Craft Meet (July 1st issue) as a Scandinavian Lestabat. Apprenticeship of Nobleboro, P.O. Box 215, Waldoboro, M 04544.



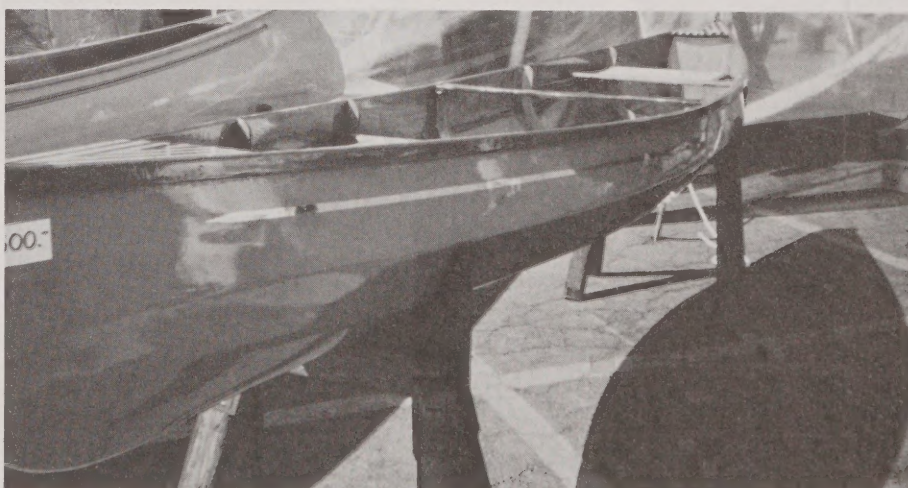
Scott Lavertue (center in cap), the "Son" of "Bob Lavertue & Son", proprietors of Springfield Fan Centerboard Co., working the family display of custom traditional bronze fittings set out in a Robertson decked canoe they restored. Springfield Fan Centerboard Co., 20 Treetop Ln., Springfield, MA 01118.



Youth rowing shells displayed in various stages of construction by the Go Row Club, a youth oriented boatbuilding and rowing program using a 16' dory bottom rowing shell scaled for youth. Go Row Club, 416 River Ave. Suite 265, Williamsport, PA 17701.



Model boats were plentiful, this sizeable one was afloat in its own tank.



Dan Lindroth of Mobile Marine has added this unique canoe to his existing line. The "Chippewa", designed by Weston Farmer, was the first design published for a sheet plywood canoe that retains traditional canoe size and shape by use of a double chine hull construction. Mobile Marine, 2924 Orchard Ln., Huntingdon Valley, PA 19006.



The "Buffalo Taxi" was on hand as promised. Earlier referred to as the "Buffalo Ferry" on our pages, this unique harbor scow built by the Center for Watercraft Studies is propelled by sculling oar from either end, once carried passengers and freight around the harbor at Buffalo, NY. Center for Watercraft Studies, Buffalo State College, 1300 Elmwood Ave., Upton Hall 243, Buffalo, NY.



A Micro on display, at last we got to see one of these Bolger designs, and it was a superbly constructed and finished little yacht displayed by its builder who brought it down from Montreal at invitation of Bernie Wolfard of Common Sense Designs, who sells plans for the boat. Common Sense Designs, 11765 Ebberts Ct., Beaverton, OR 97005.

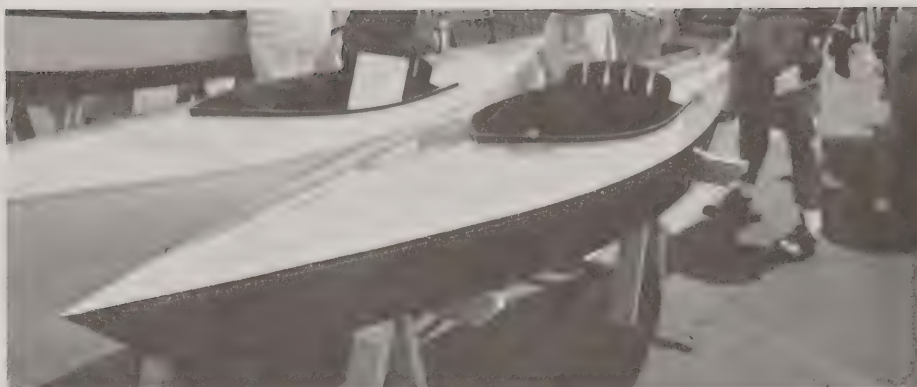


He can paddle too. Andre DeBardelaban, who has recently treated us to lengthy dissertations on recreational rowing, demos one of his stripper canoe models with a single paddle. Middle Path Boats, Box 8881, Pittsburgh, PA 15221.



Designer Jay Benford displayed this model of his recreational ferry boat cruiser, and a Texan who turned up at our booth is actually building one of the 60 footers and had a satchel full of albums of progress photos. This is a major league home builder project, a building even had to be constructed first inside of which to build the boat. After three years the cold molded hull is done but much remains. Benford Design Group, P.O. Box 447A, St. Michaels, MD 21663.

Whatever happened to my "Cockleshell" mini kayak design? Eric Risch did such a great redesign of it when building these for himself and his wife, that he now offers the complete building instructions/patterns for the much improved inexpensive home builder kayak. Eric C. Risch Designs, 14 Landing Hill Rd., E. Haddam, CT 06423.



Rob Mack's newest strip built sea kayak is this 18'6"x22.5"x38lb North Star, with a bifid bow (not showing unfortunately). Rob sold this one before he had any chance to enjoy paddling it, so he's got to build another now for himself. Laughing Loon Custom Canoes & Kayaks, 833 Colrain Rd., Greenfield, MA 01301.



Gary Vantol's cold molded pram was not quite finished off, so he had to field some comments about its appearance. He builds small boats well inland in Massachusetts as Victory Boat Co., RR2 Warwick Rd., Athol, MA 01331.

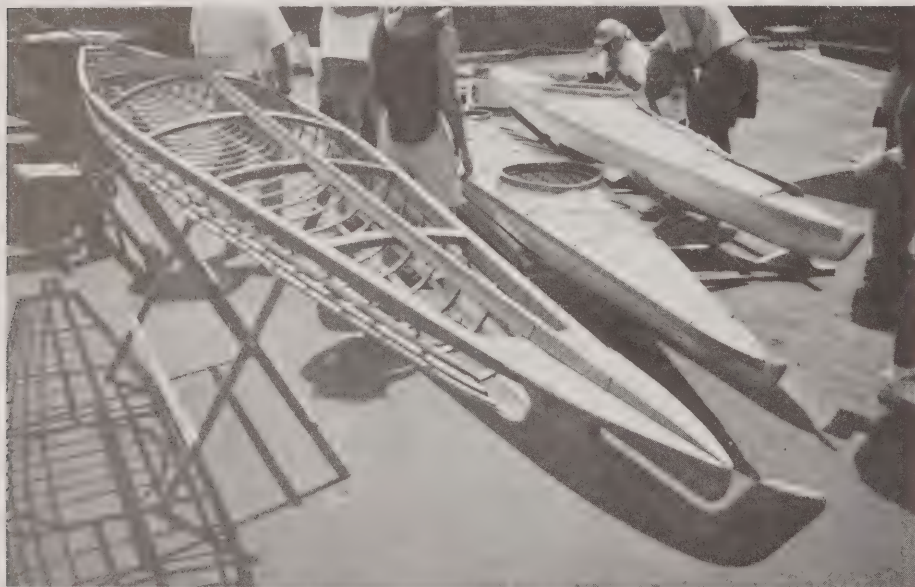


Wooden skiff wall shelves, another permutation of wooden boats. Jim Shotwell also had some nice boat cradles displayed. Jim Shotwell, Boatbuilder, 15 E. 10th St., Bloomsburg, PA 17815.





Mark Welling of Welling Boat Co. featured this Herreshoff 12-1/2 lookalike, a larger version of that boat measuring 14' LWL. Mark also showed a Doane mahogany runabout and a sailing tender as evidence of the workmanship offered at his custom boatbuilding shop. Welling Boat Co., 31 Green's Point Rd., Ipswich, MA 01938.



Bruce Lemon displayed his unusual baidarka sea kayaks, wood framed single and double traditional Aleut designs covered in modern heat shrink industrial nylon fabric. R. Bruce Lemon, 411 Taughannock Blvd., Ithaca, NY 14850.



The Ross Brothers are antique dealers who specialize in old boats, this one a rather nice looking Whitehall, a bit different than their usual canoes. Ross Brothers, 28 N. Maple St., Florence, MA 01060.



Kane Brightman (in cap) brought his gorgeous strip built sea kayak and canoes all the way from Tetonia, Idaho. Beautiful workmanship, the kayak design, "Otter", in 16' and 18' versions, is based on a Lee Moyer Pacific Water Sports model the "Sea Otter". Kane Brightman, 528 N. Hwy 33., Tetonia, ID 83425.

# The Metamorphosis of "Melanitta"



John Sieburth is one man who knows just what he wants in a small boat, and his "Melanitta", a Sam Devlin 22' Surf Scoter, is the result of John's application of this clarity of vision. This unassuming appearing trawler yacht is much more than it seems at first glance, and John describes its creation as a "metamorphosis", for while the Surf Scoter is a Sam Devlin design, and Sam built this one for John, it reflects Sieburth's highly active part in overseeing its modification and construction.

John refers to his dream boat as the "Research Vessel Melanitta", for he's a retired marine microbiologist who still busies himself writing learned dissertations for professional journals in that field and can't help but cast an eye on the surrounding sea whenever he goes out in "Melanitta". That scum you and I might notice on the surface of the sea someplace is a lot more than scum to John, and he gets onto the swim platform on the transom to scoop up some of it for subsequent study and analysis. And in winter months he cruises out of Narragansett Bay to observe Newfoundland brown seals wintering over on rocky ledges off the Rhode Island coast.

Sieburth has the financial resources to have his boat his way, astute investments over his career created ample funds for pursuing his retirement dreams. He could have poured all he spent on "Melanitta" into a much larger fiberglass megacruiser, but he says, "I just like wooden boats." So he chose the Surf Scoter, rather small at 22', but to his liking as a starting point for a custom power cruiser.

"This is my mother ship," he says, for amongst his plans for her use is the addition of a sea kayak to be carried onboard on cruises for local area gunkholing. "I'll motor into an area on the Maine coast I want to explore and cruise around in "Melanitta" to find the ideal spot for a base camp. From anchor there I'll sally forth in the kayak for closer inspection of shoreline and sea. And if it's cold or wet, I've got all the comforts right here in "Melanitta", shelter, warmth, food and communication."

He has indeed. "Melanitta" has a sophisticated modern inboard diesel power plant that not only powers the boat but

also drives an auxiliary 24 volt generator which powers electric heat, refrigeration, cookstove and oven, and an array of electronics, including state of the art world wide amateur radio equipment with which he can communicate, using different bandwidths, anywhere in the world. The fitting of the electronics illustrates how Sieburth went about building this boat.

"I worked up my list of electronics and showed it to Sam, and he said okay, I'll get the stuff together and have it installed as you like. No way, I was going to have to have this stuff serviced locally here on Narragansett Bay, so I went around to a dozen boatyards asking who was the best marine electronics source, and then went to the one most often mentioned with my list. I told them to give me a price on the whole list including shipping it to Olympia, Washington, where Devlin was building the boat.

Then I called the guru of marine electronics, a guy in California who writes a regular column on the subject in a major boating periodical and asked him if he

consulted on marine electronics designs and installations. He said he did, he charged \$55 an hour. Well, I thought, that's not enough, but okay, and so he designed the whole setup for me and supervised its installation in the boat. The ocean environment is very hard on electronics and I didn't want to have problems. I wanted it done right at the start and I believe I have had it done right."

Less complex in nature, but equally vital to John, was the interior design. Devlin can build the accommodations to suit individual needs, even to changes in the superstructure itself. So the boat has modifications for storage, and details like a round dining table instead of rectangular for ease of access, and other such arrangements of for maximizing comfort below. This is no camper cruiser. The vision of a warm stove, hot food, and a feeling of cosiness looking out on a stormy anchorage is a compelling one. Somehow we don't mind getting cold and wet and uncomfortable if we can come into warm dry shelter to recover, and John saw this clearly.

Sieburth's plans for cruising last season were curtailed when he came down with typhoid on a trip to Guatemala, a siege that took nine months for him to come back from. So to date his cruising has been on his local Narragansett Bay, learning both the bay and the boat. In 1994 he plans to head up the coast, and to have onboard his kayak. A month after we visited with him a Newport, we met him at the L.L. Bean Sea Kayaking Symposium at Castine, Maine, where his focus had come to rest on the traditional Aleut baidarkas being offered by Bruce Lemon. Amidst the profusion of ultra modern fiberglass and composite kayaks available to him there on the beach, John Sieburth had zeroed in on this wooden framed skin covered craft. "I just like wooden boats," was his rationale once again. "I like what Lemon is doing," he went on, "and I think this is going to be the boat for me."



John Sieburth's "QSO" card, an amateur radio operator's confirmation postcard of a radio contact, features "Melanitta" afloat near his home in West Kingston, RI, and ready to roll overland on her custom trailer pulled by a Dodge Cummins turbocharged diesel D-250 pickup truck fitted out with a Reading space cap. He goes first class.



Michael McEvoy of Battenkill Boatworks working on scarfing a plywood sheet for the simple plank on frame skiff he was building. Michael's boats have that workboat simplicity and charm. Battenkill Boatworks, The Mill on Mill St., Greenwich, NY 12834.



Warren Ross was running his bandsaw mill for an appreciative audience over much of the weekend. Ross Bandmill, 640 Main St., W. Hampstead, NH 03841.



Mystic Seaport's boatshop crew kept busy with various small boatbuilding tasks.

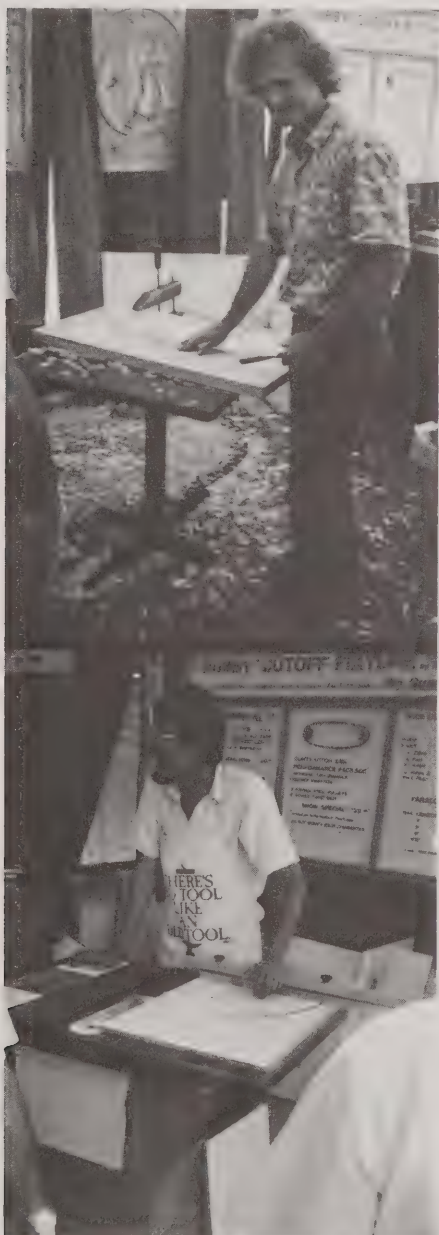
## Demos...

Mac McCarthy (left) of Feather Canoes came up from Florida to show his Wee Lassie canoes, demonstrate seat caning, and then go on to teach his Wee Lassie building course at Wooden Boat School. His trip home would be by way of Paul Smiths, NY, for the Wooden Canoe Heritage Association's Assembly. A busy trip. Feather Canoes, 3080 N. Washington Blvd. #19N, Sarasota, FL 34234.



Coastal Cold Molding did up this quarter section of a skiff hull showing how this method works, had it all sanded smooth late Sunday. Coastal Cold Molding, 23145 Buck Neck Rd., Chestertown, MD 21620.

Woodcarver Buck Smith was at work doing his specialty, whimsical woodcarved illustrations of nautical nature. Buck Smith, P.O. Box 66, Vinalhaven, ME 04863.



A couple of specialty jigs for table saws were energetically demonstrated, drawing much the same sort of audience that the saladmaster guys get at country fairs. The Dubby Cutoff Jig was offered by In Line Industries, 661 S. Main St., Webster, MA 01570.



Rollin Thurlow (in cap & apron) of Northwoods Canoe banging home copper nails planking up a traditional canvas/cedar canoe. Northwoods Canoe Co., RFD #3 Box 118-A2, Dover-Foxcroft, ME 04426.



Sam and Susan Manning practicing their crafts, Sam doing up paper boat models that work and Susan demonstrating a variety of fancy knotwork. Sam & Susan Manning, P.O. Box 722, Camden, ME 04843.



Tom Roeber of the Maine Island Trail Association did regularly scheduled sea kayaking demonstrations in this Seataner plywood kit kayak provided to him by South Shore Boats. He was often asked to "show us an eskimo roll!" This took true grit in Newport's inner harbor, not much like the clear cool waters of Maine. MITA, Box 8, 41A Union Wharf, Portland, ME 04101.

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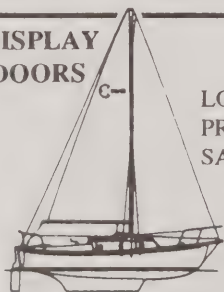
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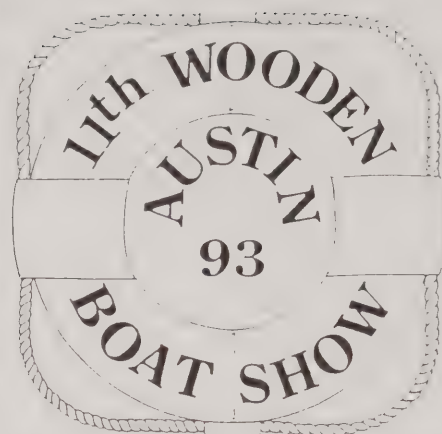
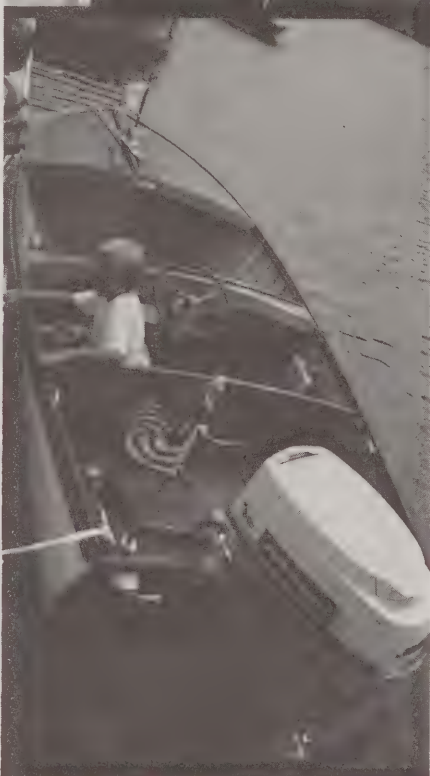


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By John Clough

The 11th Annual Austin boat show was held on Lake Travis in the hills northwest of Austin, Texas, June 4-6. The show is organized by Jim Frechette and this year was presented in association with the Southwest Chapter of the Antique and Classic Boat Society (ACBS). Cruising and social events on Friday evening and Saturday were followed by judging on Sunday.

Boats in a dozen categories were judged on condition, finish, hardware, engines, etc. using ACBS guidelines. 40 entries participated in the weekend event.

Lake Travis, northwest of Austin, is a flood control reservoir on the Colorado River. The lake is 65 miles long and the average depth is about 150 feet. There are 287 miles of mostly undeveloped hilly shoreline winding through the Texas hill country. Windy conditions make the lake popular for both cruising and racing sailors.

Mikey Oncken and his father Tom entered this 1957 Crestliner Viking convertible with a 1958 35hp Evinrude Lark engine.

This 1948 14' Lyman has been in the family since new. After its long life in Ann Arbor, Michigan, Jeff and Martha Asmussen (her father was the original owner) restored it in 1989.

"Nora Rose", a 1952 Chris Craft "Riviera" runabout owned by Howard Isaacson of Rowlett, Texas.



Organizer Jim Frechette's 1949 Chris Craft racing runabout.

1936 Garwood Speedster reproduction "Z-Toy" owned by Dick and Charlotte Howe of Houston, TX. The hull was built from a 1936 Chris Craft hull and is dimensionally correct to within one inch of Garwood specs.

A 16' Holmes cabin cruiser built in 1955 by Cecil Holmes of Holmes Boat Works, Houston, TX. The boat was restored in 1990 by Cecil and Robert Holmes for the owners Linda and Paul Merryman and the Merryman family.

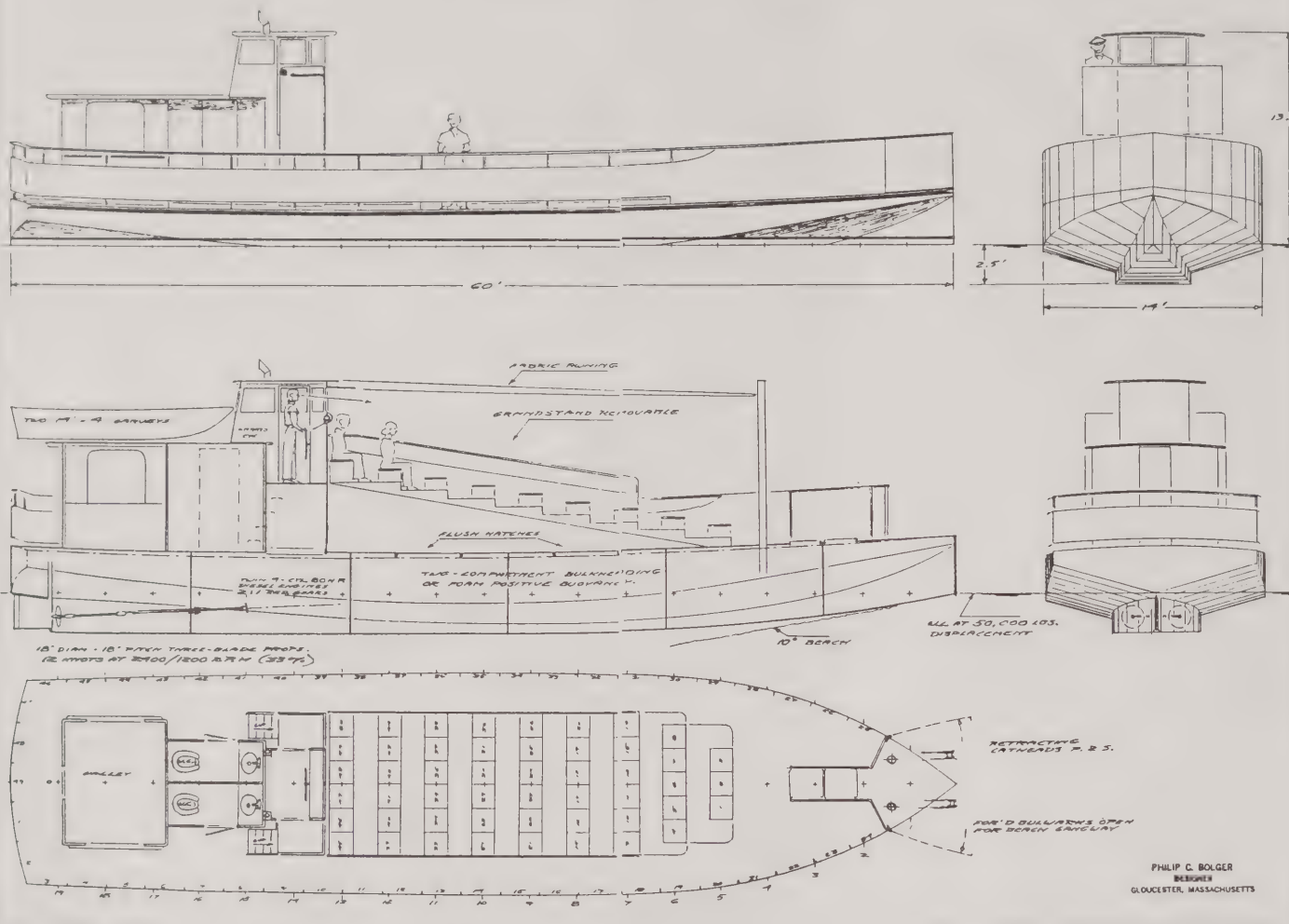
This 15' foot skiff was finished just in time for the show. Built by Frank and Thomas John Strazza with help from their father Tom from plans in S.S. Rabl's book, "Boat Building in Your Own Backyard". The boat is framed with 100 year old virgin long leaf pine obtained from old buildings in the area.

# Bolger on Design

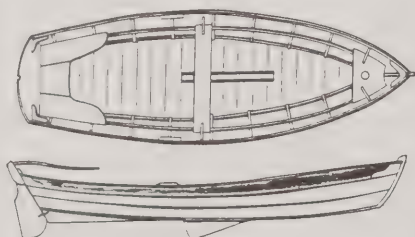
## Concept for a Steel Excursion Boat 60' x 14' x 2'6"

Projected for use on the Georgia coast, this 49-passenger boat was supposed to be as versatile as possible, with beaching capability as well as enough stability and buoyancy to go outside. For sightseeing tours the grandstand gives every passenger a clear view ahead and to both sides. The skipper can see what the

passengers are doing as well as where he's going. She was meant to be used mostly on inland waters close to her base, with a gentle wake more valuable than high speed; hull shape and power plant were optimized for a cruising speed of about 9 knots and top speed of 12 knots.



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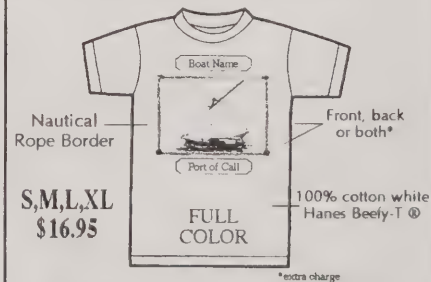


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A lucky guest accompanies Kevin and Linda Sheehan aboard their restored 18' launch "Indo" powered by a 3hp Gray gasoline inboard.

## Mystic Seaport's Antique Marine Engine Exposition

By Sharon Brown

The first Antique Marine Engine Exposition held at Mystic Seaport Museum was an unqualified success last August. Eighty exhibitors attended the two-day invitational meet in the Dupont Preservation Shipyard where 172 engines were on exhibit. Pre-World War II inboard marine engines and models were set up under two large tents, outboards were at the south end of the main shop, working steam engines were inside spilling out into the yard, and eight boats participated in the downriver parade led by the Seaport's coal fired steamboat "Sabino" built in 1908.

The show was run by a committee chaired by George King, III, an engineer on "Sabino". The committee's hard work and organizational skills paid off. A registration desk at the entrance gate facilitated the documentation of exhibitors, there was ample exhibit space, including a live steam manifold, and each engine was clearly labelled. By 10:00 a.m. the Shipyard was swarming with inquisitive visitors drawn from across the museum grounds by a diverse collection of operating marine engines.

The sights, sounds, and smells were intoxicating. Exhibitors bent intently over their engines, head to head, priming them with fuel, oiling parts, or cranking until they burst into life. Visitors watched, photographed, and videoed. They gathered around the engines in awe, hollered questions at the exhibitors, or copped rides on the water. It was fascinating to all ages, expert and novice alike.

Participants came from ten states, from Pennsylvania to Maine, with Pat Spurlock and his daughter Katherine of Portland, Oregon traveling the greatest distance. Eight clubs and museums were represented. There were 39 steam engines including 13 models and four antique toys, 55 outboards, and 78 inboards.

Waterborne exhibits included "Thumper", a 17' power dory built in 1988 by Ron Ginger of Framingham, Massachusetts from lines published in John Gardner's "Dory Book". A haunting reminder of another era, the distinct thump of her one-lunger, a 3hp Gray Type S gasoline engine of circa 1909, always draws attention on the water.

Kevin and Linda Sheehan of Orange, Connecticut brought their 18' motor launch "Indo". Once described as "a relic from Lake Winnepesaukee", "Indo" was restored in 1991 by D. F. Wilmes of East Haddam, Connecticut, and is powered with a one-cylinder two-cycle 3hp Gray Model U built about 1917. Linda's bright pink parasol bespoke of earlier times and the enthusiastic flavor of the weekend.

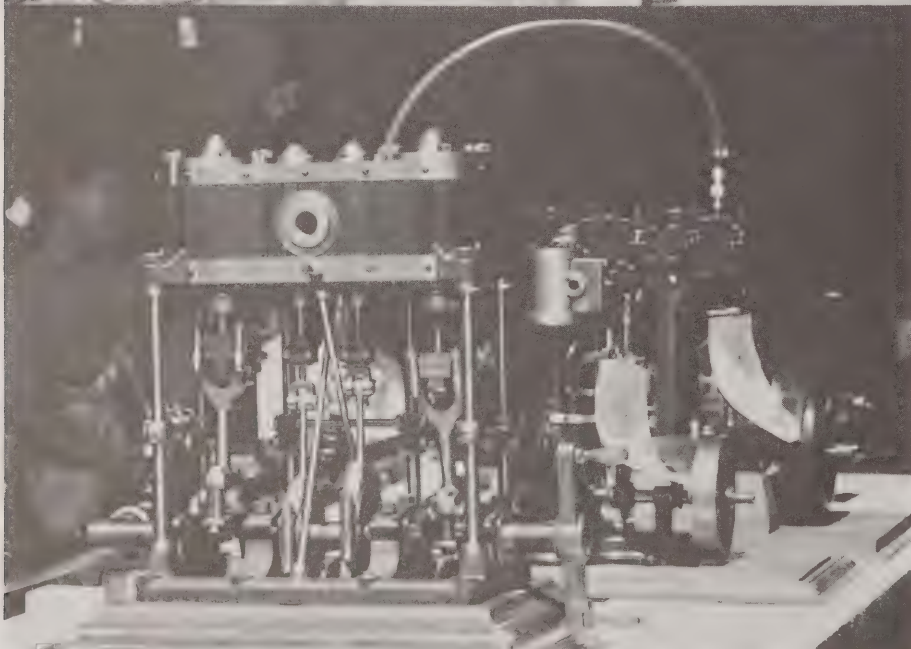
Dr. Robert Jung of Old Mystic was at the helm of his 26' Jersey Skiff powered by a one-cylinder inboard gasoline engine built in 1916 by Palmer Bros. of Cos Cob, Connecticut.

"Walter & Edgar", Terry Spencer's 30', 1892 launch with a 1988 William Lowe compound steam engine (May 1, 1993 issue) participated in the parade with George King in his red show hat at the steering lever.

John Echlin of Killingworth, Connecticut exhibited "Osprey", a 25' launch built by Bert Johnson in Springwater, New York about 1900. Wood and coal fired, she is powered with a one-cylinder 3"x4" steam engine manufactured by the Payne Engine Co. of Elmira, New York.

Visitors admire George Boley's 1910 Mullins launch, a galvanized steel hull, with a 1906 gasoline Mullins engine. In the course of this restoration project, Boley became an expert on the W. H. Mullins Company of Salem, Ohio.





The exposition drew attention to Mystic Seaport Museum's collection of more than 100 engines. King, who is Engine Collection Co-ordinator and an engine buff who claims that "man invented boats to keep his engines dry," sums up the collection as "representative engines from the golden age of steam to the age of the ubiquitous outboard."

Mystic's 1993 Antique Marine Engine Exposition is slated for August 21 and 22, and is free with admission to the museum. Those wishing to apply for an exhibition invitation should call 203-572-5390 for information.

Left from the top:

Bob Toffey adjusts one of his vintage gasoline outboards prior to the parade.

Jimmy Creem of Waterford, Connecticut fires up a 2-cylinder, 16hp marine Lathrop built by J.W. Lathrop & Co. of Mystic in 1923.

One of the 39 steam engines exhibited at the show, this is James Bonney's 2-cylinder double simple steam engine built in Bath, Maine by the Bonney Brothers.

Opposite page clockwise from top right:

John Gardner and Larry Mahan of Marston Mills, Massachusetts. Larry, an authority on the Wolverine Motor Co., rebuilt a 7-ton 4-cylinder 100hp Wolverine marine diesel engine which he recently installed in "Larinda" the 60' ferrocement replica of a 17th Century coastal schooner he and his family are building.

Lewis Weinstein of the New England Wireless & Steam Museum shows John Matthews the 1/6" scale model of the steam launch "Nellie", which he and Bill Zech built.

Exuberant engine aficionados Leon Hebert and Dick Oliver, both of Massachusetts, tended Leon's 1,200 lb, 20hp 20th Century gas inboard engine built by the New York Yacht, Launch and Engine Co. in 1908 to power a Hudson River launch.

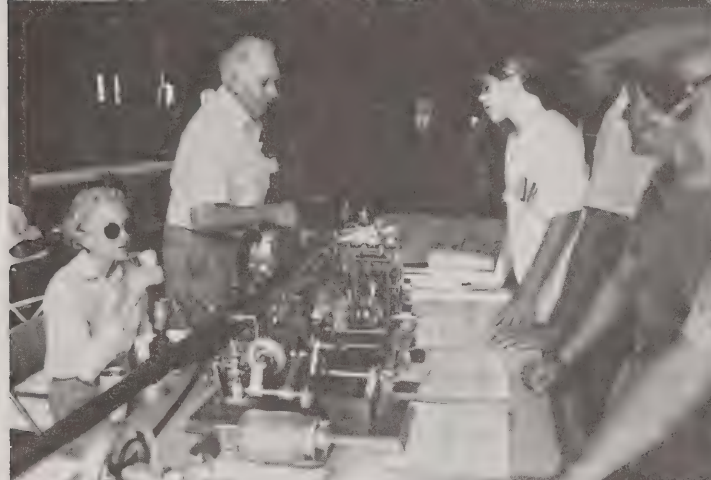
Kim Warren of East Hartford exhibited this 1929 Penn Yan launch with a 9.8hp, 1939 Johnson KA-39 gasoline outboard.

"Calliope", an 1892 Palmer Brothers hull, with an 1895 one-cylinder 2-1/2" x 3-1/2", 3hp steam engine, is owned by Christopher Greaves of Guilford, CT.

In the water vessels included the 30' 1892 steam launch, "Walter & Edgar" and the 17' power dory, "Thumper".

Mr. and Mrs. Ray Hasbrouck of New Platz, New York answer questions about the reproduction model steam engines they build. Thirteen steam engines were running during the show.

This jaunty model of a lobster fisherman exhibited by David Opal of Lebanon, Connecticut, is powered by a model inboard engine using model airplane fuel.



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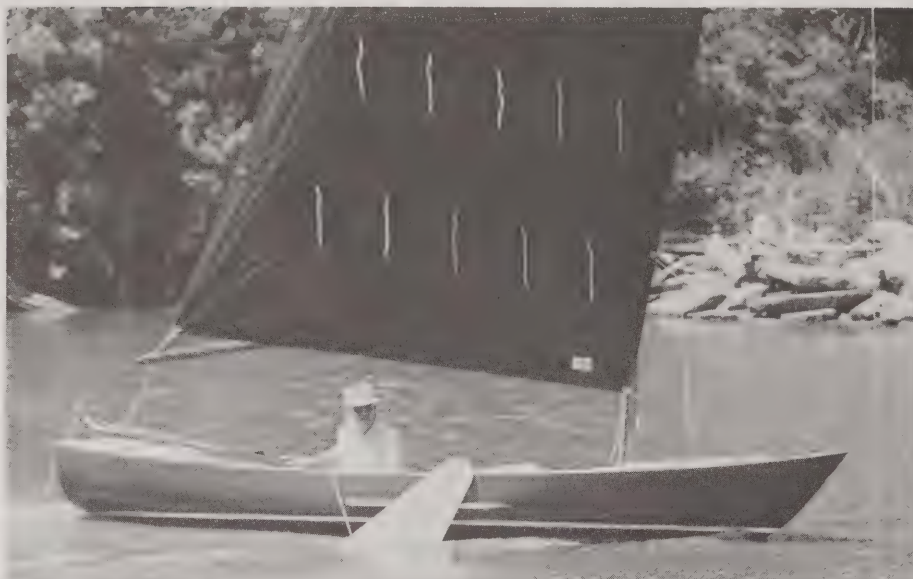
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# What You Are Building



### BEACH GIRL IS SAILING!

The July 1st issue included brief mention on this page of my "Beach Girl" progressing. Well now I can announce that she is sailing! Note I didn't say she was "finished". From ten outings so far I am very pleased with her performance.

We have had the wettest, windiest, wildest, stormiest spring I have ever seen here in the Houston area. Only three of the ten sailing days were in winds under 15 knots, and I picked only the best days. I have been pleasantly surprised with how well she sails and how fast she seems to be. On June 5th I sailed 34 nautical miles in 8 hours, in the lee of Galveston Island on smooth water on a reach with all the wind she could handle without a reef. The 4-1/4 knot average over eight hours is moving on for a boat with only a 14' waterline.

The leeboards are okay. I thought before I sailed her that I would hate them but I'm beginning to like them. They are the best depth finders I've ever had. Given ten knots of wind she'll go to windward in two feet of water. With more than fifteen knots of wind she only needs 18" of water, unbelievable but I've done it. Bolger told me in

a letter that I would sail the boat with the boards well up and back except when on the wind in light air, and he is right as usual. At worst, even in light air on the wind she needs less than three feet of water. Another nice thing I've discovered about the leeboards is that they function nicely as anchors in protected shallow water (less than two feet). With both boards dropped and the sheet free and no wave action, she just sits there.

I had hoped when I designed her that she would plane when off the wind, but I had almost given up hope after early sails. But on the most recent sail I had her planing for about an hour off and on. The wind was on the port quarter at 12 to 15 knots and both boards were up. As near as I could tell I averaged about 6 knots for that hour, so she will plane in the right conditions. My cup runneth over!

I intend to write an article for you about "Beach Girl" but I haven't yet as I've been having too much fun sailing her. It will probably be a three-parter, "Design", "Construction", and "Sailing".

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



### PLAID KAYAK NOW AFLOAT

I finally had a decent day in this spring's awful weather hereabouts and got that plaid kayak described on this page in the June 15th issue into the water. The paddle is a "Texas Eskimo Paddle" built by

Jim Gay of Pasadena, TX, the same man who built that transparent kayak pictured last year in a report you published on a Texas small craft meet. He's a true genius with wood.

Rags Ragsdale, Florence, OR.



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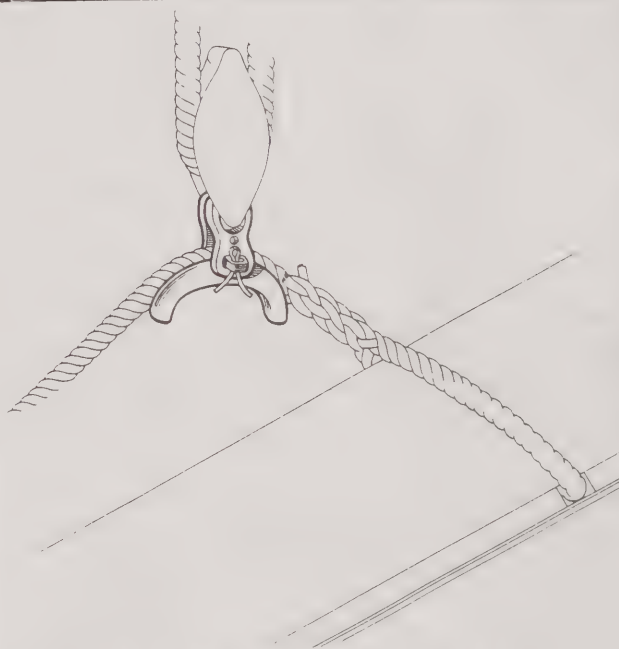
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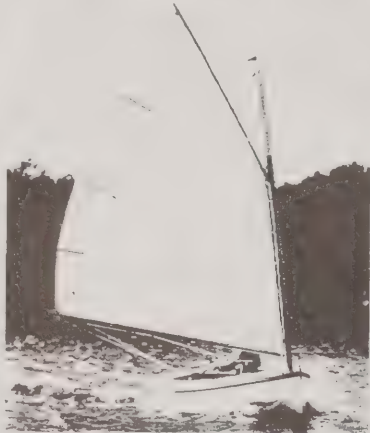


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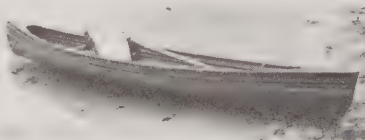
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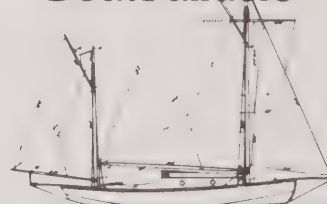
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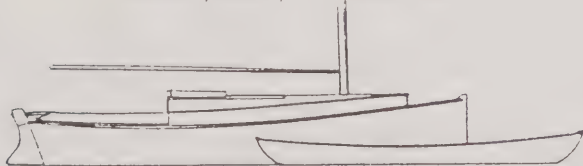


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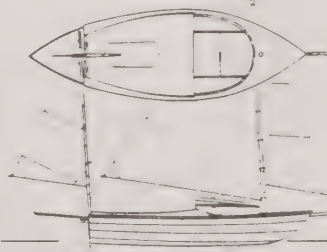
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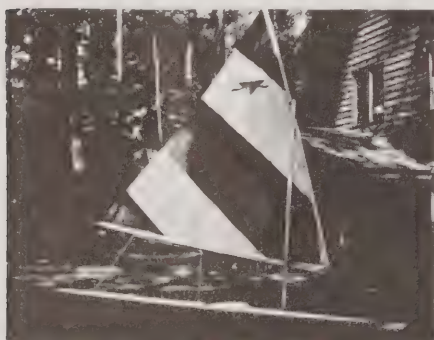


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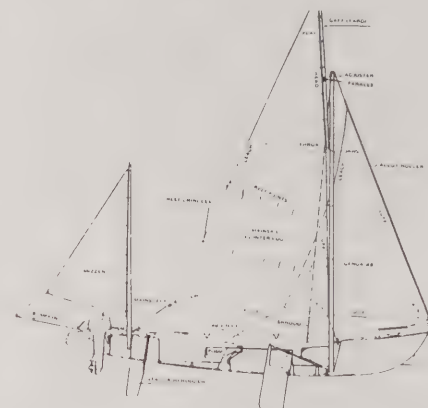
**20' SHARPIE blt '81 from Gardner's "Building Classic Small Craft".** Exc cond, cat ketch open daysailer, sprit booms, tent, cedar on oak frames. \$1,800. **SHAW BOSWELL, Ocean City, NJ, (609) 399-7610. (6)**

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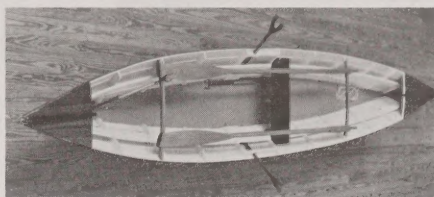
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19' MENDER CAT (new 6/90). 5hp Seagull, interior cushions, ash wainscote, folding table on CB trunk, portable galley w/stove & sink, sail cover, lazy jacks, topping lift, boom crotch, opening port, tabernacle mast, anchor, rode, fenders, mooring lines, 2 mooring floats. No trlr. Asking \$15,900, may work with trade. PAUL ROSSMAN, Charleston, SC, (803) 723-3213. (7)

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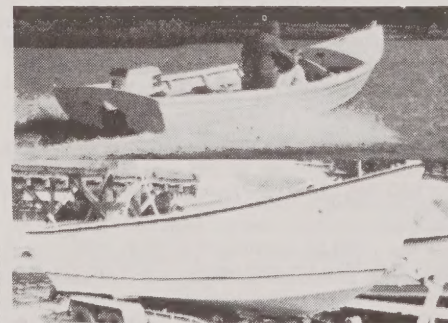
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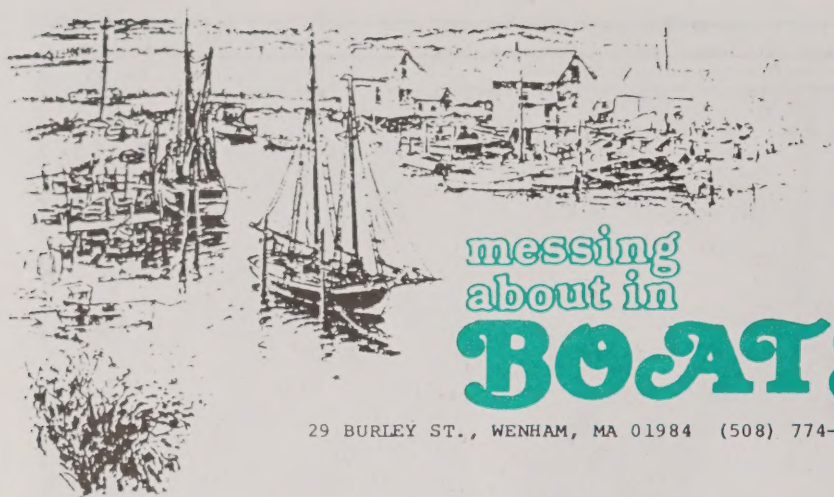


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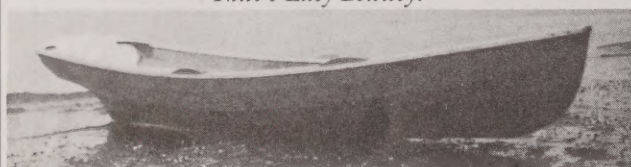
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