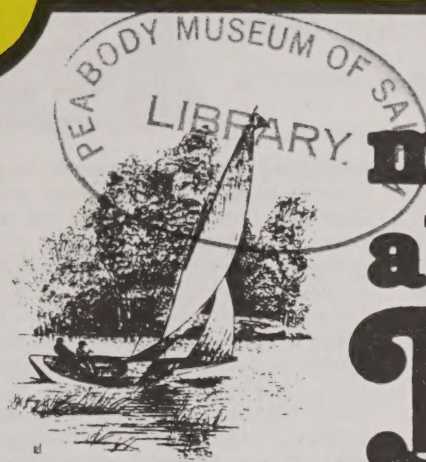


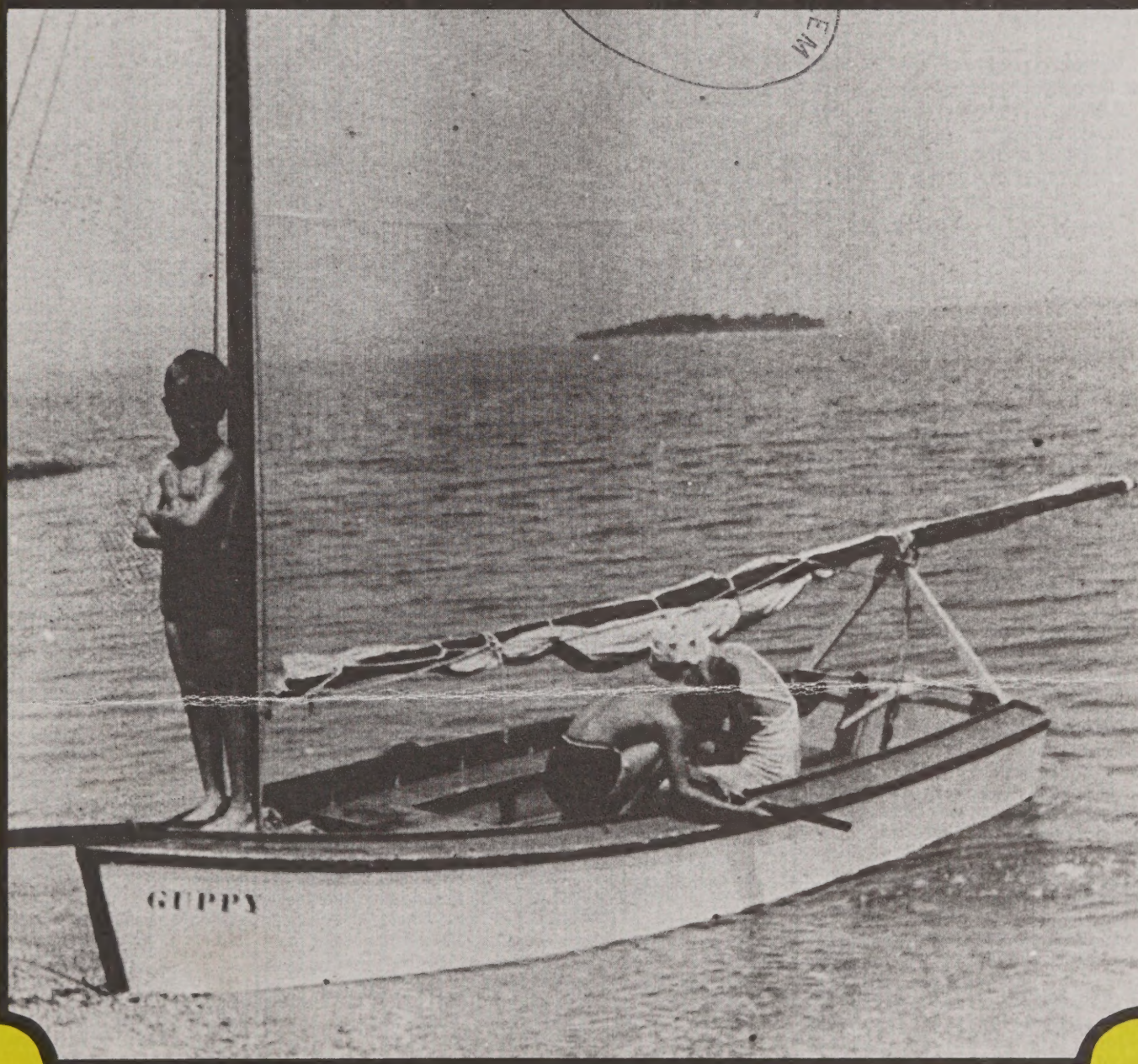
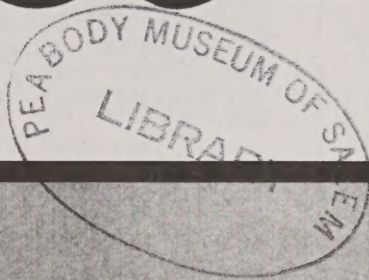
*Twice a Month!*



# **messing about in BOATS**

Volume 11 - Number 7

August 15, 1993





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## Our Next Issue...

Will conclude two short serializations with Part II of Jeff Potter's "Misadventure in Los Angeles" and Part II of Fred Holzkecht's "Sally IVth No More". Hugh Ware provides a photo essay on the Boston Antique & Classic Boat Festival and we may have coverage of the annual Blackburn Challenge 20 mile rowing/paddling race around Gloucester, Massachusetts. Several designs will appear: Phil Bolger's Long Micro should please Micro fans; Dynamite Payson's Catfish catboat for tack and tape construction is his latest "Instant Boat"; Matt Falcone's catboat is a foam core construction design; and the Solo I and Solo II from Helton Marine are interesting production daysailers. All catboat types as a matter of fact. A different sort of building project is presented in Jane McDonald's "Cradle for Tessie", and some "how to" launching ramp strategies are discussed by Ron Magen.

## On the Cover...

Jim Mitchell's somewhat faded old 1941 photo of his brother and himself messing about in their Hay Harbor Scadooie, a Fisher's Island kids' racing fleet of that era, is evocative of those long ago summers of our youth.

## Commentary...

It's been a bit over a year now since Tamsin Venn and I launched our new magazine, "Atlantic Coastal Kayaker" focussing on that subject exclusively, and the new publication is doing well, slowly gaining acceptance and readership amongst those who enjoy what is comonly called sea kayaking. It had become obvious to me in my own kayaking activities that most of the new people coming into this form of small boating were not what I think of as boat people. They were coming right into this on-the-water sport from land-based outdoor activities, hiking, skiing, bicycling. A magazine like "Messing About in Boats" just wasn't the place to address their interest.

The majority of those who paddle sea kayaks are interested solely in the paddling experience, and the environment in which it is done. They buy kayaks much like bicycles, as means to do what they think they would like to do on the water, and are naturally attracted to the production kayaks offered in an ever growing profusion of styles chiefly made of fiberglass, kevlar or plastic. In this way they are not unlike those who buy a fiberglass outboard skiff in which to go fishing or water skiing or just cruising about. The difference of course is in the motive power, the sea kayak enthusiast is devoted to natural human power.

Happily for me, an incurable tinkerer with small boats and an enthusiast for materials with which I can build a boat at home in the barn, wooden sea kayaks are still being built by small one-man shops for this growing market. At the Wooden Boat Show in Newport in late June there were a half-dozen exhibitors offering wooden sea kayaks, in that venue being seen as another sort of small wooden boat. A few weeks later at the L.L. Bean North Atlantic Sea Kayak Symposium in Castine, Maine, a few wooden kayaks were there on the beach amidst a hundred or more brightly colored production kayaks, most made of fiberglass. Here they were seen as kayaks rather than as small wooden boats.

This semantic quibbling may seem unimportant but I have noted that it exists with canoes also, these craft are not regarded as boats in the sense we look at all sorts of small craft, but simply as canoes. People who have no interest whatever in boats enjoy paddling canoes. Sea kayaking is developing this same outlook. I'm not complaining about this but stating what I see as one fact behind the concerns that sea kayaking has developed over safety. Taking these small boats out onto the ocean with no appreciation whatever of that body of water's capability for change and menace is commonplace and the wonder has to be that there are so few tragedies so far.

But to get back to the matter of wooden kayaks, this part of this "new" sport has long established roots, kayaks were often offered in the "popular"

magazines of the past couple of generations as home builder projects, and those built back in the '20's are not that different from those being built today of wood stringers and fabric. The materials have become more sophisticated, canvas is no longer the only choice for a skin. But the building technique and the basic design of narrow hard chine hull remains the same.

What is new today in kayak home building, or small one-man shop building, is the use of strip building and of stitch & glue plywood construction. With epoxy glues and fiberglass tape and cloth available, some really lovely wooden kayaks are now turning up, with all the beauty of wood and the durability of plastic. The lovingly crafted wooden hulls get final invisible veneers of fiberglass cloth that does not detract from the appearance of the glowing wood but does protect it from water and abrasion. The plywood stitch and glue types offer low cost, easy to build versions, and this type can be had as plans, kits or finished boats from several builders and designers.

So the sea kayaking game is based largely on a consumer public interest but it still has room within its scope for those who are small boat people. I have heard from readers who have other sorts of boats, sail or power, who have gotten interested in sea kayaks as supplemental to their main interest. The appeal of such a personal boat is hard to resist, only the perceived potential for unanticipated capsizing seems to be a deterrent to even more rapid growth. It is these boat folks who look to the available designs, plans and kits for wooden kayaks, as they are already used to working on, if not actually building, their own small craft. Getting into sea kayaking in this familiar way seems quite reasonable and is certainly not expensive for the build-it-yourselfer.

My own participation involves using several fiberglass kayaks I have acquired, but I also have waiting in the wings a nice old wooden stringer hull from Bob Dunn that needs to be recovered. My very first kayaking experience in 1983 was in one of Bob's fiberglass versions of this hull, which is based on the original molds used by his father in Gloucester, Massachusetts, back in the '20's. To be on the water now I bought fiberglass kayaks, but to more fully participate in this as small boating, I plan to redo this traditional skin-on-frame kayak. And I still want to build a baidarka, especially after seeing those offered at the Wooden Boat Show and the Sea Kayak Symposium, and having paddled the double at the latter event. A really interesting building project. Yes, another project. You know how this is.

If any of you wish to see a copy of "Atlantic Coastal Kayaker" just drop me a card and I'll send you one for your examination. You might find it of some interest if sea kayaks are catching your fancy.



## UNITED STATES COAST GUARD AUXILIARY

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### Float Plan

On a cold and cloudy day last winter two fishermen were rescued when their 26' center console boat overturned some fifteen miles off the North Carolina coast. They are alive and well and have returned to fishing solely because they filed a Float Plan before they set out.

This is what happened. For some reason they lost electrical power. Without power they could not radio for help. A wave or two slopped into the boat and the bilge pump would not work. Soon they could not bail fast enough, and the boat sank low in the water. Without power they could not head into the 4' seas and turned broadside. Not long after that a rogue wave capsized them. It was a dark hour.

But they had filed a Float Plan telling where they were going and when they expected to be back. When they did not return, one of their wives who had the plan telephoned the marina. The marina tried to make radio contact to no avail. The Coast Guard was notified and a Search and Rescue procedure went into effect, with the happy result that the two fishermen were pulled from the water suffering only mild hypothermia.

The Coast Guard knew WHERE to look. They knew WHEN to look. And, because the float Plan was a good one, they knew WHAT to look for. The moral of the true story is clear.

A "good" Float Plan is simple to prepare. A good deal of the essential information can be written out just once and photocopied so that all you have to do on a given day is fill in the blanks for departure time, destination and estimated time of return. Here is an outline of what should be included in your plan.

The Float Plan should give your name, address, telephone number. It should have a description of your boat: Type, color, length, registration number, name and any other distinguishing features. For example, "26' white, hard top single screw inboard Trojan cabin cruiser with blue trim, Registration NC 3551 CC, Name "Fish Finder" on both quarters, twin

outriggers". The plan should list the people on board, "two adults and one child".

Give fuel capacity and the expected cruising area that tells the Coast Guard how long you could be out enjoying yourself and when and where to start searching if it appears that you are in trouble.

List safety equipment on board: PFD's, VHF radio, flares, EPIRB (Emergency Position Indicating Radio Beacon), signalling mirror, flashlight, life raft, drinking water capacity and food normally carried on board.

If you trailer your boat, the float plan should include your trailer license number and where you expect to park when you launch. Include the make, color and license plate of your car.

Add the telephone number of the local Coast Guard Station.

All of this can be printed once and photocopied so all you have to do is fill in the blanks for date, destination, time of departure and planned time of return for each trip.

Then, leave the float plan with a responsible person. Do NOT leave it with the Coast Guard, they could not possibly handle float plans for the hundreds of boats in our local waters.

Finally, if you have a VHF radio, remember that you can call home through the local Marine Operator on Channel 27 if you are delayed.

Boating is a wonderful and a safe sport. The proper use of a Float Plan can keep it that way for you.

Tom Shaw, United States Coast Guard Auxiliary

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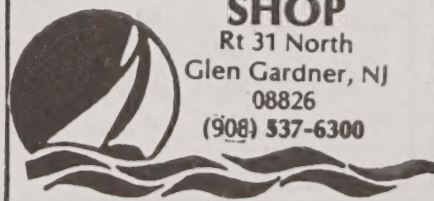
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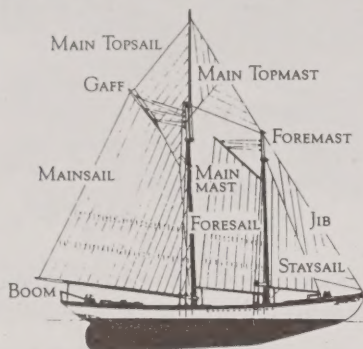
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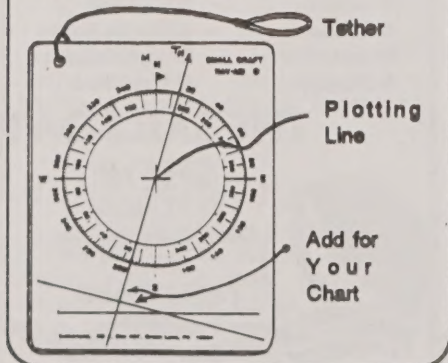
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## A TRUE WONDERCRAFT

I am often in Essex, Connecticut, and there in early July I saw a true wondercraft. It was a bike-catamaran, approximately 24' long shells, beam approximately 6'6", rigidly connected by approximately seven metal crossbeams. Two bikes in parallel fixed about 6'-7" from the bow and another pair about 6' from the stern were all geared to a paddlewheel with aluminum paddle blades about 20" from their common axle shaft.

Four men ranging from 30 to 45 years of age were riding the bikes at an amazing speed. They crossed the Connecticut River bay at Essex in about five minutes, but then presented only about a thirty minute debut. They appeared to be intellectual types, perhaps teachers (aqua-extremists certainly). Perhaps they live near Essex, to trailer such a craft a long distance on the highways would not seem to be much fun. I wonder if any readers might know something about them

This unique craft was launched from a special trailer about 26' long and a wonderful "craft" in itself. These guys must be plumbers and welders. The hull shells were made of metal about 1/16" thick sheathed in fiberglass. The weight of the craft I estimated at 700 to 900 pounds. I was without my camera on this occasion unhappily.

This may be the only such craft on the east coast. It must have been built more for show than for travel, the water spray from the paddlewheel was significant. I thought that at my age I had seen it all, but then there's always another surprise.

Alfred Curran, New Britain, CT.

## DON'T MOVE TO ATLANTA

I was very upset when "SBJ" dissolved, I have every issue, and so was greatly pleased to receive a sample copy of your magazine recently.

My six boats are: Quartermaster 12 catboat, 1926 Old Town 16' OTCA canoe, Spindrift 22 sloop, Sea Pearl catboat, 15' sprit rigged cedar on oak skiff, and a two-person Sea Eagle inflatable. I have messed about in boats in 36 states, all 10 Canadian provinces and in Mexico's Sea of Cortez. Please don't move to Atlanta!

John Larsen, Pueblo West, CO.

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Joe Ditler, Maritime Museum  
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## BELATED RESPONSE

In reply to "A Cautionary Note" in the "Your Commentary" in the February 15th issue, I am the owner of the sharpie pictured in the Madisonville Festival report. I would like to correspond with the owner of the sharpie mentioned in that letter by Mr. Bunting to compare boats and notes.

To reassure your readers, Marty (the infant) only goes on short sails in very protected waters and always wears his PFD. The boat is traditional heavy construction and has never come close to capsizing, although I do sail her like a centerboarder, never cleating the sheet in a blow.

Dirk Van Duym, P.O. Box 1379,  
Lacombe, LA 70445.

## SKIN REPAIR ADVICE NEEDED

The Klepper T-6 folding sail boat that I have is in reasonably good order, parts that are missing I can fabricate, sails are intact. The challenge is in what to do about the skin. It has a 3" hole below the waterline that I have to patch. I need some suggestions on how to perhaps laminate another skin to the existing material. I contacted the Klepper firm in New Jersey who educated me as to what I had, but their prognosis was not as enthusiastic as my dreams.

William Axness, 17 Bryan Rd.,  
Rowayton, CT 06853, (203) 866-1335.

## WHY "POPULARIZE" ROWING?

I just finished reading Andre deBardelaben's article on recreational rowing in the June 15th issue. It is an excellent description of the evolution of rowing for pleasure and competition during the last century and a first-rate analysis of the differences between rowing craft designed exclusively for racing and those designed for cruising.

My only difficulty with the essay is in understanding why he is so disturbed by the U.S. Rowing Association's decision to disband their recreational rowing committee. If not the USRA, "who is going to popularize recreational rowing?" he seems to ask.

"Why does it matter?" I ask. I don't need the encouragement of the USRA or any other organization to get me into a skiff and go rowing. I, and others who have a similar interest, simply do it. In the warm weather months, I'm out there on the water for an hour or two just about every day; in the winter, as often as possible. I don't do it to win races, or impress my neighbors, or maintain rippling muscles, or add a few months to my life from healthy exercise. I do it simply because I like it.

Because I like rowing, does it matter to me whether anyone else likes it? Not in the least. To the contrary, I'll be just as happy if interest in recreational rowing remains at the same level it is today, or even declines.

Think about it. If half the people in my town were to become convinced that rowing was the best thing since sliced bread, they'd be out there on the water getting in my way. They'd be competing with me for dock space, which is difficult enough to find as it is. They'd be creating a noisy hullabaloo about the "right" way to do it, the "right" equipment to carry, and the "right" costume to wear, the same way those who have tapped into "Right" successfully polluted such formerly happy

sports as riding a bicycle, walking in the woods, and paddling a kayak.

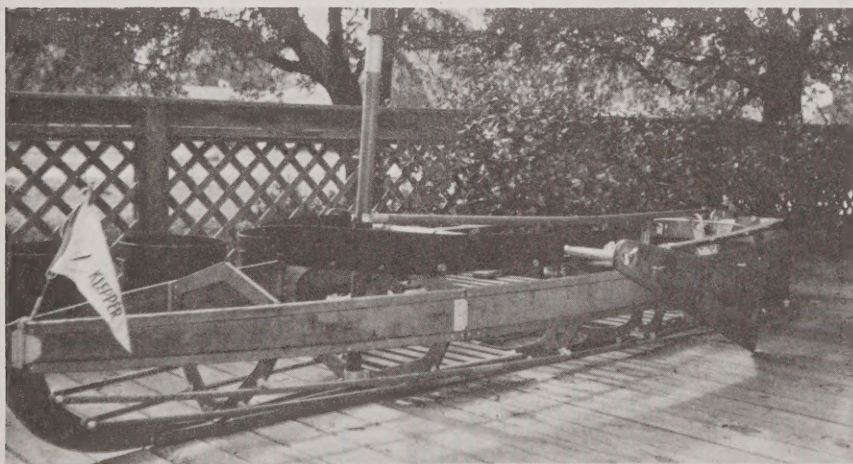
Rowing is indeed, a solitary sport. If the USRA or some other high-powered organization were to take an active interest, if a marketing campaign were undertaken and succeeded in getting bumper stickers on half the cars in America that said "Rowers Have More Fun" or something like that, it no longer would be.

Mr. deBardelaben also points to the bad rowing boats on the market and argues by implication that a greater proliferation of interest in recreational rowing will make good rowing boats available. In fact, there are hundreds of types of excellent rowing boats being built today. As evidence of this, read the advertisements from boatbuilders in "Messing About in Boats" and "Wooden Boat". And for every rowboat builder who advertises, there are scores more who don't. Anyone who seriously seeks a good rowing boat will find one, and if she can't afford an off-the-shelf model, she can find plans to build her own or, at the very least, she can fix over a semi-wreck.

On another, slightly related subject, on my regular rowing tours of the harbor and bay, I've been seeing more and more sea kayakers. Those enthusiasts I have talked with seem to have a high environmental consciousness, which is both noble and fine by me. But if that consciousness is so well honed, why do they insist on using boats that look like fluorescent bananas? Out there by the islands and the ledges, where the colorations are soothing and subtle, why must our eyeballs be assaulted with razzle-dazzle scarlet, pink, fuschia, or hot lime?

At any rate, I love reading your magazine. It never fails to get me to think about our sport, which I also love, and that is the best thing that could be said about any magazine on any subject.

Peter H. Spectre, Camden, ME



## A BOAT WITHOUT A SKIN

I was performing a pre-purchase survey for a client recently when I noticed this Klepper folding sailboat under a tarp. After a short conversation it came home with me. I contacted Klepper of America and learned that this boat went out of production in 1975 and that the hull skin is

no longer available.

I hope someone out there may know of a hull skin available, or failing that, may be interested in the frame and rig. It appears to have had very little use.

Charles Akers, 2816 Ahern Dr., Orlando, FL 32817, (407) 658-0622.

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# Midwest Messabout

By Jim Michalak  
Photos by Sue Archibald

We had a very successful Midwest Messabout in early June after a couple of lean years. I took my Piccup pram and Toto canoe down to Rend Lake on Friday afternoon. Barry Bylls arrived with a Brick and Bob Archibald with a Micro within five minutes. Marc Smith's Birdwatcher was already in the campground. Soon Tony Woodruff brought a Sturdicat and in the evening John McDaniels trailered in his Micro.

Saturday brought Dave Porch's Gypsy, Paul Connolly's Acorn, Larry Applebaum's Cartopper, Matt Falcone's foam/FG skiff, Richard Scobbie's stripper canoe (from a "Mechanix Illustrated" plan), Kilburn Adams and son's Sea Pearl and Teal, Greg Shepherd's Light Dory and Mark Bustamonte's Pencilbox. Bob Archibald also had brought a Payson canoe. I think I counted 17 boats and maybe twice that many people.

The weather was 90'ish with very light winds except for an hour or so when a nearby thunderstorm sent over a good sailing breeze. It was a very satisfying gathering and John McDaniels is setting up another at Lake Monroe in Indiana in September.

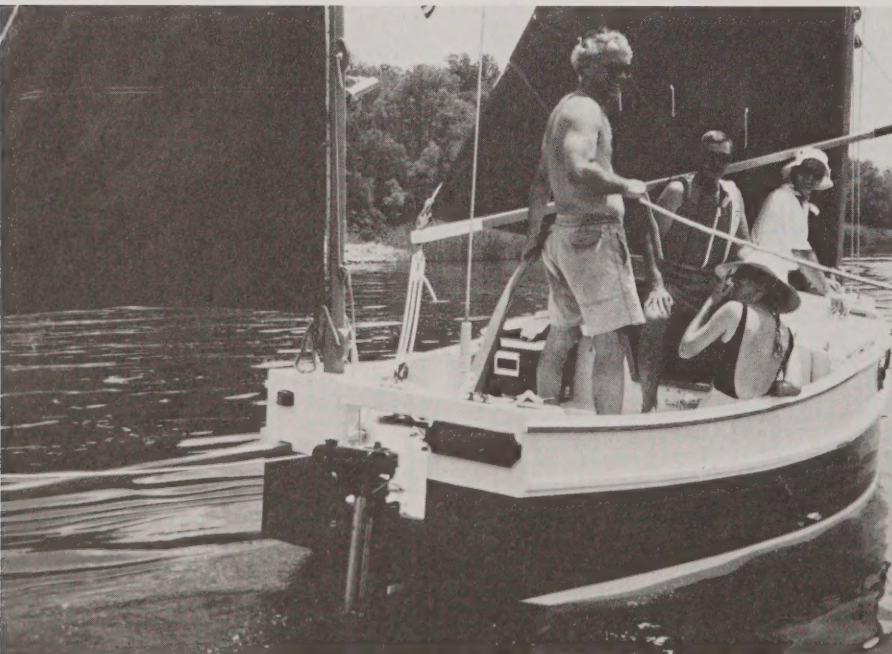


Bob and Sue Archibald trailered their Micro "Puff" from Chattanooga.

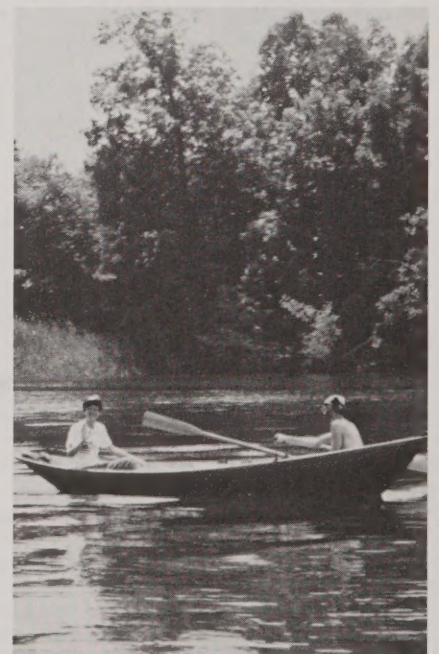


Mark Bustamonte steps the mast on his spanking new Pencilbox.

John McDaniel and company on his fabulous Micro "Banty".



Greg Shepherd and friend in his perfect Bolger dory.





Tony Woodruff and sons in his much travelled Sturdee Cat.



David Porch showing proper form in his Gypsy.



Jim Michalak in his Piccup Pram.



Marc Smith's Birdwatcher always had two mermaids in the bow.

Adams the Younger in his Teal skiff with a lug rig. Adams the Elder had his Sea Pearl.

Matt Falcone brought his double ended skiff. Traditional lines hide the fact that the hull is foam cored glass.





The good Mr. Daniel Sutherland of Sutherland Boat & Coach in Penn Yan in a 1918 Peterboro sailing canoe (he won the sailing race, the Goodboat was #2).



# NO-OCTANE REGATTA

A Wooden Boat Classic

June 25-27, 1993  
Blue Mountain Lake, New York



By Ken Cupery

Generally it was a fine event (second year for me). It was low key with emphasis on having fun with boats. There were slightly in excess of 100 boats registered. The weather was gray & overcast for most of Saturday for the regatta with an occasional drizzle of rain, but nothing serious. Sunday, the day for the toy boat events and the rest at the Museum, was an exquisite day; sunny clear and dry.



Birchbark canoes from a builder in Vermont, the only birchbark builder there.

This Rushton 1884 Princess model is known as "Old Joe".



The toyboat regatta was held in the small pond in front of the small boat building at the museum on Sunday morning.





Start of the guideboat race. Guideboats were the most numerous type present.



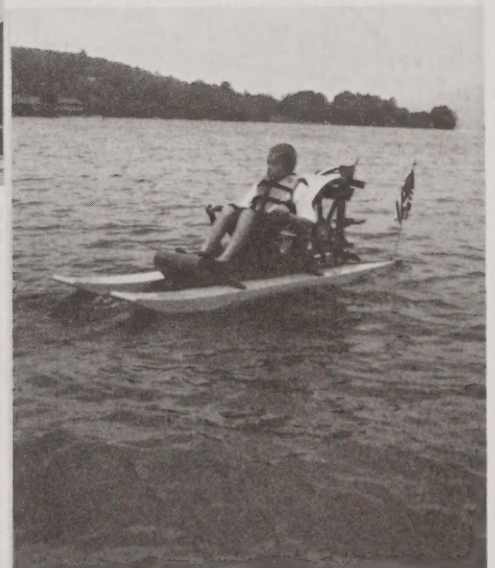
Canoe jousting was a popular event for the crowd.



Mason Smith and friends demonstrating the fine art of "gunneling", solo and tandem. They actually did propel the canoes!



Finish of the war canoe race, the winning canoe crew applauding #2 finishing in the background.



Gunnar Seign brought two kid's hand powered paddle boats based on a design of Freeman Baker in the Adirondack Museum collection



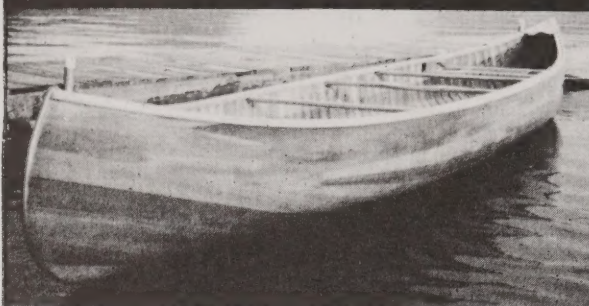
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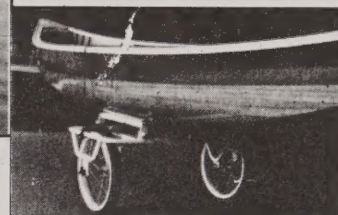
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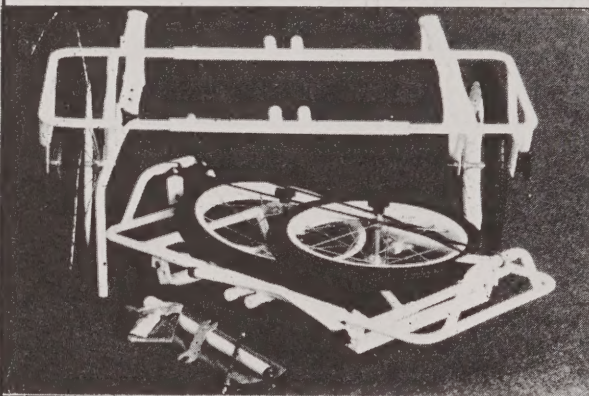
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# Misadventure in Los Angeles

A tale of inexperienced youths from the Midwest who "buy" an ocean-cruiser moored in Lotus-land and learn about boats.

By Jeff Potter

One thing led to another and I got in over my head. There were chances of escape along the way, and at times I thought I was out, but The Boat kept coming back.

My uncle Tim had a 30-foot wood cruising sailboat that represented to me, to my imagination as I hadn't seen it, a Shangri-La of adventure. When I first heard of it, I didn't know what a boat was. I was 20 and I knew only that an unusual relative possessed a some sort of key to freedom in an unknown, far away land.

But I did pursue the adventure as far as I could for a partly employed person in Michigan. And at age 22, some pals and I fell into the ways of hunkering and scheming. How were we make our way boldly into the world, we wondered? I then learned the news that my uncle's boat was being neglected, in need of repair and slip fees. I approached him tentatively, inquiring as to his willingness to consider my pals and I as his loyal servants aboard his stately vessel, if he let us but taste fresh sea breezes and pay the slip fees for him.

My uncle knew he had live ones on his hands and that, in order to set the hook properly, he'd have to stay calm. He said maybe. I tried recruiting every pal I had with emergency tales of South Seas and Musketeers. No luck.

But before I quit I had to see for myself this unseen thing my heart had been pulling at me so strangely about. So I headed out to LA. The vessel was resting in Marina del Rey, home of the stars. I parked my Rabbit daily behind a Rolls on the quay. I thought let's whip this pup up the coast to some more affordable hideaway. But I sensed my uncle was unconvinced as to the likelihood of my ever finding the right crew.

Since one pal was actually "on his way out" at the time, in a show of good faith, I proudly popped a \$1000 check on Unc. All I had. And a telltale sign of my desire to become involved with this boat no matter how abandoned I, too, became. For that was promptly my condition. And the money disappeared into the rent-hole faster than I wrote it out. It also served to put future responsibility for the boat in my lap, despite my distant residence.

So my two uncles, Tim and his brother Kent, and I decided to take my new boat, "Stampede", out for a day sail. After a nervous and thrilling half-hour sail to the breakwater on this glorious sunny day,



At sea on one of the carefree daysails.

I thought, "Yes, indeed, sailing's the ticket!" It was my first time aboard a real boat. We rounded the breakwater. Ahh, climbing the swells, a beautiful motion. South Seas, here I come! I could hardly control myself. The whole scene seemed so right. Ten minutes later I'm puking over the side, wishing I was dead, astonished at the lack of reason for life, startled to realize the obvious mercy of God for striking people dead when he did. He did it to spare them the misery of living a second longer. "It's OK with me if we head back in," I said. I agree, voyaging isn't for everyone. Life on land is the most beautiful thing possible; we'll stick to land and have our fun there.

After we sailed back behind the breakwater, the sickness went away, but fatigue stayed, as did humility. I felt like a man coming out the other side of mid-life crisis. Little did I know how often I was to

get this feeling in the coming few years. The uncles didn't rub it in. They let me conclude that abandoning this project and cutting all our losses was the best thing. I presume they were nervous about it all as well. We'd just give the boat to the Boy Scouts. They silently let me learn my lesson. All the long distance hassles, all the expense...Whew! Boy, I'm lucky I wised up; what's a thousand dollars anyway? Voyaging? Hoo, that's a very scary thing in reality. But there was also a vibration in the air I didn't hardly notice, one involving the uncles intentionally taking me out, getting me sick, and gladly letting me drop the monkey business and quit the quest.

But they misjudged the curve. Once the bug bites you never know how far you'll go. I still don't.

A few days later, friends came to visit me while I stayed at my uncle's. The size

and shape of that visit lingers pleasantly with me still. Twin sisters, like family to me, cruised the broad sunny boulevards with me at the helm of a convertible for a couple days. A friend, noting I had no car and that the visitors were L.A. newcomers, and blonde twins, loaned me his long, red Buick rag-top. Then we went for a sail. Without anyone else knowing. My only time aboard since the puke-fest. Did I remember how to operate it from watching unc? Have to look competent. Don't forget a Dramamine. I still can't believe I got that 3-ton slow-turning honey out and back into its narrow slip without destruction that first time. I know, though, that I felt like Rocky when I gently, and completely luckily, nudged her home.

Later that week I let casually drop to the uncs that I'd taken the girls out sailing. They looked at each other, raised eyebrows. *Touche*

But she remained in crisis. The next summer I finally found pals who were willing to adventure. Praise be! All for one and one for all, Joel, Mike and I grabbed the money we had, loaded the Rabbit and headed to L.A. from our temporary lodgings in Ski Bum, Colorado. The fact that I was on crutches from a broken leg didn't seem a serious impediment, curious, in hindsight.

We arrived, paid the back rent once again, accepted the Hoseannas of friends of my uncle who'd been supporting The Folly since the previous summer, and moved aboard. Illegal, but technically we were working 'round the dock to prep for a prompt sale, which brought forbearance from the management.

I'd never really looked at ole "Stampede" before. And I'd finally read up on boats. Now I saw how quirky she was. She was clearly a homebuilt gaff-rigged cutter made of plywood on store-bought oak; teak deck, 26' on the water, 29' on the deck, with a walkable sprit. She had a huge cockpit with a solid, rather quirky banister around it, a beautiful wheel, standing headroom, hard chines, 9-foot beam with a beamy stern, low freeboard except for up

front where her bow curved skyward, roomy foredeck and side decks. She had a modest full-length keel, but quite a cabin sticking up. She even had ratlines going up the shrouds! Long, high boom, modest mast, few sails. A definite two-by-four look to her. Yet she still had salt. Damn, she did. And even though she always looked a bit funny, every day people craned their heads to see her, and they never seemed to be scoffing (though we were a bit self-conscious aboard her at times. I couldn't help sense a cartoonish portion to her look). Fancy boat people would even invite us over for drinks and comment on her fine looks. So our pride grew.

We coasted on our bikes through marina after marina, scoping the other craft for 'rasta' cruisiness; and we confirmed how funky we did look in comparison. The only boat that rivaled us was this amazing plain old wood-and-hemp 25' junk, both she and her young, inexperienced owner seemed to have a glint in their eyes. Our boat was clearly one of the few that looked like it might actually head for somewhere. Of course, sinking outside the breakwater was also a strong part of its look.

We took "Stampede" out for a sail. And became stranded as the light So-Cal breezes died on us. Then our motor developed "A Problem". We paddled with little oars, with our hands, too, as I embarrassingly recall.

We soon became the feared boat of the marina. People worried when we cast off lines even for the briefest of jaunts. People really worried when we came back making dangerously slow turns into, first, our narrow waterway, then narrower jetty opening, then even narrower slip slot. Our bowsprit swung over cockpit dinner parties as pleasant people raised their arms in fear. These were our salad days. (And, yes, we did have one little collision....)

Speaking of salad, after our first sail, we decided we had drag below. Spent a few days upside down underwater in the oily

lagoon scraping the hull free of hundreds of pounds of moss and shell-fish. For awhile we had a strange new respect for Olympic sailors. Hmmm, what patient fellows they must be, funny how it looks like they're going so fast. Very tricky, we decided. We honed our skills....And finally also cleaned our hull. We were delighted to hear water rushing past rather than a mossy forest sound.

The next day-sail none of us could stop smiling. We pointed her out and refused to turn her back. Out of sight of land for the first time! Fresh breezes kicked up and steadied for the first time. This was sailing! Mexico was just 100 miles south. We looked at each other, shit-eating grins. "You want to just go for it? Everything's here!" We saw flying fish and sailed over some off-shore drop-off where the sea became indigo instead of green. The sun flashed. The spray flew.

We felt lucky to be alive. Strolling her teak decks made us feel like masters on a clipper ship. We also napped steadily, as all of us with great reliability gulped Dramamine. We sprawled against big pillows on the foredeck and in the roomy cockpit. We had a ship of plenty. And a new Bigger-Than-Life life.

At sea that day vistas opened up that we thought only existed in movies. Ships and freighters took on such a sharp hugeness as we sailed close by. The smog was down. We even saw the mountains behind L.A. The salt air was truly, idiotically, like a tonic. We looked at each other and had to slap ourselves to believe we were really doing it. Arrrr! Maties! We finally felt our priorities settling into order for once in life.

Our ship came to us with a huge stash of spare parts and gizmos. We knew nothing about them. It all looked like trash, but each gadget, we discovered in amazement, actually worked and had a definite purpose despite its homemade look. There was a self-steering apparatus made of surgical tubing, lead lines, special camp-stove rigs, engine repair jigs, stuffing box stuffers, who knows what all? We also learned that the ethic of ship-shape and everything in its place is a beautiful one indeed, and began to follow it strictly.

Over the next week, we deduced what was needed in the way of repairs. Elmer's glue and silicone seal was used a bit, but we knew there was no future in that. We tried to fix things properly. But the Atomic 4 engine fully baffled us. Even so, she was so sweet and easy to work on that we couldn't hold a grudge. When she ran, she gave our boat real power and had a deep, gentle pulse. Of course, we wouldn't have needed it if it at all weren't for the light airs of So-Cal. (These should be abbreviated LASC, or something.)

By God, we swore, if our boat was somewhere else, we'd really go! Our heavy boat was brilliantly built for the sort of windy waters that obviously weren't here.

In the meantime, we looked about ourselves. We rode our bikes far and wide, we hit museums and discovered the cafes and best bars of a half dozen districts. We decided to really step out once and bought snappy suits from a thrift shop for an evening at a 'hot' nightclub.

We lounged away warm evenings in the gentle rocking of the boat, reading



Layout belowdecks was as homey as any home I've ever known.



Joel Brockmyr (standing) and Mike Rickmers clearing the forest away from the hull the amateur way in seemingly murky Marina Del Rey.

lights glowing, oh-so-pleasant music coming from our little Walkman with throwaway pop-on speaker. Lights reflecting across the harbor. Car alarms going off. Halyards slapping lazily all around. Happy hour feeds when we needed a change. For us this was all new, and far more than we could want.

Well, there was the question of our voyage. For the past month we'd been learning a lot about sailing. Like how utterly helpless we became when the wind died and the motor failed. We finally lost Joel to dread depression.

Within the day Mike and I realized we needed to act or forever hold our peace. The rent ran out, engine or no engine. We killed both birds by weighing anchor and heading south to cheaper waters with my unc Tim aboard. As we took our seaward tack, Tim hunkered down to repairing the engine as only he could.

I'd parsed out a plan at the pay phone whereby we'd haul out in the cheapest boatyard around. The nearest ways were 50 miles to the south. We'd never sailed that far. As we rounded the big headland to reach for Long Beach, the breeze died. Tim tightened the last bolts of the refurbished carburetor and started the engine. Perfect. We motored into the evening. And arrived in a new world in L.A. Harbor.

We were big-eyed in the night as we slipped through a world of skyscraping cranes and freighters. Sounds of metal scrap sliding down troughs floated tinkling and strangely to our ears. Lights of the city on the water. Mercury lights glowing as we drift by the civilized portion, the Shops at San Pedro. Restaurants, latino music, nite fishing charters backing out full of guys, the bright lights of a permanently moored dinnerspot/passenger-liner, couples dancing on the verandah deck, waving down at us. We chugged under the high bridges, blinking in awe.

We feel like the patrol boat in Apocalypse Now. Fresh breezes ruffle our hair as we enter this dirty hard-working new world. Rugged craft jam the unkempt docks of little, squeezed-in marinas everywhere there's not a freighter. We finally find our watery address, tie up and kick back. By God, we did it!

Will the low rent debauch ever end? Find out in the next chapter! Coming soon: "Twilight Zone in an Old Wooden Boat".

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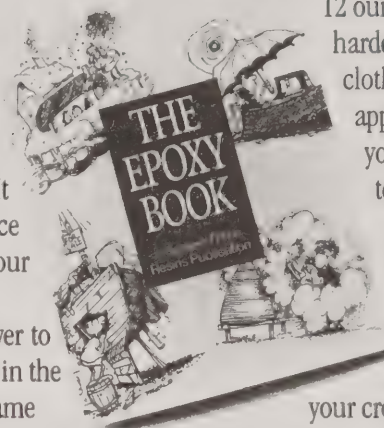
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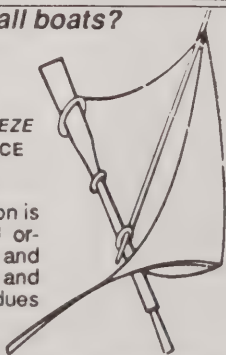
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## GOODBYE

It was the perfect day for sailing. We had taken the yacht out of the harbor for an hour's demonstration sail on waters that were very familiar to me, but that little outing had now stretched into two and a half hours. The sloop showed its abilities on all points, and Mark, the new owner, who was sitting at the steady, fingersensitive tiller, could not restrain his delight. His one crewman could talk of nothing but of simply, irresponsibly just heading out into the Pacific, never to return.

But return we did, on that perfect day. We returned heeling on a reach through the beacons marking the channel into the harbor. We jibed not far from where seven years earlier the boat had first entered the water, and then headed close-hauled towards the Coast Guard pier. I gathered the few things I had with me and got ready. On the other reach now the pier was coming up fast. I stepped outside the lifelines and held on to the near back stay. Almost before I was ready, I leaped off. Wishes were called from the vessel that was now heading, slightly heeled, for the harbor entrance. I was unable to call anything in return for my heart was choked up in me. I had finally said goodbye.

## THE IDEA

"Sally IVth" was a small sloop that had been with me from conception. I had built a few boats before, small dinghies, sound and durable, on other people's designs. But as my love of being out on the water and of sailing grew, a germ of an idea that had been dreaming in my mind grew as well. I wanted to build my boat, a boat with the features, characteristics and compromises I wanted.

This presumptuous idea emerged on sheets of paper as I spend endless hours describing my ideal boat, listing its proportions, outlining its performance, and sketching its beauty. At the same time I studied everything I could find on boat design. I made copious notes from what I read and spent many hours looking at the hulls of sailing boats on the hard.

# "Sally IVth" No More

By Fred Holzknacht

As a tenderfoot, designing a boat was really a very risky thing to do. My design experience was in building model airplanes as a kid from pieces of balsa and tissue paper, planes that I shot from a catapult and planes driven by rubber band power, as good as or better than the commercial designs. But a boat was an entirely different matter. It was far more complex, it was not a model, and it was going to involve a substantial investment.

What finally emerged after a year or so, was a pretty vessel about 22' long with a 7/8" inch beam and a 3/4" draft. Its displacement was light, well under a ton and a half. It had a fine entry and a curved reverse transom that was stretched as it emerged from the water line. In the actual event, the boat turned out four inches longer because of a miscalculation in the building of the transom.

Calculating the displacement loomed as a problem. Even if I could have recalled my high school calculus, I doubt whether it was up to the task. I used an old formula that was based on the areas of the underwater sections, but I had to calculate these areas first. To do this I transferred the drawings as exactly as I could onto top quality art tracing paper and then cut them out extremely precisely. I also cut a square so I would have a known quantity. The physics department at the university where I worked offered me the use of one of their balance scales so I could get the relative weights of the sections. Then all I had to do with each was calculate the proportion to the weight of the square piece in order to

get the area of the sections.

I jumped at the chance to get accurate weighings. Little did I realise that the scales were going to be far too accurate for my purposes, and so the weighings took hours to complete. I ended up with extremely accurate area measurements, even though the formula that I used for calculating the underwater sections was basically a rule of thumb. Ah well!

The hull was cold-molded. Plans to use plywood (where my experience lay) had been abandoned when I found I could not design to the curvature limits of the material. I really wanted the round hull anyway for the sailing characteristics, so I opted to make the hull from strips of thin plywood glued in two layers at opposing angles. This would make the strongest hull for its weight. I planned to cover the lot with epoxy resin reinforced with fiberglass.

## STARTING TO BUILD

Then one spring the work finally began. Frames were carefully lofted. A special run of thin marine-grade plywood from specified, select wood was ordered directly from the mill. From a number of boards I laminated an impressive-looking stem that seemed to take weeks to shape. Then at last I began work on the hull.

I had a good place to build it. My house was at the side of a hill and I had already had the posts holding up the high side replaced with steel framing for a future games room. So there was enough room to build a 22' yacht, and the steel beams above were ideal for lifting and turning the hull.

Since I only needed one hull, I built the longitudinal stringers into the mold, so that I could attach the skin directly and so build a far stronger hull (stringers and skin being one integral whole) than using the conventional way of adding frames to the skin and leading the stringers along the frames.

A friend who was building his own boat told me I was mad to do this, that I would never be able to get the mold off.

Well, he was right, up to a point. Getting the mold off was an extensive exercise in extreme frustration. In places I had to saw a mold frame to pieces. Several times, especially near the stem, I had to use a chisel to get that stuff out because there was not enough room for a saw, barely enough room for a chisel! There seemed to be so much of the mold, far more I reckon than I built in the first place. However, once the firewood was out and I turned the hull the right way around, there was indeed a thing of beauty. And now it really did look like a boat.

I was now able to laminate the frames onto the stringers, steaming each layer until I could bend it into position. The only hassle was with the improvised steamer; the fitting of the frames went like a dream. So step by step the boat took shape. The transom frame was made and the transom layers (thicker ply) bent over it and glued. Then came the deck beams, the cockpit frames and the bridge deck and finally the cabin. Each stage brought the dream nearer to reality. An unfortunate encounter I had with a car delayed the laying of the deck for nearly a year, but I still struggled up



the ladder, plaster cast and all, and sat awkwardly in the future cockpit to enjoy the emergent being that was around me, slumbering, waiting.

#### SUCCESS FOR SURE

While I was building there was always the nagging question, what if it was not going to work out. A lot of time and effort was going into the project. Not only that, I seemed to be endlessly handing over large sums of money to suppliers, and my credit card balance was always at the limit. Would that wooden beast that was sucking me dry actually float, let alone sail?

Because of the strong element of uncertainty, I spent a tremendous amount of time, calculating and recalculating. Each piece of wood had to be identified so that I could calculate its weight. I felt that somehow, knowing all these details, I had a degree of control which ensured that the thing would go.

There were real struggles and hassles with the fin keel which was made of heavy pieces of scrap iron in cement that was thick with the waterproofing pozzalanic ash I added. Horrible stuff it was. It seemed to eat into any cut I had, not matter how carefully I washed my hands. After the fin was finally bolted into place and faired into shape with glass/epoxy, and I had glassed the entire hull and keel and faired it all (a painfully tedious process), I could wait no longer. The boat certainly looked like the real thing out of its element, but I needed more proof that all my effort (and money) was not in vain.

One afternoon I stumbled over one of the jacks that I had used to push the keel up and that were still lying around. That gave me the idea of how to get the proof. After still more calculations, I figured "exactly" where the center of gravity was under the keel, or, I should say, where it was supposed to be. The next weekend I untied the boat from its cradle so that it simply sat there unfettered on its keel. Then I put a two-ton hydraulic jack directly under the supposed center of gravity and very, very carefully pumped on the handle. Would it work? I kept looking up at the curved body above me. Slowly the boat lifted up and up, and then there it was, free from the cradle, perfectly balanced on the 1" top of the jack.

That was one of the greatest moments in my life. All my anxieties about failure vanished. I knew at that moment that I had done it. I had to postpone my joy for a few minutes to release the jack as slowly as I could. Then I went out to celebrate (forgetting to tie the boat back to its cradle until the next day). It was going to be perfect.

#### LAUNCHING

Launching date was still months away, but when it finally arrived I organized a party of friends to help me get it on the hired trailer and launch it. I estimated that it would take about four hours. It actually took two days. With the boat pulled up as high as it would go under the house, we quickly discovered that there was no way we were going to get the trailer under it. There was nothing for it but to start excavating. This was not easy for we could not leave the boat hanging from the steel floor beams. This meant we had to work



around the cradle to lower the ground level about a foot and a half.

Finally, after a lot of hard work, the trailer was in and the boat lowered onto it and secured. As we could not get a vehicle around that part of the yard, we gradually manhandled the trailer out from under the house, and then we struck another problem. The backyard was sloped and we were worried that the trailer might take off while trying to get it down to the driveway. We need not have worried; the opposite proved to be the case. Recent rains had soaked the ground so that the wheels of the trailer sank into the earth and it was a tremendous struggle trying to move the trailer. Although we started before eight in the morning, it was six at night when the trailer was at last in the driveway and hooked on to the towbar.

While we were having some beers, Alan, who I am sure did most of the work, summed up our feelings when he said to me, "Next time you do this, don't call on me."

The launching the next day went surprisingly smooth, except when the trailer rolled off the deep end of the slipway. A clutch nearly burnt out and me wet as I struggled to somehow lift the wheels over the underwater edge finally got that out. But I didn't care. I was proud as I motored the virgin vessel around to her berth. The

boat was afloat, and to the right marks. So long in its element only in dreams, now on the water it was filled with movement and vitality. It was alive. "Sally IVth" was born!

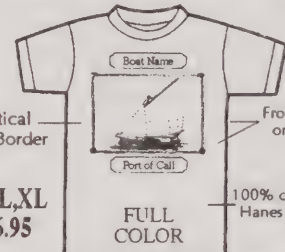
Next issue: "Sally IVth" Days

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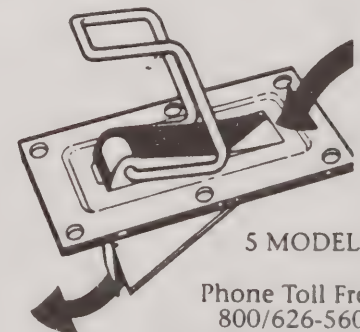
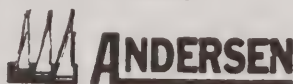
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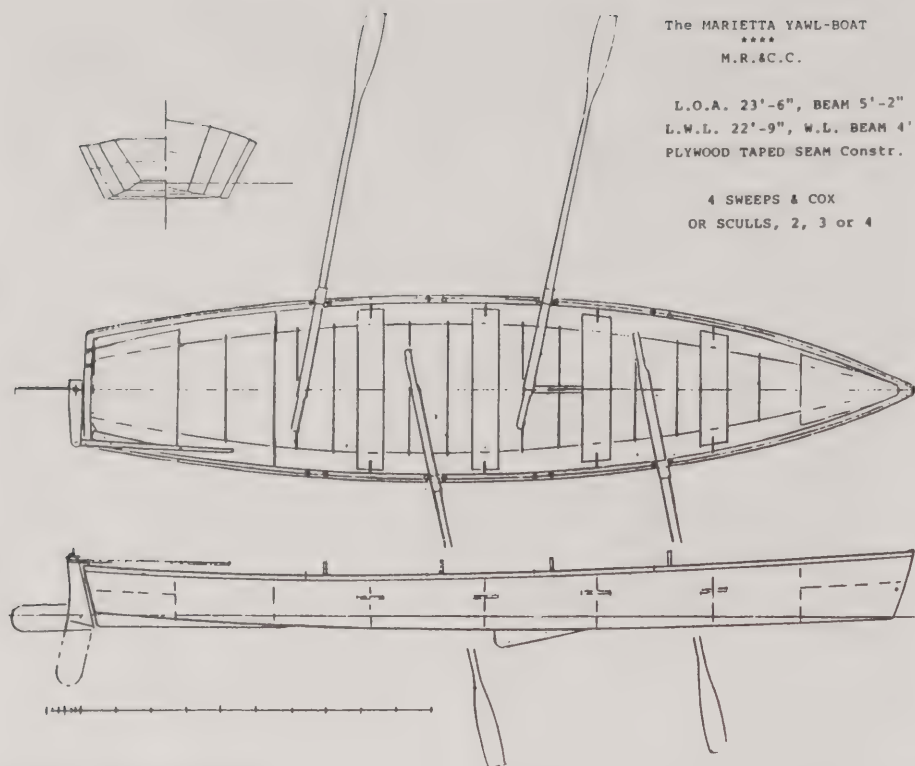
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# The Marietta Yawl & Crestwood Gig

By Joseph C. Dobler, NA

## ROWING FOR EVERYONE

While the "Marietta Yawl Boat" and the "Crestwood Gig" are designed to appeal to secondary school students and disadvantaged youth, they should interest others.

Neither sex nor age nor athletic prowess are limiting factors. Some of the handicapped have become involved successfully in rowing. Any group interested in healthful, non-stressful, moderate exercise and fresh air may participate. It can be as relaxed or strenuous as desired. It is non-polluting and non-disturbing. It is the best way to observe waterfowl and other wildlife. Competition is possible, if wanted. With only one boat different crews may race by comparing times over a known distance.

Museums and other historically oriented organizations, particularly those with riverine or marine leanings, may find existing contacts receptive to this activity. Many have facilities suitable for instruction and construction.

Organizations, such as yacht clubs, that have seen the demographics of their membership change with the passage of time, from mostly young hotshots to more settled family types, may find a non-stressful rowing program attractive. Retirement communities would seem to be a good field for this activity. Many have workshops where the boats might be built. The materials are readily available and relatively inexpensive. Boatbuilding skills are not required. The components are prefabricated before setup.

Unlike conventional boatbuilding, nothing is attached to the floor and the assembly is a quick and easy procedure. The boats are light and easily transported. Perhaps some who are finding golf too frustrating, or tennis too hard on the knees, may find rowing a welcome change, and it is done in a sitting position. Those wishing to do something for society may

foster youth involvement. Existing programs for getting young people involved in rowing show that all it takes is a little guidance plus the necessary watercraft.

## THE "MARIETTA YAWL"

Quoting from a letter from James Stephens of Marietta, Ohio: "I have an idea for next year that our club will back that may interest you. We want to stimulate interest in rowing among high school kids. There are at least six high schools on the Muskingum River, but none has resources to enter rowing in the modern, sliding seat, high expense manner. We believe we could convince two schools to build a skiff apiece and row competitively. Because they are river towns we think the boats should be in keeping with their history".

There was a time when many river towns depended on steamboats for transportation of freight and passengers. Some of us regret the passing of the steamboat, but it has been replaced by faster and more efficient carriers. The rivers, for the most part, are still there. They are available for healthful outdoor activity.

Each steamboat carried a work boat, called the yawl, or yawl boat. If you look up chapter XII of "Life on the Mississippi", by you-know-who, you will get a good idea of yawl boat usage. We have here a boat that is, in form, a typical yawl, though more slender than some. The old yawls were built heavy to take rough treatment, and got even heavier as they became soaked. The new boat is built using plywood taped seam construction, making a boat that is permanently tight, durable and lighter by half. There is a corresponding reduction in material and labor costs.

Arrangement of oars may be varied. Four sweeps and coxswain is the primary setup, but two, three or four pairs of sculls may be used. The boat may be handled by a single sculler. Seats are fixed and the oar-

locks may be thole pins or pivoting metal. The rudder may be locked on center, making the coxswain optional. Rowing is suitable for all ages and requires no special athletic ability or talent. It should appeal to a large percentage of the school population and probably some of their elders. Costs should be much easier on the PE budget than contact sports. Equipment may be built by participants or parents.

It is hoped that this project will find appeal among scholastic rowers for competition and recreation as well as among others at large. Increased awareness of the need to conserve and preserve our water resources may be an added dividend."

While competitive and recreational rowing is the reason behind the design, there are other possible uses for it. It can be rigged to sail, and being light and easily driven will go well with a fairly small rig. A centerboard trunk is an easy modification and will not impair rowing performance. Some users might want to combine rowing and sailing. If equipped with a simple tent and appropriate gear, it will make a good "Camping Cruiser". People who still have some of the Tom Sawyer-Huck Finn spirit can take it from there.

During the steamboat era, before the lumberjacks had finished cutting down all the "Forest Primeval", white pine boards long enough and wide enough to make the side of a yawl in one piece were readily available. That is no longer the case. Such lumber is now just about impossible to find, and if found, is very expensive. Plywood is available, and by using materials and techniques that were not available then, functionally comparable plywood boats may be constructed. They have the advantage of much lighter weight, a major consideration in an era of high mobility.

Plywood was not a satisfactory material for boats until about 1940, when US Plywood introduced "Weldwood", which

employed a waterproof bond, using the "Hot Plate Process", with thermosetting resins as developed by Leo Baekeland and others. Boatbuilders began using plywood by mere substitution keeping the rest of the structure the same. Some still do. There is nothing wrong with that. Plywood can be substituted advantageously for lumber in various areas of boat structure. Examples are planking, decks and bulkheads.

However, the year 1962 saw a major development that changed the whole picture of plywood for boats. That year saw the debut of the Mirror Class Dinghy, designed by Jack Holt, with technical assistance from Barry Bucknell, and backed and promoted by the mass circulation London Daily Mirror. The new boat eliminated much of the lumber and fastenings that had been used only as connectors between plywood panels. They were replaced by taped seams, in which fiberglass tape bonded with a plastic resin made the boat, in effect, a one piece structure. Polyester resin was used at first. Epoxy was used when it became available and is now the preferred bond.

The British magazine "Yachts and Yachting" of February 8, 1963 told of the new boat and its enthusiastic reception at the London Boat Show. Those of us with plywood experience, who happened to be looking, knew that here was something new and that things would never be the same. The "Marietta Yawl" takes full advantage of the method and includes a number of innovations developed in connection with numerous other taped seam designs.

#### THE "CRESTWOOD GIG"

The Hull Lifesaving Museum in greater Boston has a rowing program for inner city kids. By providing leadership and equipment they have been able to get them off the streets and into healthful activities that develop improved self esteem, cooperation and acceptance of responsibility. The program has been very successful. However, they have expressed a need for a boat that will be less expensive and labor intensive than the lapstrake and cold molded boats that they have been using. The "Crestwood Gig" is designed to meet that need. It has been favorably received by the head of the program, Edward McCabe.

The construction is taped seam plywood, making a boat that is strong, durable, permanently tight and lighter in weight. It is made from low cost materials and does not require skilled craftsmanship.

The boat may be equipped to sail. The easily driven hull will go well with a modest sail area. Light air performance is not required since the oars will provide auxiliary power. The masts will be located so as not to obstruct rowing. The sails may be furled in place. A centerboard will limit leeway and also improve tracking under oars in rough water or windy conditions.

#### MARIETTA YAWL - CRESTWOOD GIG REPORT

There has been some progress. James Stephens and crew, working with the Ohio River Museum in Marietta, Ohio launched "Marietta Yawl" #1 in September, 1992.

Jim's report on the performance and appearance of the boat was very favorable. You may have seen a report on it in "Wooden Boat" #110, page 18, sent in by Jim. Robert Young and the team at Rivers West in Portland, Oregon, should have their boat about ready to launch by now. They had a good start on it last fall but have been delayed by the weather. Others have acquired plans and may have boats under construction. I hope for progress reports. Among those are J.J. Shimkus in Ocean Springs, Mississippi (two boats); Charles Bonavita, Verona, Pennsylvania; and Michael Davis of New York City. He and a like minded group have formed a NFP organization and plan to build two Marietta Yawls for a starter. Their stated goal is to restore public access to the waterways and stimulate public interest in rowing with low-tech boats, with young people especially in mind. It appears to be a very positive development.

The Crestwood Gig built by Bob Alban and crew in Galveston for the Houston Rowing Club is in service and reports are favorable. The boat is pictured in "Wooden Boat" #112, page 106. Unfortunately, the address given is about four years out of date. In Beaufort, NC, a crew from Beaufort Oars Rowing Club, sparked by Dianne Brown, working with Roger Allen at The North Carolina Maritime Museum, has built two Crestwood Gigs. The first was launched in February and the second was expected to be completed in April. To quote from Dianne's letter: "We're very excited about the boat. She's beautiful and rows very nicely".

I particularly want to thank Edward McCabe of the Hull Lifesaving Museum (Boston). He is an enthusiastic supporter of open water rowing, and has given us a number of productive referrals. It appears that there is much potential interest and it is only a matter of spreading the word. Michael Davis has some connections that will help. It must be about time for someone to start a recreational rowing magazine.

Prospective builders often write that

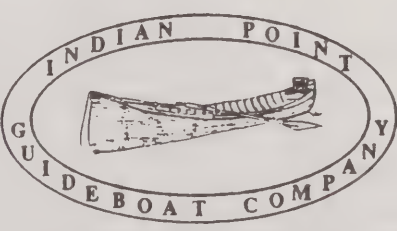
they have no boatbuilding experience. If they can follow instructions and mark and cut plywood according to drawings, that is enough. They will have nothing to unlearn. The construction owes more to aircraft design than to traditional boatbuilding. The idea is continuity and structural integrity. Bonding is better than fastenings for the thin materials used. Softwood is used for framing, since it is lighter, and stronger, pound for pound than hardwood, it bonds better and holding fastenings is not a problem. Some fastenings are used, but mostly in areas where high stress and small bonding area may cause separation. The planking, seat stringers, thwarts, and end seats, all bonded together, combine to make an integrated structure. So please, no seat risers, no stem. If in doubt or having a problem, give me a call.

Groups that are just getting started are advised to build the Marietta Yawl first, two boats if possible, since things are more interesting with two and much of the work does not require duplication.

Some may not be aware that the Crestwood Gig is an enlarged "Millennium Falcon", 25'x4', which won the Catalina Island to Marina Del Rey race in 1981 and 1982. In 1981 there was a crew of three, sculls with sliding seats. Conditions were very rough. Only six boats finished of twenty-three starters. It won again in 1982 with four, covering the 32 NM course in six and a half hours, sixty-three minutes better than the previous year.

In September '92 I drove, with wife Edrye, to the Pacific northwest. In Clarkston, WA, I visited longtime correspondent John Vander Schalie, who had scaled "Millennium Falcon" down to 20', making a very nice single scull. In Portland, I gave a talk on taped seam construction and its application to the Marietta Yawl and the Crestwood Gig to the members at Rivers West, where the Marietta Yawl was under construction. I would be interested in doing the same with other groups, if it could be arranged.

Joseph C. Dobler, NA, 4 Park Place, Manhattan Beach, CA 90266.



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## Epoxy Glue is Reliable

By Tom Fulk

Twenty-nine years ago I glued up 66 ribs, and two stems; and edge glued thin strip plank to make my Adirondack guideboat, "Sylvania". She was the second guideboat built using epoxy-glued ribs and stems, and the first with glued strip plank. Her present condition is testimony to the longevity of epoxy resin in boat building.

Yesterday my wife, Sandy, and I bronze wooled the interior, seats, and oars in preparation for the first recoat of varnish since the boat was built. This provided an opportunity for inch-by-inch examination of all glue joints. Each was perfectly intact, and the boat was in like-new condition. If you have any fears about the longevity of the epoxy resins you are using in boat building, this should quiet them. I'm convinced that epoxy resins are reliable boat building adhesives.

The epoxy resin used was a Bakelite resin, with Sonite 31 hardener. I don't know if these products are available anymore, but there has been a lot of developmental work on boat-building epoxies in the last 30 years so I imagine products currently marketed are just as good. Its hard to imagine any way they could be better, given the superb condition of this boat.

The boat has had light use, and has been always stored in a garage. She has

been transported on top of a car or a truck across the continent several times. I was concerned that the ribs might relax their curvature over time, if the resin crept, but they have not, and the boat is true to original form. For thirteen years, the storage temperatures were over 90 degrees F most of the year as the boat was stored overhead and I lived then in the interior part of California.

"Sylvania" is a replica of "Virginia", a 16' Adirondack guideboat built by H. Dwight Grant in 1905 for Robert M. Jeffress of Big Moose, NY. "Virginia" is on display at the Adirondack Museum at Blue Mountain Lake, NY. In my opinion she has the sweetest lines of any guideboat. I built "Sylvania" with the guidance of Kenneth Durant, the authority on guideboat history and construction. At the time I was a Forest Ranger in Upper Michigan. Mr. Durant was kind enough to carry on an extensive correspondence with me to insure an authentic replica. He obtained a set of patterns, John Gardner's lines drawings, and real guideboat oarlocks and horns. The Adirondack Museum collaborated by providing some measurements from the original boat for such minute details as the spacing of caning holes in the seats.

After completion of the boat, my

wife, family, and I traveled on a vacation to Blue Mountain Lake and the replica was inspected by members of the museum staff, and by Durant who had traveled over from his home in Vermont to see her. He rowed her on Blue Mountain Lake, and said she "felt right under the pants." I was pleased to have his approval.

Kenneth Durant's authoritative book, "The Adirondack Guideboat", was completed after his death in 1972 by his wife Helen. He earlier had edited "Guideboat Days and Ways". Both books were published by the Adirondack Museum, at Blue Mountain Lake, NY.

I have written this piece to report on my experiences with the longevity of epoxy resin as a boat building adhesive, and for another reason. Through publications like "Messing About in Boats", and through personal contact, we have opportunities to share what we know about boats with others. We incur a debt to the sorority and fraternity of boaters when we receive information and assistance. I am certainly indebted to Kenneth Durant for his help and for a lot of years of pleasurable boating. These debts are best repaid by sharing information in turn with others, thus keeping the culture alive and flourishing. Good boating.



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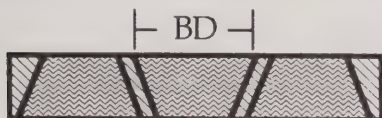


## MAKING A HOLLOW MAST

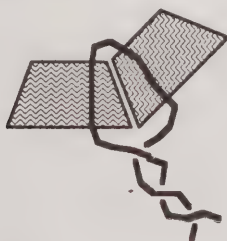
Recently I finished out one of Roger Crawford's bare hull dories, which included making a 3-1/4" x 14' mast. Many a dory has used nothing more exotic than a young pine, so, with a back yard full of them, I cut one, peeled it and let it dry out. Then the hard work began. Soon it became apparent that the boating season was going to be over before I finished planing out all of the the bends in a tree that originally appeared to be as straight as a laser beam.

### PLAN B.

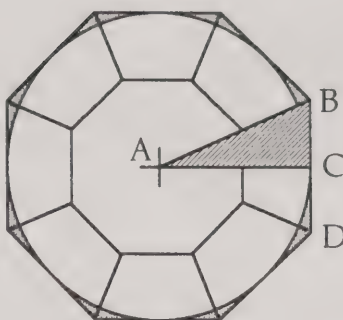
I decided to try to make a hollow mast. To make the eight part mast, strips were ripped out of 1 x 4" fir flooring at a 22-1/2° angle.



Pairs of strips were glued up to a 45° angle. The joint was epoxied and "sewn" together with soft iron wires run through pre-drilled holes to clamp the strips together until the epoxy set.



Four of these assemblies made the full 360°.



The plain (not tongue & groove) fir flooring is good because of low cost and the ready availability of long, straight grain, knot free lumber. I do not have a table saw so I had the millyard rip the flooring to dimension and angle. Even with a typical home table saw it might make sense to pay the mill to do it because they can do a more accurate job on their industrial size saw.

### STRIP WIDTH:

You have to calculate the width of the strips for the size of the mast you want to build. If you don't like math, go directly to the bottom line.

$$\begin{aligned} \tan A &= BC / AC \\ A &= 22.5^\circ; \tan 22.5^\circ = 0.414 \\ BC &= \tan A \times AC = 0.414 \times AC \\ BD &= 2 \times BC \\ BD &= 2 \times \tan A \times AC = 0.818 \times AC \\ AC &= \text{mast diameter} / 2 \\ BD &= \text{Strip width} = 0.818 \times \text{mast diam} / 2 \end{aligned}$$

### Bottom Line:

Strip width = 0.414 x mast diameter  
For my 3-1/4" mast it worked out to a strip width of about 1-5/16".

### FINISHING OFF

After the "corners" of the mast were rounded off, a pair of octagonal plugs of oak were made that fit well up into each end of the mast. They were long enough to reinforce from the step to the partner and at the head of the mast for the necessary hardware. The fit didn't have to be a perfect because they were epoxied in place. To do this internal epoxying job, the bottom and the lower few inches were covered snugly with masking tape to hold any epoxy leaks. Epoxy was injected by syringe through a small hole drilled into the mast above the height of the plug [suitable syringes are available from a boating epoxy dealers] and the mast was set vertically to let the epoxy flow into the bottom around the plug.

### REMARKS

I had never made a mast or done anything quite like this and it was all by guess and by gosh. Needless to say I wondered whether it would hold up on the dory. There is more wood in the mast than it appears in the drawings. The mast is 3-1/4" diameter consisting of a circle of wood 3/4" thick for a total of 1-1/2". The toughest test to date was crossing Penobscot Bay off Islesboro in 30 knot winds with the dory loaded for a week of camping. You could watch the mast flex - but it didn't break.

The 80% finished pine stick is still in the garage, seasoning, waiting for the day that the hollow mast gives up the ghost. Maybe I should rent an electric hand planer.

Malcolm R. Forbes  
Merrimack NH

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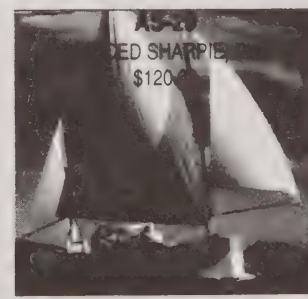
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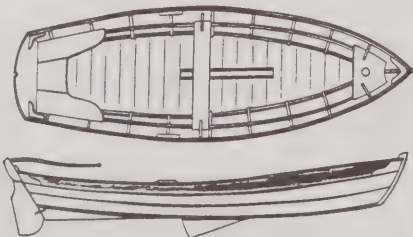
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## What You Are Building



### "CAROL ANN" LAUNCHED

On July 4th we launched "Carol Ann", a 15' Bolger design Diablo, on Great Bay in Durham, NH. Our maiden voyage took us to the old Coast Guard station at the mouth of the Piscataqua River where we enjoyed champagne and strawberries.

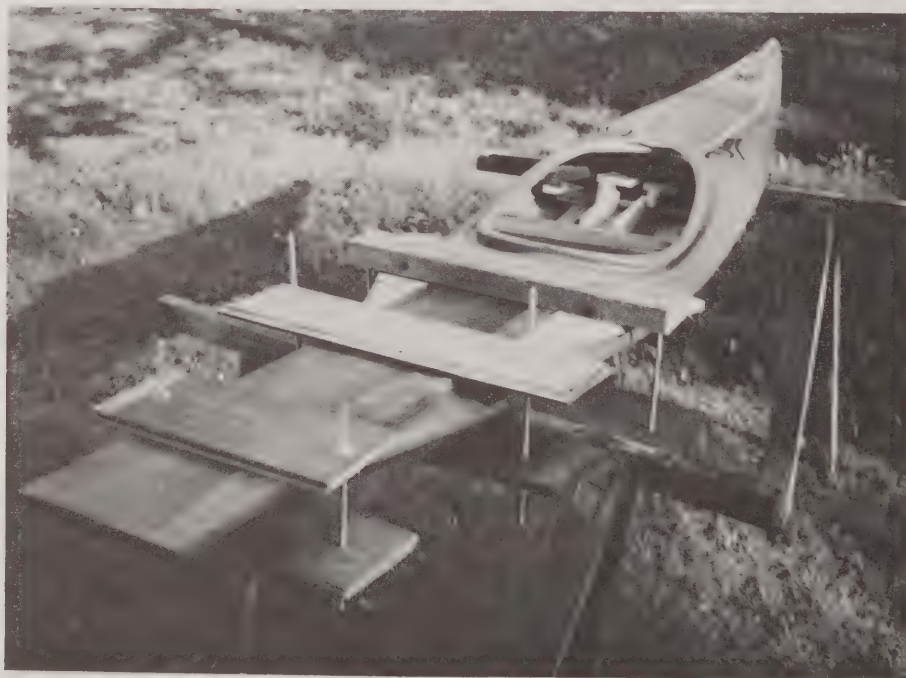
We enjoyed an interesting conversation there with sea kayaker Bob Johnson of Kittery, Maine, concerning the Maine Island Trail, sea kayaking, "Carol Ann",

and just messing about.

My wife Carol and I plan a vacation on the Maine Island Trail this summer and fishing and picnicking on Great Bay and the Piscataqua, with an occasional trip to the Isles of Shoals, conditions permitting.

Thank you Phil Bolger for this excellent design and Dynamite Payson for the thorough and entertaining building instructions.

Lee Hodsdon, Durham, NH.



### THE ECLECTIC BUILDER

In demonstration of the diversity of boat building materials and methods, here are photos of my Perception Dancer XS white water kayak undergoing radical reshaping with the use of wedges, planks, threaded rod and a Wagner heat gun.

The "linear" refers to the molecular bond in the plastic. Permanent changes can be accomplished in shape by jiggling and clamping, heating stressed areas to about 250 degrees F and allowing them to cool before removing the restraints. The correct temperature has been reached when

the normally dull plastic takes on a shine or "wet look". STOP heating that area and move on then to the next.

Many such plastics can be repaired, cut and rejoined using a heat gun. Support the plastic, heat the areas to be joined slightly beyond that "wet look" and press together. Use a cold piece of wire or narrow screwdriver to blend the near-molten plastic, keeping the tool cold by dunking it in ice water.

Gayle Smith, 55 McClellan Ave., Norwich, CT 06360.



## FEATHERWIND WITH SUNFISH RIG

By David Camell

I was especially interested in Carl Noe's account of building a Bolger "Featherwind" with a Sunfish rig. I did the same thing back in 1979 and the boat was a great success. I used a new, unused Sunfish clone sail bought from a sail broker for \$35. I made wood spars (tapered 2x4 set thwartships for mast and 1-1/2" square yard and boom.

We launched in the Delaware River at Augustine Beach, Delaware, on a pretty windy April day. I had to row the boat offshore to where my daughter, Carol, could ship the rudder. She sailed beautifully.

We took the boat to the Mystic Small Craft Workshop in June of that year. She elicited a lot of favorable comments from people who used her, including an exuberant "she accelerates like a Laser" from one guy.

Later I sailed against Sunfish and found that she stayed right with them. Of course I was fat, dumb, happy, and dry while they were being soaked. Four adults sailed nicely in her.

I tried a borrowed Sunfish rig and found it no better than my homemade rig.

A lot of the credit for performance may be due the rig. Tom Jones in his excellent book "Low-Resistance Boats" recounts similar performance with a Sunfish rig on a 16' Dobler 16 design of Joe Dobler's that he built. A good lateen rig is powerful and, as Jones points out, being raised up in a boat reduces the likelihood of dipping the boom in the water and losing control.

If I were building a Featherwind today, I would do it stitch and glue with no chine or stem. I would use a laminated gunwale of two 3/4" by 3/4" strips topped by a 3/4" by 1-1/2" strip on edge to make the midships frame a mold only that could then be removed, leaving the boat wide open for sailing and using a box seat or my Yankee rolling rowing rig (July 15th issue) for rowing. The rudder should kick up and a better single leeboard than the pivoting rig I used would be one of Jim Michalak's designs ("Boatbuilder", March/April, 1993). Even the way I built originally, the hull weighed about 100 pounds, the same as a Sunfish and cartopped easily.

## BUILDING A "BLANCHARD" GUIDEBOAT

About a century ago John Blanchard built superb guideboats in the Adirondacks at Raquette Lake. His production was small and few have been seen today by the interested public. A 12' example is in the collection at the Adirondack Museum in Blue Mountain Lake. Now I have been fortunate to have been made available to me the use of all the patterns, templates and original materials Blanchard used, including original boats, oars, yokes, paddles and seats, along with ribs, stems and planking. From these I have developed a modern day stripper version.

The Blanchard guideboat has a straight rocker for absolute true tracking, yet its upturned ends provide good maneuverability when intended to be turned. At 16-1/2', with slack bilges and a large interior volume it carries three adults and their gear safely across open unprotected large lakes. It has the strong tumblehome stems and strongly upswept sheerline of the

Long Lake boats, giving it grace and elegance.

My stripper version is built on a strongback form with 6"-12" spacings for hull lines accuracy and fairness. It has the traditional bottom board of clear basswood, continuous one-piece red cedar strakes, ash stems, tapered clear ash or cherry gunwales, cut ash ribs and fiberglass exterior bonded with epoxy and protected with a UV resistant epoxy varnish. The interior is fitted out traditionally with cherry seat and yoke cleats, cherry seats with natural cane, and hardwood floorboards. The hardwood decks are finished with the traditional Blanchard tear drop de-tailing. Parsons fancy rowlock hardware is fitted for two rowing positions.

All this and a finished weight of less than 60 pounds! I'm pleased with this latest addition to my guideboat line.

Gard Callanen, Indian Point Guideboat Co., 732 Midland Ave., Midland, PA 15059, (412) 643-5457.



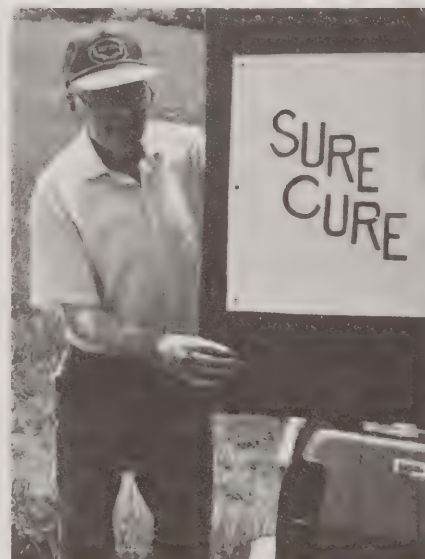
Closeup of paddlewheel power.

## MORE ABOUT "SURE CURE"

The April 15th issue included on this page Walter Sargent's comments and a photo on building his Atkin designed houseboat for cruising on his local Gulf Island Pond near Lewiston, Maine. In early June I had a chance to drop by Walter's for an hour or so following my visit to the L.L. Bean Canoe Symposium in Bridgeton, Maine, and took a few more photos of Walter's creation. "Sure Cure" had only been in the water a few days and her final drive hookup had not been completed so I was unable to go for a short cruise. Herewith a few more photos of this unique effort. "Sure Cure" describes the effect the three year project had on Walter's ongoing battle with arthritis. He was too busy to notice it.

Bob Hicks

Walter displays the nameboard.

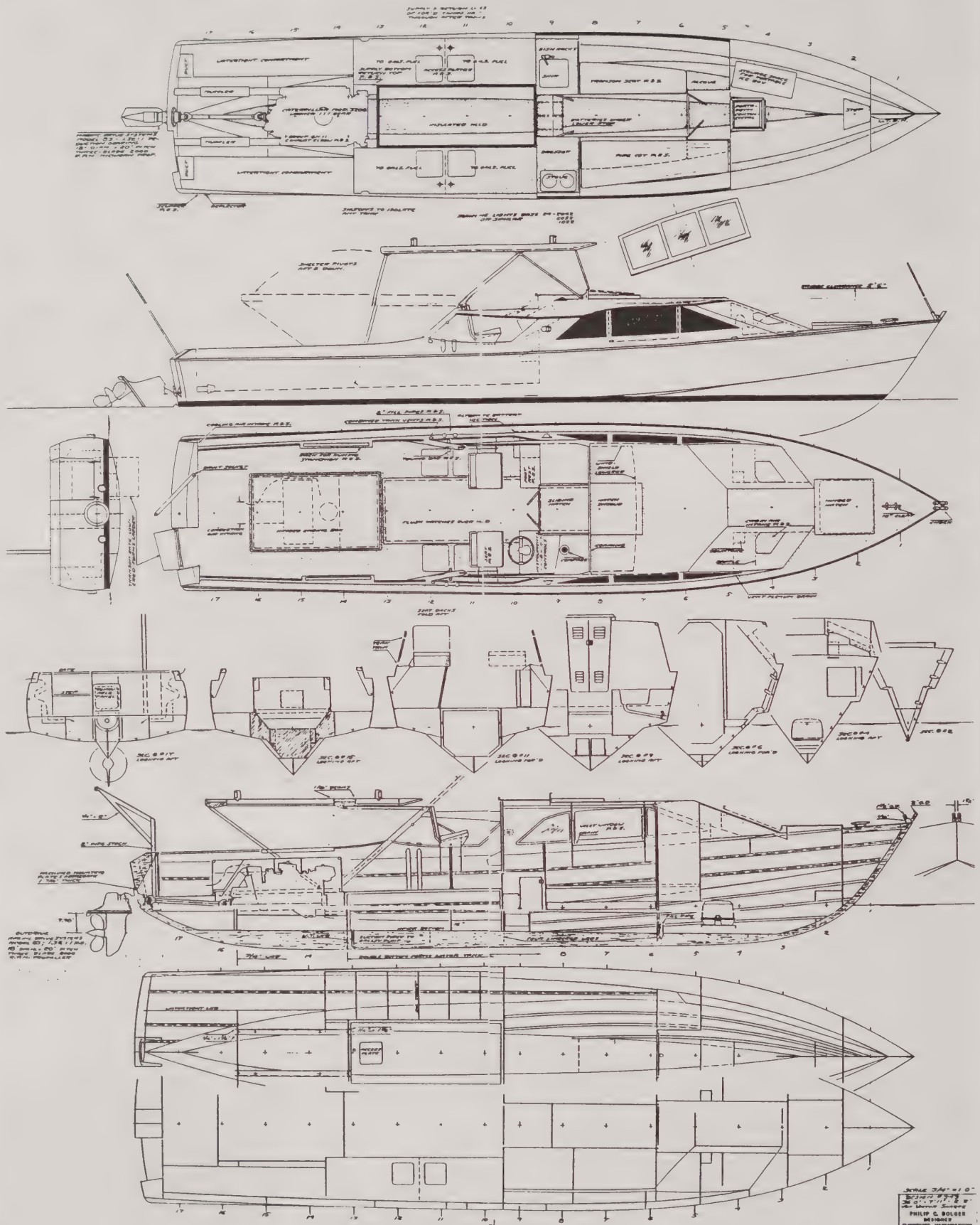


## Bolger on Design

**DESIGN #343. Aluminum Trailer Cruiser,  
36'0" x 7'11" x 2'2"**

This maximum trailer boat was designed to be built by Winninghoff Boats, but was cancelled, possibly on account of second thoughts about the pleasures of ramp-hauling something this size and four-ton weight. The sleek appearance was

more due to highway breadth and height restrictions than to speed as she was to have been quite modestly powered to save weight. The intended owner was an acoustical engineer who devoted a lot of thought to silencing the diesel.



# The Annisquam Sampan

Design and Commentary by  
Joe Pallazola  
1420 Grant Street  
Berkeley, CA 94703

## SPECIFICATIONS:

|        |         |
|--------|---------|
| Length | 12'     |
| Beam   | 4'      |
| Depth  | 14"     |
| Draft  | 5"      |
| Weight | 45 lbs. |



Walter took my sister and her kids fishing on Massachusetts ponds in a 15' x 3' aluminum canoe he bought for that purpose. It was just light enough for the two adults to cartop, so they could get it to the water with minimal fuss. Before he purchased the canoe Walter and I had been talking about a suitable craft for his needs, and I ventured the opinion that we could build a good boat very quickly out of a couple of sheets of 1/4" plywood. But that was toward the end of my annual summer visit, and I didn't have enough time remaining to complete such a project.

When I got back to California I gave a bit of thought to the requirements, which I took to be low cost, light weight and high capacity, and came up with what I considered a simple and elegant solution. Subsequently I got word that Walter couldn't wait till my next visit and had located a used canoe at a good price. I shelved my preliminary sketches and turned to other projects.

I got reports from time to time on their fishing expeditions, and was told that while the canoe was adequate, it was both a little too heavy, too cramped and too tippy to be ideal. I decided that canoe or not, I would build them a better fishing craft during my next vacation.

So when I arrived in Massachusetts this past July, I had my scale drawings with me. I was ready to build what I came to think of as a kind of sampan, after the Chinese word for a watercraft made essentially from three (sam) boards (pan), such as this one was to be. (And Annisquam is the part of Gloucester where my sister lives, hence the name for this boat.)

After spending a few days on Cape Cod, I had only two weeks to complete this project. I quickly rigged a blue poly tarp over the deck alongside the house, so I could work rain or shine, and bought two full sheets plus a 2'x4' scrap of 1/4" fir ply, a 12' piece of clear 1x6 pine (to rip into 1x1's for the gunwales, keel stringer, and center frame and transom stiffeners), a gallon of polyester resin, 25 yards of 2" glass tape for the joints and 4 yards of 53" wide fiberglass cloth to cover the bottom. With all materials at hand I dove right in.

First, for the sides I cut one of the ply sheets lengthwise into three equal pieces (16" x 8'), and the other, for the bottom, into three pieces crosswise (making two pieces at 31 1/2" x 4' and one at 33" x 4'). I drew centerlines on these along the 4' dimension, and aligned them as I butted the pieces into a single 12' long bottom sheet. Then I joined them with tape-and-resin on both sides ("Dynamite Payson" butt joints). Using one of the 1x1 strips of pine for a batten I drew the curves of the sides on the bottom and then cut to the lines.

From the remaining 2'x4' panel I cut the transoms and center frame pieces. Next, the sides were made by cutting one of the 16" x 8' planks in half, with an angled cut to match the rake of the bow transom. These in turn were attached to the full-length planks (with Payson joints) to yield 12' side pieces, the square ends of which I also cut at an angle (a less acute one, for the stern transom).

After assembling the center frame from the ply pieces and some 1x1 strips, I screwed and glued the sides to it at their centers. Then I wired the transoms on, followed by stitching the bottom in place. She was ready for the inside taped-fillet chine joints, which I did next after first using some wedges to square up the floppy assembly. When the resin was hard, I turned her over and clipped all the wires, rounded all edges, and taped and resined the outside joints.

I attached the gunwale strips with screws and glue, and added the stiffeners at the tops of the transoms. The basic hull was done, and in a very short working time. (What made the project take up the whole two weeks was the weather, which varied from cool and rainy to hot and muggy. Sometimes the resin set too fast, even with adjusted hardener/resin mix, and sometimes it set too slow. I couldn't maintain a steady pace.) I covered the outside of the bottom with the fiberglass cloth and resin, putting on several coats to fill the weave. With the changeable weather this took longer than it should have. A lot of sanding to get out the many lumps I inevitably end up with when I use polyester resin, and she was ready to paint.

But I didn't get around to that, only going so far as to purchase the paint (pale blue for the outside, my nephew's choice) and brushes. I had to go back to California, so I left the finishing to Walter. I also had to forego her sea trials, about which I was very curious. I theorized that a 12' x 4' stretched pram like this, with its wide transoms, flared sides and flat, rockered bottom, would be a real carrier, able to handle the two adults plus two kids safely and comfortably in the conditions for which she was intended. I also thought she'd be easier to move over the water with one oarsman and her full complement of crew than was the canoe similarly loaded and with one paddler.

In California again, I got news that the sampan had passed her trial voyage with rave notices. On virtually all counts she was judged superior to the canoe for the purpose. The only quibble Walter had was that he found her difficult to keep on course! This was due to a couple of factors. One was that Walter was a novice rower with no prior experience in that art. The other was that the boat lacked a skeg and a keel strip. I didn't have enough time to attach the keel, though I had cut a piece for that purpose, and I was holding off on the skeg until I saw how she did without one. Now I know she can use both, and I'm certain these modifications will correct the problem. In the meantime Walter's rowing skills have advanced with practice, so by now it's no big deal. Still, I'll add the pieces on my next visit; it'll make her easier to handle.

The sampan was used with satisfaction all summer, mostly with three aboard (they praised her sprawling space) and once with five (four adults and a ten-year-old, and she still had adequate freeboard!). All of this has been very good for my ego. Now I'm considered some kind of boat-building magician by that part of the family. It's results like this that keep me doing this kind of messing-about.

Next time I'll tell you about the 16' x 2' very light Greenland-style kayak I'm making for my friend Steven, the second boat I've designed for his "fleet."



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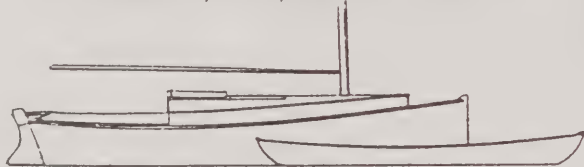
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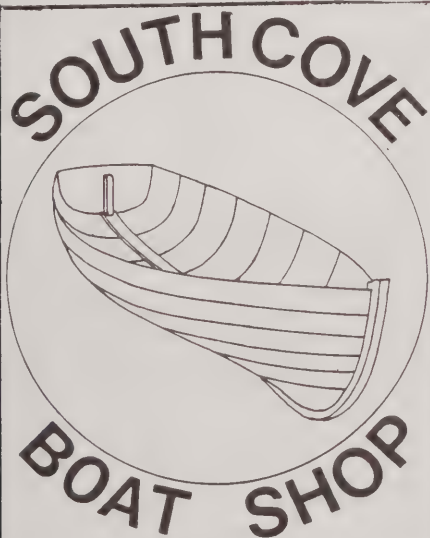
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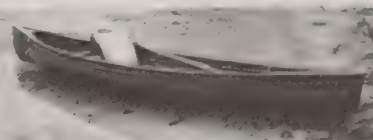
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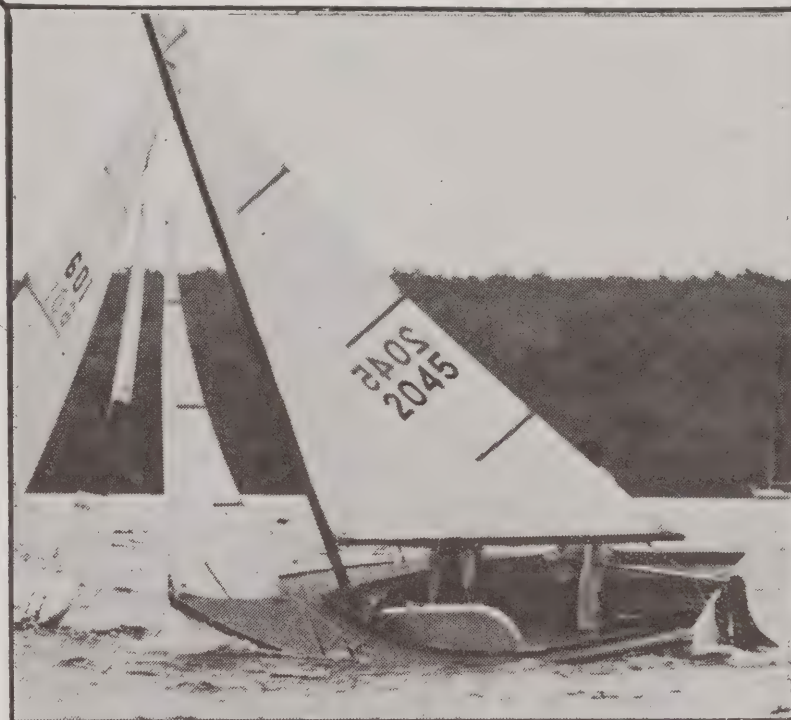
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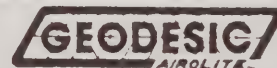
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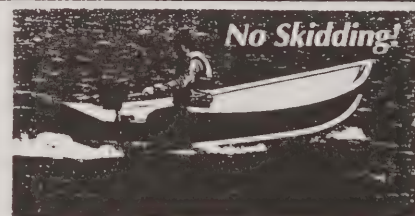
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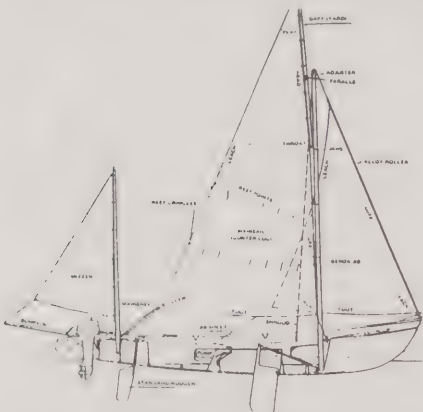
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KEN ALLEN, RFD #2 Box 227, Monson, ME 04464, (207) 997-3961, 6-9pm. (8P)



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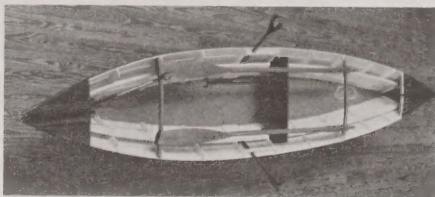
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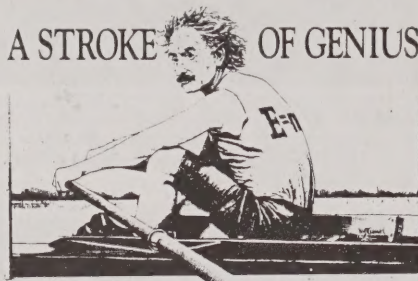
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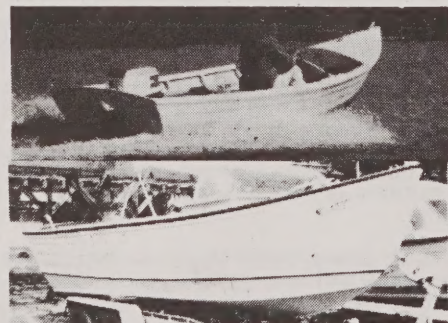
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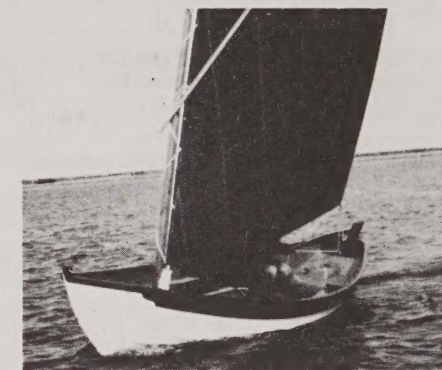
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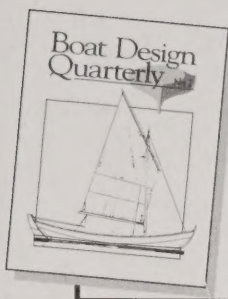
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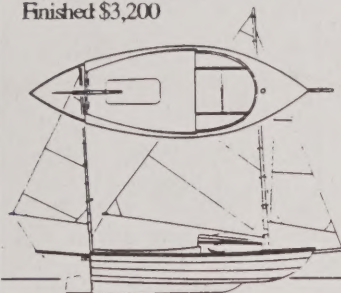
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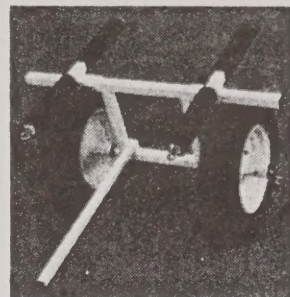
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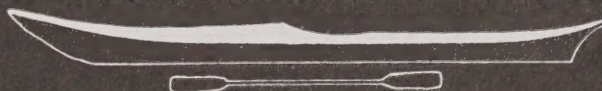
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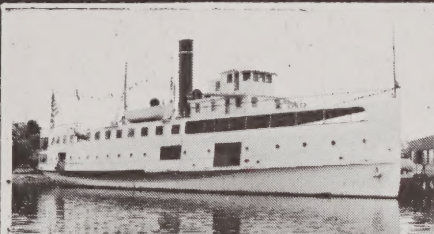


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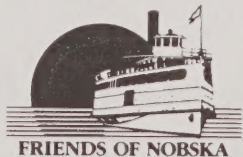


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Donors of the boats to be auctioned can take advantage of current IRS regulations for deductions resulting from charitable contributions. Canoes, dinghys, sailboards, daysailers and outboard/inboard boats are some of the types that have been popular with auction buyers in the past.

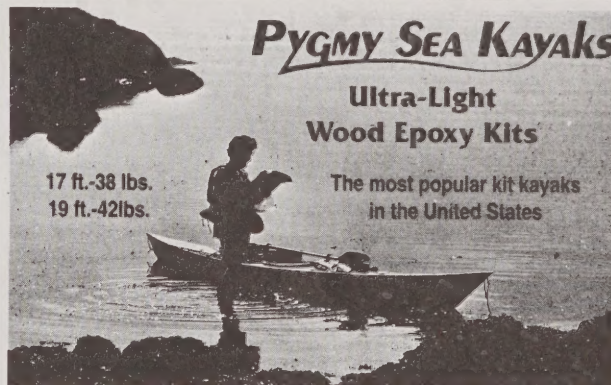
If you have a small, trailerable boat in good condition that you would like to donate for a tax deduction, please contact THE CONNECTICUT RIVER MUSEUM at 767-8269. Ask for Dick Metzger, Carl Barlow or David Williams.

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