

Twice a Month!



messing about in BOATS

Volume 11 - Number 8

September 1, 1993





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BOATS

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Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.

Address is "Messing About in Boats",
29 Burley St., Wenham, MA 01984.

Telephone is (508) 774-0906.

Publisher & Editor is Bob Hicks.

Our Next Issue...

Will feature Michael Badham's lengthy dissertation on his 22' aluminum planing motorsailer in "The Flea on Casco Bay", backed up by Matt Maloy's continuing adventures in his "Magic Pearl" in "The Attack of the Night Pirates"; Sally Kalson's tale of "The All-Woman Canoe Trip"; and John Kaufman's sad tale of "The Demise of Bubba Nell". Designs will include Phil Bolger's 8' keel sailing dinghy and Bruce canoe. Ron Magen's "Launching Ramp Strategies" will make it after dropping out of this issue, and Steve Mascioli presents a detailed how-to in "Sculling for Beginners". All this supplemented by more of your building projects and commentary and a review of "Sausalito Stories" a fascinating little book about waterfront boat life. I've tried to not promise too much.

On the Cover...

Tom Cavanaugh's little cruiser "Gadfly" was on display at the 11th Annual Boston Antique & Classic Boat Show in late July, along with many other unique classic boats. "Gadfly's" builder (around 1925) is unknown, and her description uncertain as either a "picnic" or a "pocket" power cruiser built in the "trunk cabin" or "hunter cabin" style. She is available for cruises on the Merrimack River in northeastern Massachusetts. Hugh Ware brings us a lot of photo coverage of this event in this issue.

Commentary...

A call came in to us just before going to press from someone (not a subscriber) looking for a magazine about houseboats. He was considering the purchase of a houseboat and wanted to find the definitive source of information on this sort of boat. I couldn't direct him to such a publication as I don't know of any. Perhaps there is one out there serving this particular aspect of boating but it hasn't come to my attention yet.

The magazine marketplace today seems to offer specialty publications for just about any interest group, and those interests which encompass a broad range of variety have in turn become broken up into ever narrowing fields of interest. Thus the inquiry into a houseboat magazine.

Following along in the shadow of existing "mass media" boating publications catering to sailing and powerboating, and a few more specialized larger scale efforts such as "Wooden boat" there are the smaller scale magazines catering to special interest groups too small to attract major publishers chasing that bottom line of profit. A couple of examples would be "Ships in Scale" catering to serious ship modellers and "Sea History" for those who pursue that subject.

"Messing About in Boats" falls into this latter group at a budget level, but our specialty it seems is still fairly broad gauge. A couple of letters in this issue from readers illustrate the ongoing desire of some for "only what I am interested in". Criticisms about "too much of this or that" or calls for "more of my own preferences" turn up. These are far outweighed by the expressions of overall approval for our typical content so I'm not about to make any major changes.

Efforts do continue to appear to serve these more narrowly defined interests. One example is Mike O'Brien's "Boat Design Quarterly", focussing on classic designs in detail with brief discussions and lines drawings in a modest 20 page package four times a year. Mike's effort is a good example of trying to refine a magazine's content down to a very limited field of interest. And Mike has been finding out just how limited support can be for such specialization. He knew he'd not attract advertisers to share the costs of publication so he priced his subscription at \$24 for four issues, \$6 a copy. This is the sort of price one must expect to pay for specialization. And it sets up a formidable obstacle to getting such a publication up to a level that can be sustained financially.

Last year we recognized that sea kayaking was growing to a level that would sustain a specialty publication here on the Atlantic coast and so we launched our "Atlantic Coastal Kayaker" based on the fact that while it is a specialty interest it's one with commercial prospects as an activity using products attractive to a fairly sizeable market of potential buyers. Thus we were able to attract advertisers and build up a subscriber list to a sustaining level in the first year offering ten 32 page issues for \$20 a year. Not a profit level, but one that can keep things going while

we build further. Since most of the people coming into this activity are not boating people we weren't competing with ourselves at "Messing About in Boats". And sea kayaking has within it enough diversity to eventually build a sizeable readership for a small scale publication.

Back to "Messing About in Boats", it is increasingly apparent that its "specialty" is becoming that of a forum in which many of you can tell your stories related to messing about in boats. As I've said before, this creates what I like to think of as its "charm", for the writing is widely diversified, told "like it is" by so many different people, and not run through the homogenizer here so it all comes out fitting some notion of "style". The topics you do write about are hardly specialized other than that they are mostly chronicles of affection for the activities reported, they do have a common thread of love for small boats in a never ending array of permutations.

The person who yearns for a publication that serves only his particular interest, who has little interest in what others may be doing, is a bit out of luck if his interest is an esoteric one, shared only by tiny numbers of like-minded folks scattered over this huge nation. Thus trying to establish a publication for houseboats, or for "stitch & glue boatbuilding" or for antique canoeing, is a daunting challenge.

I mention the last of these suggested topics as I do publish just such a magazine, "Wooden Canoe". But, it is done for a national club, the Wooden Canoe Heritage Association, and is thus really a club newsletter, upgraded to a magazine quality glossy twenty page format published six times a year. As a club newsletter magazine it doesn't face the financial challenges that a commercially produced publication would. Club dues are set high enough to pay for the newsletter, and 1,500 members provide a sufficient scale to make it feasible to have it printed as a real magazine and not run off on a copy machine.

One emerging interest that does seem to deserve its own publication is the growing recreational rowing sport. When the national rowing organization decided to not serve this aspect of rowing but instead continue its focus on world class competition rowing in specialized racing shells, the hopeful recreational rowers, be they sliding seat shell or banks dory owners, felt left out and some talk developed about launching a magazine for this form of small boating. I've not heard further about it, and had offered to provide some of the facts and figures anyone contemplating doing this would face.

So it remains to be seen if the rowers will get their own publication. In the meantime we'll continue to publish quite a lot on recreational rowing in "Messing About in Boats" but there's much more happening that we simply do not have room for without becoming to highly focussed in that direction.

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.

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

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.

Small Craft Meet & Picnic. Philadelphia Maritime Museum Traditional Small Craft Association, Edgewater Park, NJ, (215) 348-9433.

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) 843-1600.

SEPTEMBER 17-19:

Slalom & Wildwater Canoe National Championships. American Canoe Association, Deerfield River, MA, (413) 339-8596.

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.

Small Craft Show. Whipple City Festival, Greenwich, NY, (518) 692-9623.

Happenings

Duckers Day. Michael Gowell, Durham, NH, (207) 363-4974.

Annisquam River Cruise. Cape Ann Rowing Club, Gloucester, MA, (508) 774-0906.

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.

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

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 1-3:

11th Annual Mid Atlantic Small Craft Festival. Chesapeake Bay Maritime Museum, St. Michaels, MD, (410) 745-2916.

OCTOBER 2:

Misery Island Rowing/Paddling Race. Cape Ann Rowing Club, Beverly, MA, (508) 927-1854.

Race Rock Classic Sailing Regatta. Jim Cassidy, Stonington, CT, (203) 536-1524.

Caulked & Canvas Decks Workshop. Northwest School of Wooden Boatbuilding, Port Townsend, WA, (206) 385-4948.

OCTOBER 3:

Nayaug Canoe Race. Land Heritage Coalition, S. Glastonbury, CT, (203) 633-5665.

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.

OCTOBER 10:

Pawcatuck River Rowing/Paddling Regatta. Westerly, RI, (401) 539-9017.

OCTOBER 15:

Cross Sound Traditional Rowing Race. Ben Clarkson, Norwalk, CT, (203) 434-3890.

Navy Day Regatta. Coasters Harbor Navy YC, Newport, RI, (401) 841-3283.

OCTOBER 16:

Oarmaster Trials. Cape Cod Vikings, Hyannis, MA, (508) 759-9786.

OCTOBER 17:

Salmon River Spawner Canoe Race. Connecticut Canoe Racing Club, E. Haddam, CT, (203) 346-0068.

Fast Electric Model Boating. Marine Modelers Club of N.E., Medfield, MA, (617) 396-6462 eves.

OCTOBER 23:

River Cruise. Connecticut River Oar & Paddle Club, Essex, CT, (203) 434-2534.

OCTOBER 24:

Kent Canoe & Kayak Race. Kent Center School, Kent CT, (203) 567-4922.

OCTOBER 31:

Head of Weir Rowing/Paddling Race. Hull Lifesaving Museum, Hull, MA, (617) 925-4826.

NOVEMBER 6:

Maritime History Symposium. Mystic Seaport Museum, Mystic, CT, (203) 572-5313.

Longitude Symposium. Harvard University, Cambridge, MA, FAX 01 (617) 495-3344.

NOVEMBER 7:

Sudbury River Row. Cape Ann Rowing Club, Sudbury, MA, (508) 443-3691.

Fall Finale Model Boating. Marine Modelers Club of N.E., Medfield, MA, (617) 396-6462 eves.

NOVEMBER 13:

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

NOVEMBER 20:

Head of the Mystic Youth Rowing Race. Dave Raynor, Mystic, CT, (203) 572-5010.

NOVEMBER 2:

Row to Brunch. Seavey Island Rowing Club, Kittery, ME, (508) 663-8023.

DECEMBER 4:

Chelsea Creek Icebreaker Youth Rowing Race. Ed McCabe, Chelsea, MA, (617) 925-4826.

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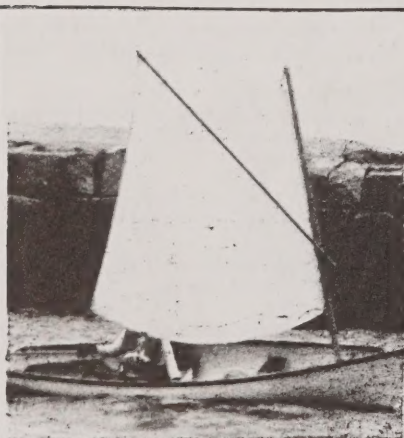
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*Your
Commentary*

OARMASTER TRIALS PROGRAM

This year's Oarmaster Trials will be held on October 16th at Kalmus Beach in Hyannis, Massachusetts, as last year. Registration will be at 8am and races will start at 9:30am.

Entries will be limited this year to 15 boats, with three divisions of five boats each. There will be five preliminary heats with each rower racing each boat in his division, and then three final races with the fastest boat and rower from each division competing. Frank Durham will be crunching the data with his laptop computer and we expect standings to be available much more quickly.

We are looking for new and interesting boats to take part this year and encourage anyone who has what he feels is such a craft to contact us. The only criterion is that the boat must be able to be handled by one person in any sea conditions. We will select from amongst applicants if more than 15 apply and will attempt to provide an interesting mix. We also plan to select some of the fastest and best handling boats from last year to provide a benchmark for this year's race.

Members of the Cape Cod Vikings who wish to row and top finishers from previous events will be given preference. The weather has proven to be pretty uncooperative in the past so anyone wishing to participate must feel comfortable that he or she can row five dissimilar boats to windward in a good breeze.

We welcome all comments and suggestions, which this event certainly seems to generate. Anyone wishing to apply to participate may contact me.

Jon Aborn, 28 Old Bridge Rd., Buzzards Bay, MA 02532, (508) 759-9786.

SIDEWINDER INFO ANYONE?

I was recently given a 16' Sidewinder sloop, #530. I would appreciate hearing from any readers with information about this class boat. I can also use a 90 square foot spinnaker that might work on this boat.

John Churchill, Rt. 4 Box 160, Morgantown, WV 26505, (304) 599-0114.

"BEING THERE" WONDERFUL

David Dawson's story, "Being There" in the July 15th issue was wonderful. He really caught the true feeling, "I just wanted to be out there on the water." It alone was worth a year's subscription.

Sharon Brown, Mystic, CT.

DESIGN FORUM PROPOSAL

I would like to throw out an idea to your readers. There are alive and well several senior designers in the U.S. and abroad. Instead of waiting until their passing to sing their praises and review their work, how about trying something new?

I propose a design forum (not a contest) in which these designers would submit a design that maybe they didn't sell, one which really represents their design philosophies and interests. The collected designs could then be published in a book. Imagine being able to have a book containing the best and/or favorite work of Gardner, Hunt, Mills, Bolger, Dobler, Scheel, Melges, etc.

A further idea I had was to get all these guys together in one place, give them materials and helpers, build the boats of their choice, and then let them race. This would perhaps be asking a bit much and be unfair as it would restrict them as to type of boats.

Marc Pauls, Riverview, MO.

LITTLE BOATS FOR THE "LITTLE GUY"

The last two issues of "Messing About in Boats" were more of a joy to me than I can really express with "Cruising in Little Cruiser", "So-Du-It", and Phil Bolger's designs for the "Trailer Motor Sailer" and "AS 29 Sharpie".

I am very interested in learning more about "Little Cruiser" and have already bought plans for "So-Du-It" and viewed the video on building it. If you can come up with more on "Little Cruiser" I for one would like to see it, and I don't think I am alone in this interest.

The neatest thing that has happened to the magazine in recent years has been "Phil Bolger on Design". I feel that Phil Bolger is the champion of the "Little Guy". He and Dynamite Payson have given courage to a lot of people who would never have done anything about getting out on the water.

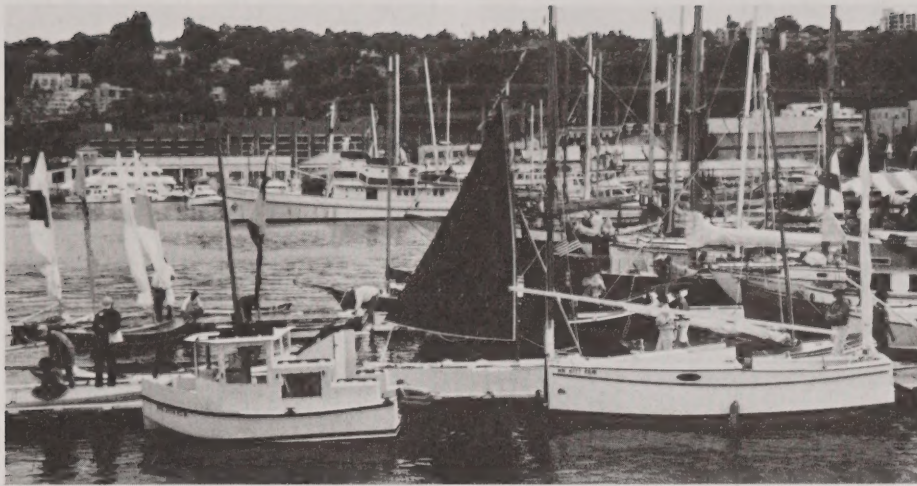
Here in Michigan we have the Great Lakes on which to sail. I belong to a group called ASI (American Sailing Institute), a non-profit organization that teaches sailing in the metro Detroit area. Our Level I is learning to sail 18' Interlakes. Level II moves up to 26' Pearsons. Levels III and IV involve cruising and sailing S-2 9.2's. Rapid progress would take three years to arrive at Level IV. Interested readers can contact the American Sailing Institute, P.O. Box 293, Southfield, MI 48037, (313) 624-4030.

Lee Johnson, Hartland, MI.

MISADVENTURE COMING UP?

I really enjoyed "Boating on the Broads" by A. Bennett Wilson in the April 1st issue. And "Tom's Coast of New England" has been great. It's a story in which I could see myself. I will surely have some misadventure this season that I could write about.

Rick Redmon, Strasburg, VA.



BOLGER BOATS AT LAKE UNION

Bolger boats were well represented at this year's Lake Union Wooden Boat Festival in Seattle, Washington. In the picture can be seen a Microtrawler, Common Sense Skiff and the prototype Long Micro. These boats elicited many in-

NOT ABOUT BOATS AT ALL

It occurred to me that your magazine isn't really about boats at all. It seems to be more about people and some sort of concept of acceptable use by a narrow spectrum of people who are concerned with what? Is it necessary for one to conform to some sort of aesthetic sense of marine perfection which doesn't exist anyway?

Maybe the man in that skiff on the July 15th cover was asking for a tow. The critique of "that is less desirable" Cat diesel = bad, why? The "pinky Vernon Langaille." The big boat! is bad. Maybe you're a John Deere man I guess.

Is there some idea being fostered on us that if you slap it together, lauan and Elmers, that's good enough, not only, but even better than good construction? Have you ever included a table of offsets in your magazine? What, do you have a grudge against Pete Culler? Just wondering.

Stan Lothrop, York, ME.

Ed Note: Stan, you've got me wondering too.

TOM'S ADVENTURES

Tom's adventures are interesting. Where else can you read about someone talking to his boat and getting answers? And the Bolger designs are great.

Barry Bylls, Princeton, IN.

quiries. Not pictured are a Black Skimmer and, on trailers, a Tennessee, Jinni and a dory. With some help from the general handicap system, the Long Micro placed 3rd in the Classic Yacht Race!

Tony McGarry, Seattle, WA

NOT AN AS 29 PHOTO

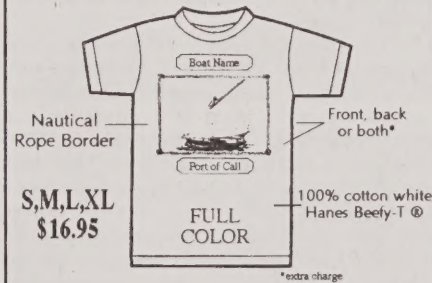
You've probably heard from others already, but on page 23 in the July 1st issue, the AS 29 article, the lower left photo looks to me like raising the mast on Bolger's Long Micro, not the AS 29.

Owen Pratz, Ellensburg, WA.

Ed. Note: Right you are.

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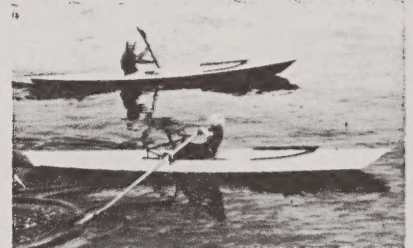


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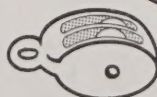
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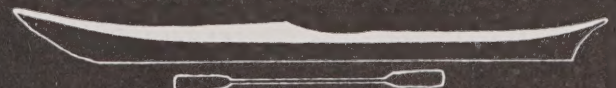


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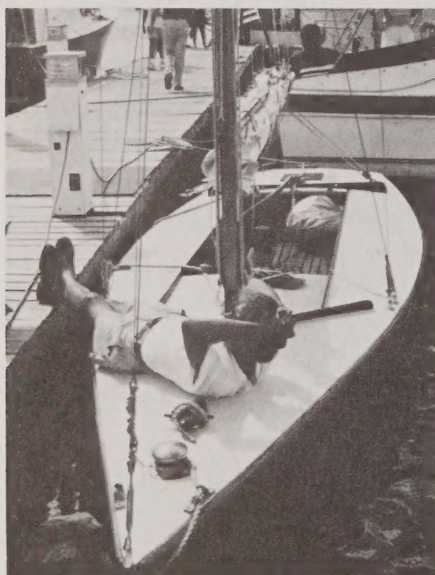


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Mast of "Nantucket I, WLV612", now owned by co-sponsor of the 11th Boston Antique and Classic Boat Festival, the Metropolitan District Commission.

Joe Kaknes' couch while he talks boats is "Vanitie", a Bolger-designed reproduction of a Cape Ann Bird Boat and the Festival's Best Reproduction. (See Bolger's book, "Bolger Boats" or the earlier "Small Boats" for her interesting story.)

Dr. Francis Cadigan, Jr.'s big ELCO center-wheelhouse cruiser "Erewan" was acclaimed as Best Exemplifying the Ideals of the Festival.

11th Annual Boston Antique & Classic Boat Festival



By Hugh Ware, with assist from Chris Ware

A recent "Wooden Boat" list of nautical activities for May-August showed some twenty antique and classic boat shows across the nation. One of the better ones was a three-day event held in July just outside Boston, at Marina Bay in Quincy ("Home of Presidents"). Some forty craft attended, ranging from a delicate fantail steam launch through two large schooners over 100 feet long to a former lightship. Other interesting craft hadn't formally entered but were present because they were marina residents.

The Festival was fun for all because organizers had something for everyone. There were, among others, a bagpiper, vintage dancers ("next is a quadrille"), a raffle, spectator voting on their favorite boat, and numerous vendors and exhibits including a demon talker on modern ropes and old knots. On the third day, old timers from the area reminisced about local boats and boatbuilding. They and the crowd ended up having a fine time discussing old photos that someone brought in.

Categories for judging included Antique boats built before 1942, Classic boats built before 1968, and Reproductions. Ten wise and sensitive

judges did a fine job. (I make that judgment since I largely agreed with their decisions). Especially interesting was their ruling on two boats, both in near-perfect condition. Reportedly, the judge's determinant was that one had spent much of its life in storage and therefore hadn't needed as much restoration. Best Sailboat went to Thomas Myslicki's Alden Coastwise Cruiser "Aquila". Other awards are identified in the picture captions.

Some of the judge's awards must have been created on the spot to fit special circumstances. For example, Robert Alves' 36' yawl "Antiquity" was given the Surmounting a Perilous Journey and Creative Chartwork award! "Antiquity" earned it getting to the Festival on a very rough and windy Friday night. The big windjammer "Harvey Gamage" and the ex-Gloucester fishing schooner "Adventure" found the same conditions especially interesting as they tried to get secured at the Festival site in Marina Bay.

The Festival fleet was spread out among a network of floats. Towering over the smaller craft was "Nantucket I", the last of the light vessels on that station. Its owner is the Festival's co-sponsor, the Metropolitan District Commission, a regional organization more usually concerned with parks, roads, and swimming pools. The other co-sponsor was the Friends of the Lightship "Nantucket I, WLV 612", who had the vessel open for visits. Sunday's Blessing of the Fleet had "Amens" provided by the fleet's various horns, whistles, bells, and cannon. The light vessel's powerful diaphone fog signal was, one might say, the most religious contributor.

It was an interesting fleet. Chris Crafts and ELCO were the most popular makes of powerboats. Among sailboats, seven Herreshoff H-28s or modified H-28s (Bermuda 30, Bluenose 30) were registered. William Roger's "Otaha", a 30' schooner-rigged Bluenose 30, was given the judge's Distinctive Hardware award (something about an antique steering wheel...?).

The pictures tell more than words but, in passing, we note that the 36' yawl "Bosum Bird", owned by the Shining Sea Foundation, was registered as a Class C Tall Ship! (An interesting group of people, the Foundation has assisted in saving the old tugboat "Luna" and hopes to build a full-scale reproduction of a clipper ship, to be called the "Shining Sea".)



1926 must have been a vintage year for Lawley-built yachts. Bill Skinner and Viking Gustafson's stately Standard Cruiser "Chautauqua", winner of Best in Original Condition. She also won an award for Most Creative Method for Teaching Port from Starboard when the kids on board raised their feet to show the judges the green socks on their right feet and red socks on lefts.



Leslie Jacobson's ELCO Cruisette "Times Past" was voted Best Powerboat, and deserved it.

Best Restoration by Owner was won by "Resurrection", a 27-foot Grady White sports fisherman. Scott Kulda and Gary McGonagle brought her back, and she is now absolutely impeccable. They spend their daily lives designing and installing kitchen cabinets.

Every step in restoring "Resurrection" was documented and was available for review. Note the original factory literature in the window.





Voted Most Worthy of Restoration is Lawrence Higgs' 1955 Huckins Sportsman "Clara E. II". A great boat to restore.



Deane Allen's pretty little fantail launch "Steam Ginnie II" gave demonstrations of steam power underway and won the award for Most Appropriately Dressed Crew.



Voted Spectators' Choice was the Chinese junk "Ming Hai", owned by John Lewis and brought up from Miami by one of the judges. The crosspiece on her bow is covered with copper, and her "eye" is concentric rings of red and black.

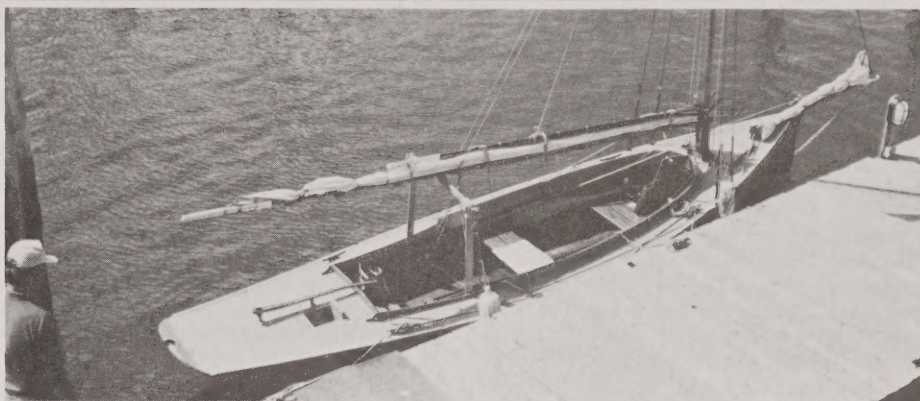


"Osprey" is a reproduction of a Key West Smackee built by the Maine Maritime Museum and owned by Walter Keenan.

Dana Marcorelle's catboat "Teaser". The notes said she might have been designed by Fenwick Williams.



Eric Sealine designed his sharpie "Grey Eyes", built her in the courtyard of a Harvard dormitory, launched her thru the streets of Cambridge on a piano-moving dolly, and set sail with a blue poly-tarp spritsail, steering with an oar. He's done more to her since.

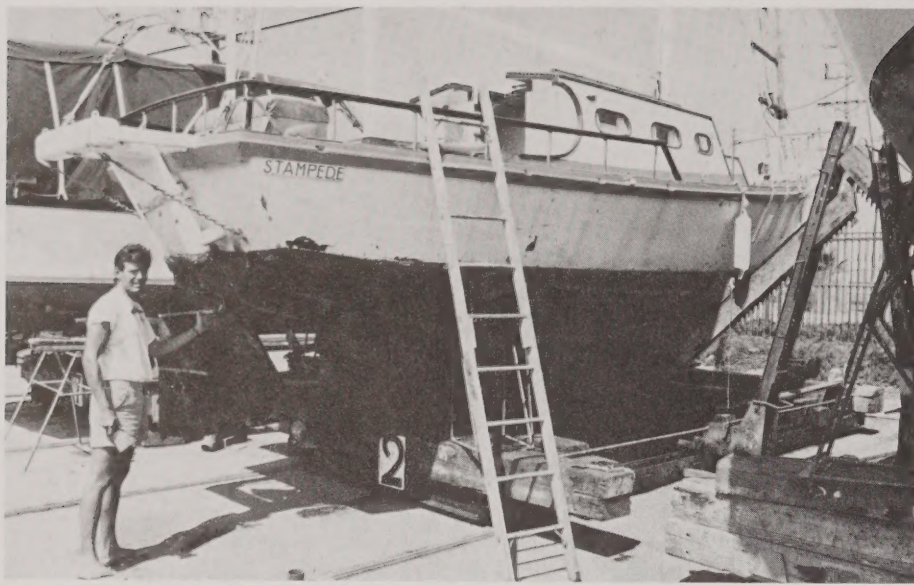


The Laconia Cable Car Company also built boats in 1928. This nice outboard now belongs to Bruce Lawson.



This 1957 impudent little AristoCraft Seaflash, with its tailfins and prominent sidelight fitting on the tip of the bow, is unrestored, according to owners Ed D'Ambrusa and Joseph Cliente. The boat sat in a basement for 15 years until the owners discovered the fun of old boats. The '54 Evinrude has only 10 hours on it.





Crusty "Stampede" on the ways, showing detail of our hilarious temporary repair straps to hold the rudder together on 50-mile sail to the haul-out.

We join our inexperienced crew, Mike and Jeff, after they bring their quirky old 30-foot plywood gaff-rigged cutter, "Stampede", to the scenic port of Los Angeles. They started their adventure in sumptuous Marina Del Rey where the boat had been soaking for ten years. The boat was on the verge of being scrapped. It was theirs free for the taking, like all those free-boat ads you see in "MAIB"...and also for the taking over of all bills, debts, responsibility. Were they up to the job?

Such marina luxury was not for long. After two months of bicycle errands and repairs, Mike, Jeff and Uncle Tim sail the fully-equipped 60's style (hemp lines and all) full-keel ocean cruiser to cheaper climes for further repairs. The 50-mile move is their longest voyage. It ends with the thankful hands entering a lunar new world right out of "Bladerunner". Oil rigs, kleig lights, cracking stations, junkyards, scenes from movies popping up everywhere, places where they take you to be killed. The horizon is filled with million-ton 300-foot-high bright red cranes pilfered from the Kaiser, aerial freeways over waterways and trinket malls lining the swankier parts of the port. All this topped with noxious fumes mixed with salt air fumes that, over time, bizarrely take on a smell of security and comfort (albeit along survivalist lines) for the Boys. All these things make for a new and exciting home-sweet-home. We return to their tale....

For the next nine days Mike and I work on the boat. We work in the busy, rugged yard of an Italian ship-chandler and his four sons. We work among owners, old salts, bums, and many, many latino hired hands. A big family. We thought we might get out in a couple days. Wrong. We knew nothing. And discovered that everyone you ask tells you something different when it comes to boat repairs. We tried to act savvy, chewing over the sage advice we were given by everyone.

The panic of our first day had every local declaring his own solution, in his own language. The way to success gradually dawned on us. We asked specific ques-

tions, decided for ourselves and went to it. Once we acquired this "Wise Technique of the Experts" we got grunted approval. Such was the "Way of the Boatyard".

The boat needed hull repair and bottom painting, a rebuilt rudder, some new keel bolts and seam reglazing. No problem. Where there's beer and sandpaper, there's a way!

We rode our bikes after work to excellent, cheap Angeleno restaurants where we were guitar serenaded over sun-burnt margaritas. No English speakers in sight. We felt we were accomplishing something every night as we climbed our stepladder 9' up to the cockpit, and fell asleep with sooty dew spotting our sleeping bags. So weird to wake up to the sound of jackhammers and look up to see you're ten feet over a boatyard. A quarter-mile through the open air way from a freighter and six huge cranes.

But, God, what a bill! It took all I had, of course. We then discovered that an extremely cheap berth was opening just a hundred yards down from the boatyard. What luck! We later realized we were moving into the lives of a bunch of alky bums and their \$300 floating homes, homes they gambled away with frequency.

What a life. Mike and I grooved hard on all its vibes. We kept a decent boat bar, a sufficiency of groceries for the most part, a daily newspaper and breakfast at a little joint at the remote end of the marina.

But Mike and I went our separate ways shortly before the real maiden voyage of our rebuilt boat. He actually stayed ashore that so-important weekend. For the life of me I honestly still don't know why he didn't go. Did he think we'd sink?

So I embarked with my neighbor, a pudgy, loud guy who volunteered, and then brought aboard three cases of Burgie Beer. I was nervous, about the vast amount of beer, and the neighbor, and with good reason. The rule of the area was to be friendly to everyone, but trust no one. Too many cops beating on boat decks with billy clubs. But the trip turned out to be magnificent. We sailed faster than ever before,

Twilight Zone on an Old Wooden Boat

Conclusion of "Misadventure in Los Angeles"

By Jeff Potter

with stout breezes all the way to Catalina Island (averaging 5 knots). We finally sailed somewhere exotic. And I finally got to steer into an unknown crowded anchorage at night. Yes! We even took a water taxi!

My pal, John, with fifteen beers in him proved a boon companion, indeed, if a little too boon. He was rolly-poly and had a huge mane of curly hair with a mustache. He paddled about the boat with bear-like bare feet, admiring it. He saw its rugged capability. Why, if it weren't for his whatever-it-was, his troubles, he would be sailing for the South Seas right now....

After a night of debauch, bankruptcy and arguing with strangers about billiards, bets and dames, I went back to the boat. John returned at 4 a.m. by way of swimming since he wanted to stay out and had no money. I was sleeping in the cockpit when he heaved like a seal up over the rail, shaking wet, totally drunk, and boomed "Christ! My cigarettes are wet!"

We were faced the next morning, penniless, with the question of getting to shore, a quarter-mile away. We had no dinghy or raft. Obviously, John said, with me scarcely believing he was still alive, we get all the lines, tie them together, then tie the end to his leaky surf-ski we brought over. One guy paddles ashore, the guy on the boat pulls the surf-ski the quarter-mile back. It worked of course.

I actually had \$1.15 which I had kept from the demands of alcohol the night before and declared my low intention of getting a meager breakfast, though John would have none. Not nice, but look at him, he wasn't nice, either. Meager breakfast, my ass, said John and off he went. I sat down for my tiny plate of hash-browns. Ten minutes later John returns, "Here's money, now let's go get steak and eggs!" He'd pestered bartenders 'til he found one who'd give him a loan and came back to me who'd abandoned him and bought us a huge round of chow.

John had brought fins over to the island. He gave me one and we hopped into the harbor water. I saw many things new to

me under there. Brilliant turquoise vistas flowing away entirely across the harbor. Flights of red, orange, green fish. How much more could one newcomer to sailing take? I noticed an old bent-up one-speed bike on the bottom. Then saw John motioning that I help him recover it. A true-blue scavenger!

After a bit of shore rest, I returned to the water, gingerly crabbing my way through the rocks of the surf. I said "C'mon, John, creep through this way, it's easy." He stood up, all blubber, on a big rock near shore, staring into the surf. "Naw," he said, looking into the surf, "that's too easy." Timing himself with the arrival of a wave, he, "Hey, wait," I blurted, "you can't do..." dove into what used to be six inches of water over sharp rocks, with a belly-flop most useful, and came frog-kicking out to me. It was the noblest move I'd seen in a long time.

We then had another great sail back to the harbor where I regaled Mike with the weekend's tales.

But back to this issue of nobility, of the special spark of water people. Back when the boat was on the ways, we had encountered an old widow in jeans who had a couple of kids our age. She asked what we were up to and immediately I knew something was special about her. All weathered and old, she still had a twinkle in her eye. But her kids whined, and their boat was primitive and dumpy. Later, she told me her story. About how she and her husband sailed in that same boat to New Zealand in the 1950's. About how she and he dove and salvaged to earn their way. How she gave birth to her son on that boat. How he was raised in the South Pacific, the same kid who was now complaining, and how when they had a daughter they sailed for home. How the boat caught fire in the middle of the ocean and they began to row away from it in their dinghy, man, wife and two babies. And how it then rained, and their boat was saved. That's the kind of 'something extra' I mean.

But work was pressing from my regular book production job. Soon I had to leave L.A. to return to Colorado where my "real" home supposedly now was. Mike, too. But the boat was finally safe.

I returned that winter for a trade show. What a funny thing it is to live a dual marina lifestyle. Staying on the musty little boat, emerging each morning in coat and tie to the hung-over teasings of my neighbors, and catching the bus into Long Beach. The best thing is flying out of winter, then waking up with a palm tree a hundred yards off, flowers on the jetty, hal-yards slapping and the sounds of wind, water and boat-traffic!

I returned again a half-year later for another convention. This time I stayed to finish the job. It was exciting to be a broken wing-nut in the mountains with a fully equipped ocean cruising yacht in L.A. But it was too much. No real partner on the horizon. How can you find a seafarer in the Rocky Mountains? Time to sell.

I'd learned a few things, though. The big lesson was that if you wanted to sail, go look for any of a million boat-owners who need help sailing. If you want the peculiar feel of ownership, buy a boat. You might not ever sail, though.



View from the hi-rise bedroom during haulout.

Another lesson: Price means nothing in the world of boats and timing is everything. Depending on the ever-evolving desperation of the owner, any size and type of boat can be purchased for as little as \$1000. Step two: However much money you possess, it will be spent on that boat. You will be broke. But in your mind, it'll be for a mighty, bold cause.

It's hilarious to hear crazy boat talk from otherwise intelligent people. A well trained physician once told me enthusiastically of a 70-foot motor-sailer that he could buy for a mere \$12,000! Lord, I thought, people really do fall down these holes, don't they. I asked my pal if he had \$20,000 spare change yearly from now until eternity. I also predicted, with a tired,

sage tone, that that vessel could be had, at some point within three months, for \$1000. But he'd still need to supply the yearly treasure chest. Oh.

So I ran want-ads. And came close to bankruptcy from ad fees. That's how it works. Any one factor can about do you in, now add them all up.

I nearly went bonkers from the want-ad wild goose chases. I learned to ferret out sincerity. No, that wouldn't narrow it down enough. I looked for intention to buy now, and spiked the rest. Sorry, bye.

I'd been making little sailing forays in the meantime. I invited pals and new-limet acquaintances aboard for evening cocktail cruises. Let me tell you, not too many members of my bottom caste can do

Heading out for a solo daysail, LA Harbor style.



this. We did. We barbequed giant shrimps neighbors had dropped off whole, in buckets. Quiet music, thrift shop wine glasses. Strolling the deck. God, you could stroll my deck. I could leave the big, carved wheel, engine rumbling away, and stroll on forward with other folks and stand and chat and scarcely hear the engine. So we'd glide through the skyscraper-high bridge-bright lights-lonely nights. Heaven.

Other times I'd go out alone in the day even if the engine wasn't working. I'd just line the backward drifting boat through my neighbor's sterns, then quietly kicking off and hopping onto the bow pulpit. Not too many other people did that. I guess they were sensible. But I'd head out to sea and meet the spanking breezes and feel like I could go on forever. I might cross paths with another single-hander, him aboard his \$100,000-yacht, waves of equality. I'd

set a course, the boat flying on a reach, heeling solidly. God, it was like a house afloat. I'd go below and cook up soup, just to do it. I'd look out my curtains and notice a leaning, shimmering lighthouse. Hot damn.

Then I'd head back in, maybe glide on in effortlessly, maybe get becalmed and scull in with my huge newly acquired oar, maybe get a tow, maybe almost get run over.

Once, we went out for a midnight debauch. I took her, and the friends aboard, past the glow of all lights. That was a fun angle for visitors and me alike, get to pitch black then turn around. Phosphorescence lit everything into that unbelievable Peter Pan glow. The guys didn't believe me when I told them the glow would happen, so I'd take them out where it was totally dark, then they could see the sea's own light. Warm beauty. Boozing it up. Time to head back. That was always fun, even if we sometimes got scares from coming too close to huge buoys we missed seeing from behind the sail, or came too close to big ships, or got wildly rocked by big bow waves. One guy nearly fell from wildly swaying spreaders once; he hung dangling in his coat and tie; I forgot he was up there while I made sure we were safely passed by a trawler. It was a world full of overwhelming things for all of us.

But no one was buying and I was getting weary. The asking price for my boat bottomed out. No \$1000 anymore, \$500 takes all.

In the next empty weeks, however, the boat worked its perverse magic on me all over again. I had more "house-at-sea" sails. The price climbed back with my morale. A new-found friend and I overhauled then finally fixed the engine for good. It was a simple, tiny short (all that pain!). Hey, she was almost good as new now. Maybe I should keep her!

I met more wondrous sailors. Savvy, wacky Viet vets. Friendly, potential boat

buyers who came by. Everything on the boat started working perfectly. The people were charmed, enchanted. The boat was spreading its vibes. They finally caught a winner at \$5000. From a world of knife-fights and boozy thefts, I demanded cash and unhesitatingly followed my puzzled suburban buyer to his bank. The big roll felt good.

It was time to head home. The elemental life was getting to me. Like driving a motorcycle across the country without a helmet or windshield, then finding out you have to turn around and drive back. Too much fresh air. On the way to the airport, I forgot to drop off at the boat the two out-board motors that were stashed at my uncle's. Then I lost my ticket. Right there, on the carpet, in the aisle, after the metal detector. My lip starts to quiver. Shouting gets me nowhere with the attendants, my plane leaves with my luggage.

Next cheap flight away from the land of palm trees is at 5 a.m. Arrgh! Next flight possible: Ten minutes. For three times as much. I pull out the roll, peel off bills. Run. Arrive in Denver. No chance to alert friend as to the change, so she'd just left. It's now midnight and I'm on the last bus to Boulder. Heavy duffle-carry up the hill. A light dusting of snow. Crisp, clean air. Starting to feel better already. Home. Tired. How tired can a person get?

A good long ride, though. The five grand disappeared in two days from paying the bills. But I was missing ole "Stampede" already.

(Jeff Potter publishes a magazine called "Out Your Backdoor" which originally ran this story. It's a free-spirited mag about real-world culture and adventure, blended with how-to and literary reviews. It also covers a lot in the way of boats and bicycles as well as interesting cars (Citroens and such) and about anything else in the hard-to-find, high-quality, creative but affordable category. A 4-issue sub costs \$8. Write to: 4686 Meridian Rd., Williamston, MI 48895.)

Sailing back from Catalina, "Stampede" holds her line with no hand on the wheel.



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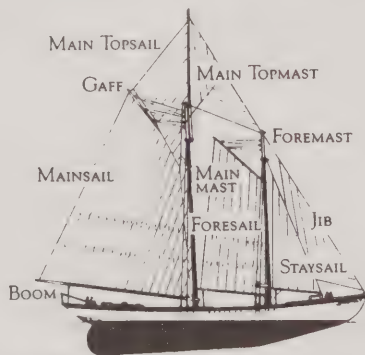


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Contributed by Tom Shaw

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EVERY BOAT HAS ONE

Every boat has one. No boat wants one. You can't leave the dock without one.

So goes the old seaman's riddle, and the answer, of course, is a wake.

There are lots of things one might say about a wake, but the most important is this: YOU are responsible for any and all damage it does to people or property. For a portion of a bank washed away; for a jon boat that was swamped (even though he was fishing in the channel where he had no business to be); for a guest on another boat who lost his balance and fell; for the medical bills of a person who was burned when the coffee pot was rocked off the stove on his... And the list goes on and on.

As responsible skippers we are well aware of our obligation to keep a sharp lookout at all times; for other vessels, for that water skier cutting across our bow who just might fall in front of us, for the sailboat who is getting close to the edge of the channel and will soon have to tack and go onto a collision course with us and for that fellow coming up fast behind us and who may not know that his is the "give way" vessel.

To this list add one more item. Watch your wake. If you don't have a rear view mirror (something highly desirable on the ICW) look over your shoulder because you are responsible for your boat.

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"Sally IVth" Days

(Conclusion of "Sally IVth " No More")

By Fred Holzknacht

When the mast was finally rigged and tuned, "Sally IVth" was complete. It amazed me how difficult it was to get the mast in place. I had no trouble carrying on my shoulder the 27 foot alloy section, set up with the rigging temporarily taped to the mast, along the marina to my boat, but it took three people, struggling on the moving deck, to hold the mast vertical and place it over the mast step. Tuning too, took longer than I anticipated.

Then at last on sunny day with the winds between three and five, "Sally IVth" left harbor on her first sail. It was as though all dreams had come true.

Looking back I find I remember little of that first sail, except a great sense of satisfaction. Once in the bay I kept changing course to try her on all points of sailing, and I spent a lot of time making adjustments to the sails and rigging. I doubt whether I ever fine-tuned it to its optimum. But there were many other memories to come.

We cruised to various parts of the bay. We sailed to resorts and anchored offshore. We went gunkholing. We had days that turned so calm we had to motor home. We had winds so strong that we had to anchor sheltered overnight. And we ran aground several times. Fortunately the relatively shallow draft made it easy to push her off again. Mostly though, we sailed to Green Island one to two hours sailing away for a picnic or just anchored out in the sea and sun until it was time to sail home.

Once I took my four year old daughter Emily fishing. She had been pestering me about it, and I to keep her quiet I agreed to take her, so one Saturday we sailed out. Not very far from the harbor, I chose an arbitrary spot, dropped the lunch hook over, and we started fishing. I did so with very little enthusiasm. To my amazement, within half an hour we had caught eighteen fish; she had caught four, including the largest.

This same young lady gave us a bad fright once. We were always concerned about the possibility that she could fall overboard. I put up netting along the lifelines, she always had to wear a life jacket

when aboard, and when we were sailing she wore a safety harness. But even that did not stop her.

One day we were anchoring between the mainland and a resort island. It was around noon, just after lunch, and the tide was running out. Since it was hot, my wife and I were resting in the cabin with the new baby and Emily was playing in the cockpit in the shade of the awning. Suddenly we realised that everything was too quiet. I rushed up on deck and couldn't find our daughter in the cockpit. I looked everywhere. I had visions of her, being swept out to sea, but just before panic set in, I found her. She was hanging from the pulpit right above the water. Only her two small hands grasping the pulpit kept her from falling! After that incident, she always had to wear a safety harness clipped on!

There were also other hair-raising moments. In the bay one early afternoon I went to check out a new, unusual looking buoy, unaware that it was the windward buoy of a yacht race. Unfortunately, the racing yachts seemed to be all arriving at that very moment. For a while confusion reigned while I tried to get out of the way. It's amazing how clearly swearing carries over water.

I also recall a time near the end of a quiet day of gently breezes, we were sedately sailing in the channel into the harbor. Despite the narrowness of the channel, there were very many vessels coming in. Some were little sailing dinghies, others were yachts from our size up to the one that was over fifty feet just off our port stern, and there were also some motor boats and yachts. The crowd didn't really matter. The breeze was light and so we were all moving at about the same speed.

Then there was unexpectedly a tremendous squall. All hell broke loose. Boats started moving at different rates. The fifty-foot yacht accelerated past us as if we were anchored, its skipper yelling, its crew scrambling to get sails down. A dinghy capsized in front of us. An on-coming sloop, heeled more than 45 degrees, was rounding up into wind, forcing a

power boat to scramble around it, very close to us. We lost our wind. Then it hit us again, just in time to avoid the capsized dinghy. In all that exciting mess there was only one minor collision.

THE STORM

There was also the time when I was racing a storm home. I was sailing single-handed at the time. The wind was strong and the waves quite high. With the wind on a broad reach, the sailing was exhilarating. Every now and then I caught the crest of a wave. From under the forefoot came the telltale gurgling, and the boat shot forward as it surfed down the wave. It was the fastest run I ever made across the bay. But angry clouds loomed ahead. The sky was turning a yellowish green. I passed a place where I might have had some shelter though it was fairly open, but I decided against it. The harbor was in sight, I was making great time, and I fancied my chances of making it.

Suddenly the wind shifted 180 degrees, slamming in with an unexpected force. The sloop was knocked down. I hung on the lifelines, my feet on the toe rail on the other side, as I yanked on the mainsheet (at no point did "Sally IVth" ever show a tendency to round up). The boat then came up and I could release the jib sheet. I could see the mainsail was ripped. For a few moments I did not know what to do, rushing to the foredeck and then back again. The shallow water to the lee was threatening. I dived down and got the plough storm anchor. Once that was down and I had let the line out as much as I could, I got the sails off.

I took stock in the cabin; heavy rain drops mixed with hail were pelting down outside. The mainsail was ripped along most of the leach and the wooden boom was split. I had no other sails on board except the genoa. I found that I was bleeding from a cut near ankle and a toe, done in my hurried rush to get things under control. But there was nothing I could do until morning.

After a sleepless night, when I kept getting out of my bunk to check the rode

for chafe, the winds were still very strong. Because of the shallow water I was in, the waves were short and very choppy. I decided that if I could get a little to windward I could make it into harbor under the jib alone. I tried to start the motor, an old outboard on a bracket on the transom. It would not start. It had been dunked. I spent some time working on it, but to no avail.

Since the tide was still fairly high, I decided to try under the jib alone. I pulled the boat up to the anchor, and then it was off. After several attempts I found I was losing more and more ground, and back went to anchoring again. I had lost so much ground that by low tide I was likely to be aground. So I did the brave thing and called for help. Even then there was drama in those very choppy conditions as the Coast Guard boat attempted to get a rope to me without either of us running aground.

Although memorable, situations like these were rare. The sail was repaired, I built a new boom, and the halcyon days of sailing in the sun were back.

GOODBYE

"Sally IVth" is now some eight thousand miles away. When we decided to come back to the United States, I fancied the idea of sailing her across the Pacific, but it was fancy only. I had no choice but to sell her. Mark, a former boat builder, fell in love with the boat the moment he saw her at the berth with the For Sale sign on a back stay. He came into possession of a wonderful boat. I found it hard to let go.

All the business of the sale was over. Although the broker still held the money, the boat technically belonged to Mark. The last condition of sale was a test run, and we had the most perfect day for it. "Sally IVth" was at her best in those relatively light conditions, so it was no wonder Mark was so delighted. Though this was to be my last sail, I too was thoroughly enjoying myself, even as we came into the harbor for the last time. It was only after I had leaped off onto the Coast Guard pier that the significance of the moment began to sink in.

I stood there on the pier, after I regained my balance, and watched the boat head back to the channel, heeling, responding to the breeze, a thing of perfect grace and beauty. It was the first time I had seen her under sail, but it was also to be the last. I felt choked up with unexpected emotion, so I turned and walked around the harbor to the broker's office to finish the business there. Then I fetched the dinghy from the marina to deliver it as I had promised. As I was driving home, I went the road along the point and parked there for a few minutes.

And there in the distance were the sails of "Sally IVth", white against the dark background of Green Island. Again I was overcome and tears began to swell in my eyes. I had said goodbye to something that for so long had been part of me, part of my dreams and part of my soul.

This was the last time I saw her, but I saw her in the best way, at sea in her element.



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A Cradle for Jesse

By Jane McDonald

The phone rang. Our daughter's voice sang with excitement. "Hi, Mom! Are you guys ready to be grandparents?" Were we ready? We'd about given up hope. Now it was happening and our minds were tumbling with thoughts of what we wanted to share of ourselves with this new little life.

The next morning my husband, Sonny, hauled from the basement his collection of past issues of "Wooden Boat", "Workbench", "Fine Woodworking", etc. and began browsing through them. I wasn't sure just what this growing pile of clutter in the living room was about until he asked, "What kind of a boat cradle do think they'd like."

I should have guessed. For years he has been talking about building a boat. He has researched and evaluated innumerable designs which might serve us as a live-aboard cruiser. We've spent vacations looking at potential hulls and "fixer-upper" boats. He's studied drafts and beams, fixed keels and swing keels, double enders and fan tails, hard chines and soft chines, V bottoms and round bottoms, lapstrake and strip plank constructions. No telling how many boats he has designed and constructed on those sleepless nights when his mind would not rest. And now, at last he had a legitimate and compelling reason to build a wooden boat. Not as big as he had envisioned, but this one would be from scratch.

Because we live in Colorado, our resources for boat building materials are rather limited, to say the least. He found local materials for the half-model which he made out of layered cedar and aspen. This model allowed him to see the detailed shape of the finished boat. From the half-model he calculated the measurements and scaled the boat to full size. Now that the pattern was lofted, he was ready to start the mold. He chose a pine 2"x4" for the strongback, that heavy piece of wood which holds the fir plywood stations of the mold. Each station had to be meticulously shaped with the measurements from the half-model to establish the lines of the boat.

One evening I came home from work and was admiring the results of his first month's endeavor. "Wow!" I exclaimed, "you've got the boat almost done."

"Done?" he replied, "I haven't even started. This is just the mold around which I'll build the cradle." In my head I started counting the remaining months until the baby would be here. At this rate I wondered if our grandson would still fit in the cradle by the time it was finished. What I didn't understand was that the mold could be used for any subsequent cradles, and was a necessary step for the building of any wooden boat, whether large or small.

Ready now to begin the actual boat, Sonny sawed the keel and the transom out of a piece of ash and fit them each to the mold. For the ribs he chose to use ash and ripped them from a 1"x8" board making pieces 3/4"x 3/8". As he attempted to fit them to the stations, he soon realized that the ribs were going to need some help to become flexible enough to fit snugly around the plywood stations.

Using "shade tree engineering", he constructed a steamer in the shape of a long rectangular box and built racks inside which would hold several boards at a time. Calling on his welding expertise, he fabricated a boiler out of a piece of 12" pipe. From the boiler he connected a length of hose to the box and was back in business. I was out of business, as the steamer was erected on my kitchen stove and counters. Meanwhile our daughter was getting bigger and bigger.

We had on hand some cedar and redwood paneling planks we had planned to use in our house. After failing to find anything really suitable for the planking at our local lumberyards, he decided to try these 3/8" planks. He wasn't sure which would be the most pliable and easy to shape for the lapstrake construction he had chosen. He experimented with both and they both tended to split, the cedar worse than the redwood. He decided on the redwood, and after steaming the planks, spent the next few days struggling to attach the first two. Each time he tried to screw down the last brass screw, the board split.

In desperation, he placed them in the bathtub and filled it with water so they could soak overnight. It worked! We still have the stains in the bathtub which bring

back the bittersweet memories of the days when Sonny was building his first wooden boat.

The boards soaked in the bathtub about two days. From there they went into the steamer and "cooked" for up to six hours. The planks bent and the screws held (most of the time). It looked more like a boat every day. If he got four or five planks on in one day, he was happy. There was one day I remember when nothing seemed to go right. The board he was working with just wouldn't give to let that last screw attach. After several hours of work with it, it split right around the screw. I thought for sure that boat was going to take its maiden (and final) voyage in Chicken Creek, 200' below our house in the canyon.

The next board went on easily, and the next, until the planks were all securely in place. It was beautiful, and it wasn't even finished. He crafted the sheerstrake out of a lighter color of ash so as to offer contrast in the wood. This integral strip went around the sheer of the boat to stiffen the hull and protect the sheer. The bow gusset and the two gussets for the stern corners he cut from maple, adding more contrast and richness to the boat.

It was finished except for the rockers. After much research and consideration he crafted these to be detachable for transporting or storage. The rockers were out of the same maple from which he made the stem and bow gussets. The boat was sealed with clear varathane which was reputed to be non-toxic. The boat cradle was done and we still had a week until the due date.

It was a complete surprise for our

daughter and duly appreciated by her builder husband and the neighbors (both theirs and ours) and all those myriad of people on whom we have foisted the pictures in the months since Jesse arrived.

Three years later the model, mold, and steamer were unearthed for the impending birth of my son's first child. This time the process went more smoothly and quickly since the time consuming preliminary work was done. The boat was constructed with essentially the same steps and materials, but was mounted on a davit from which the cradle swung. In this way the baby's mother didn't have bend over to lift the baby in and out of the cradle. It made a very striking work of art, especially when documented with the baby's last name across the crossbar of the davit. However, this cradle takes more room than the rocker cradle.

A number of people have suggested to Sonny that he build boat cradles to sell. He has contemplated this and figured out the material costs, time involved, as well as marketing strategies and costs. His conclusions led him to decide that making cradles is a labor of love and not commercially feasible. (He hasn't even asked me what I'd charge for the use of my kitchen). I think the next boat to be birthed in the workshop we call "Sonny's Play House", will be larger . . . maybe a kayak . . . maybe a dinghy . . . maybe a small cruiser. There will be more sleepless night hours of planning, and more epithets ringing through the air, there will be creative solutions to "unsolvable" problems, and again that final smile with a look of satisfaction and accomplishment. As with the cradles, it will be worth it all!

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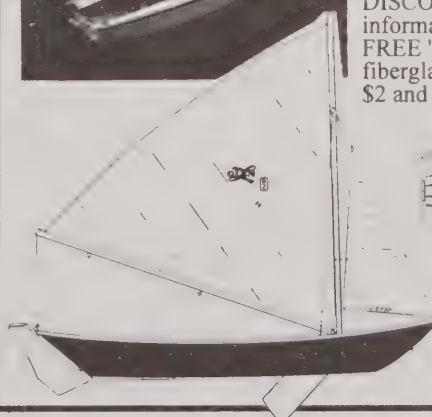
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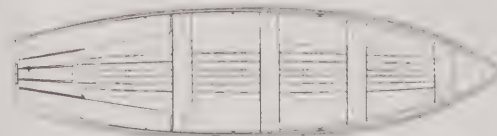
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What You Are Building



AN UNDERUTILIZED SPECIES

Bolger's "Fieldmouse" is an underutilized species. Phil believes mine may be the only one built to sail. We are in our third season now sailing it. "Mouse" is 7'9"x4' and carries 74 square feet of sail. None of those other assorted dinghies, prams, and other short boats out there compare to "Mouse" for space, ease of handling and performance.

When planning for a sail rig I was quoted \$500 plus by a sailmaker. We had less than \$100 in the rest of the boat so this seemed overkill. The sail we made up ourselves is from an old bedsheet, honest! When it falls apart we'll probably get store bought sails, but first we'll shop around more. Now that we know we really like this great little boat the added investment will be easier to accept.

The boat was built with 1/4" lauan plywood underlayment at \$11 a sheet and was glued up with Weldwood glue, the brown powder stuff. Paint is Benjamin Moore Impervo and varnish is polyurethane.

The elephant ears are no big deal if you don't get real compulsive about them when sailing. Let them alone while tacking, then when squared away, haul up the windward one if you don't much like it floating out there. The boat will sail with them up so it isn't necessary to get all excited about getting them down "right now" when sailing off the beach.

No, you don't have to hop back and forth to shift ballast, aint that good news! When the wind gets up around 15 knots you lean a lot but one person sits on one forward corner, the other in the opposite rear corner, and they stay put. If it gets too exciting you take in a reef. I haven't sailed alone in the boat, however.

Lorry Sedgwick, P.O. Box 234, Menomonie, WI 54751.



"LIBERTY" LAUNCHED

My 3 meter trimaran, "Liberty", designed by John R. Marples, was launched on Melton Hill Lake near Oak Ridge, Tennessee, on July 9th. The photos show my wife assisting me in getting aboard by holding up the kick-up rudder, my return to shore, and heading for home 1,000' up the hill, towed by my 10hp Murray tractor.

"Liberty" is built of 1/4" AB plywood, stitch and glue assembled using System Three epoxy. The hull bottoms are covered with two layers of 4 oz. fiberglass

cloth. The paint is a two-part polyurethane Imron with some Z-Spar Flagship varnish, both applied with a brush. The cross beams and three-piece mast are of 6061-T6 aluminum.

"Liberty" sails very lightly and performs well on all points. The seating in the main hull is comfortable but using the foot controls for steering requires some practice.

H. Douglas McNary, 11305 Berry Hill Dr., Knoxville, TN 37931, (615) 927-6954.





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I was laid off by Bath Ironworks in March right around Maine Boatbuilder Show time and shortly after Bette and I were married. It's not been a bad thing, I was tired of the corporate life, but didn't want to quit nor be fired, so the layoff was just what I needed. Now we're just getting our bearings on setting up our "Boatworks Ltd", sharing our shop with "Tomorrow's Heirlooms", targeted to a different market with its cradles, old fashioned sewing baskets and reproductions of small 19th cen-

tury useable accessories.

"Boatworks Ltd" of course is targeted at the small boat market with my Whitehalls which I fit out in fine wooden trim on fiberglass hulls built by Jim Thayer, who's now moved entirely to Colorado and is operating as Grand Mesa Boatworks. I sold a Whitehall in July at the Strawberry Banke Small Boatbuilders' Day so we're off and running.

Tim Mayer, Boatworks Ltd., 284 Bunganuc Rd., Brunswick, ME 04011.

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Designs

Solo II...Simple to Sail

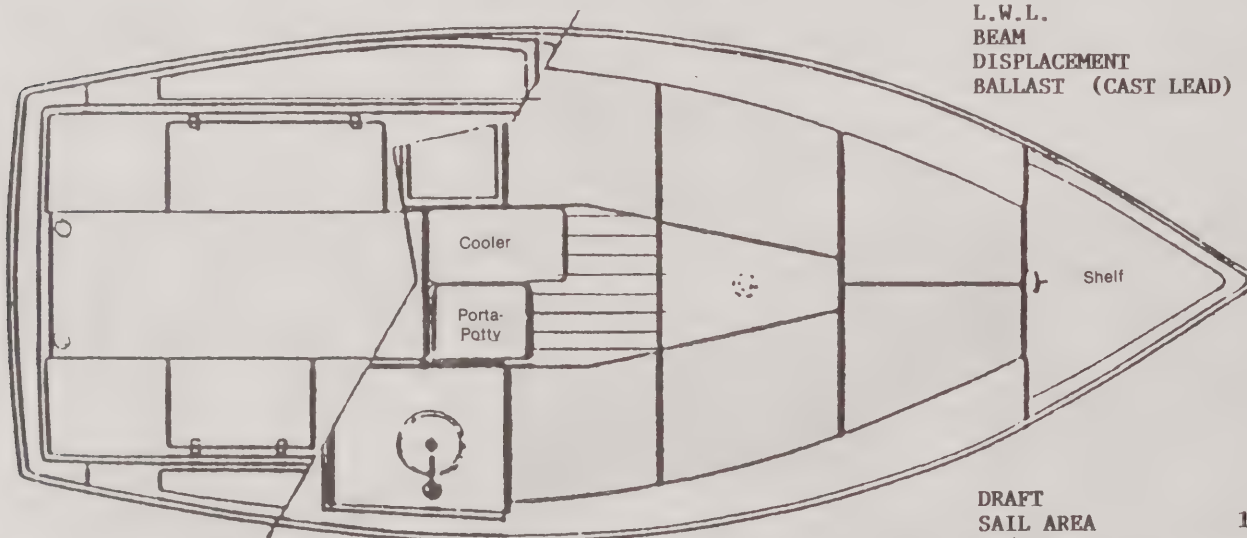


Helton Marine's interesting little pocket cruiser, Solo II, appears to have some unusual features to offer in a 17' sailboat. The fixed keel is a shallow winged style drawing 1'9". The fully battened sail rotates on a wing mast. Full control is exerted from the cockpit with one line and the tiller, thus simple to sail. It is both unsinkable and self-righting and can be rigged and launched from a trailer in 10 minutes and kept safely at home in the garage.

The deep cockpit measures over 6'2" long and is self-bailing, with a drink cooler on one side and gas tank and wet locker on the other. The cabin is designed to accommodate tall adults with two 8'x2-1/2' berths that can be converted into a queen sized double by dropping the table and an extra 4" thick cushion into place. Storage compartments keep clutter out of the way. The basic accommodation is standard, with a wide selection of options available to order.

A detailed flyer is available from Helton Marine, 1763 Topside Rd., Louisville, TN 37777. East coast readers can inquire about seeing this boat, and arranging a test sail, by calling Ken at (215) 446-8484, Pegasus Sails, 1446 Dorchester Rd., Havertown, PA 19083.

L.O.A.	16' 11"
L.W.L.	14' 4"
BEAM	7' 4"
DISPLACEMENT	1100 LBS
BALLAST (CAST LEAD)	400 LBS



INTERIOR LAYOUT

DRAFT	1' 9"
SAIL AREA	150 SQ.FT.
SA/DISP	24.1
DISP/LENGTH	164.4
BALLAST	36.4%



Catfish 15 Beachcruiser

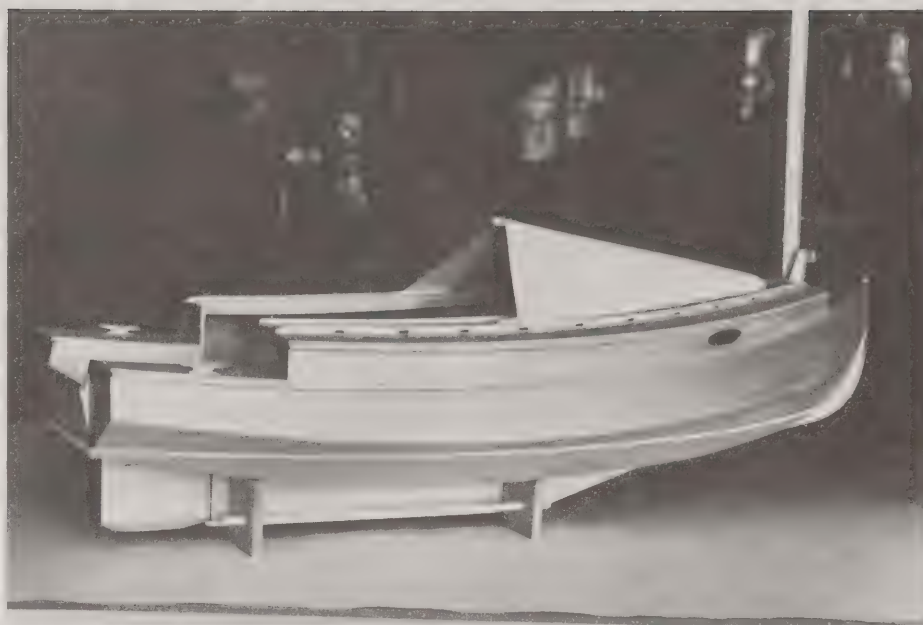
Filling the gap between the highly successful Chebacco 20 and the 12' Bobcat, comes the Catfish 15 Beachcruiser from the drawing board of Phil Bolger by way of my Instant Boat Plans.

Built from plywood, the Catfish ought to weigh in under 300 pounds stripped according to Bolger. This allows the "beachcruiser" to be realized. With the aid of air rollers or a dolly she could be launched and landed on a beach.

The wide high deck makes it almost impossible to capsize her. Not quite impossible, but you have to reach far for a scenario that would do it. The low deck aft is for boarding. The mast and watertight anchor well can be reached while standing hip-deep in the boat and the mast can be lowered from the cockpit without special gear.

The cockpit sole is flat and clear, 10'4"x4'6" on which to lay down air mattresses. A couple of folding chairs would be pleasant at times. For bad weather, or to get out of the sunshine, a Maine fisherman style spray hood sets up in a couple of minutes and takes down even faster with ridgepole and crotch brace storing neatly out of the way.

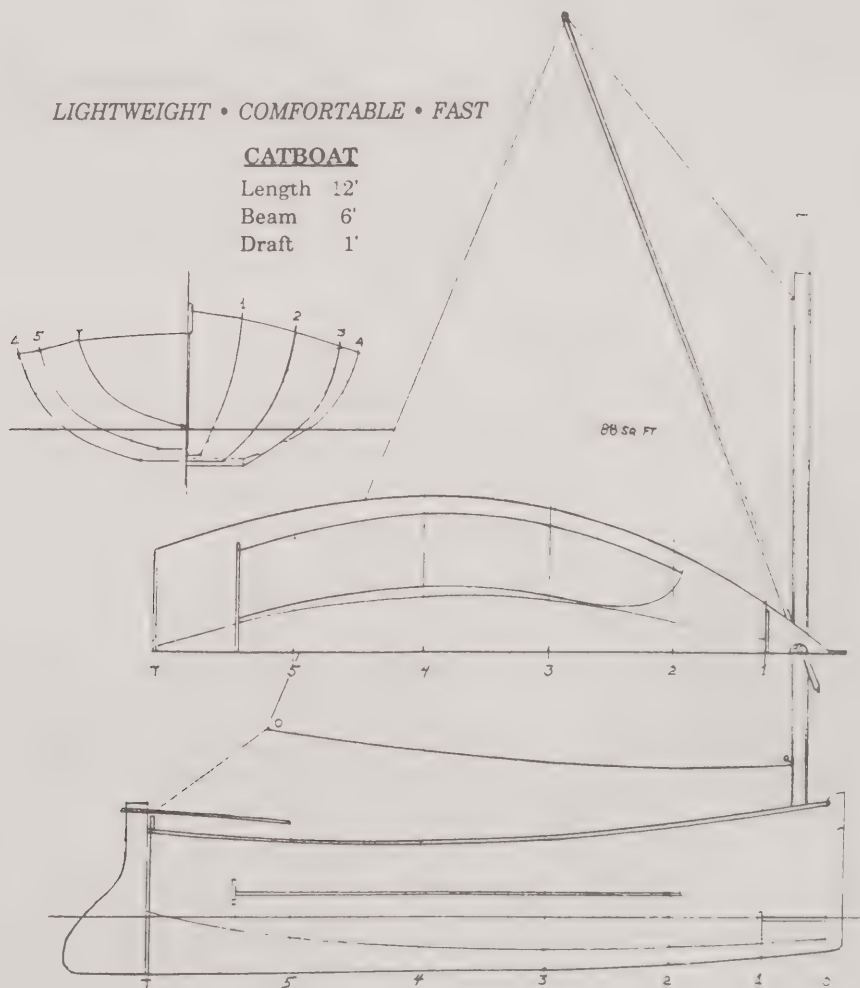
Complete plans are available for \$40 from Dynamite Payson, HCR 33, Box 561, S. Thomaston, ME 04858.



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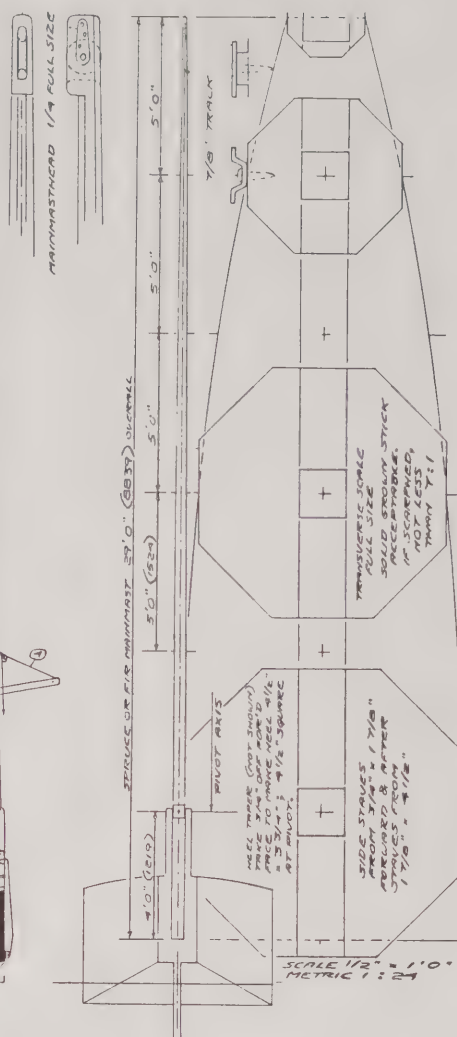
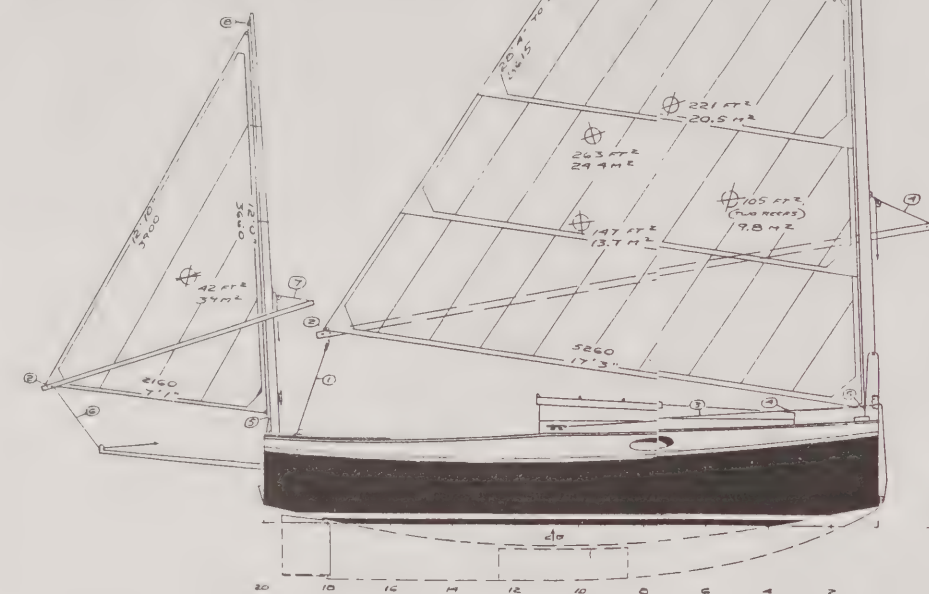
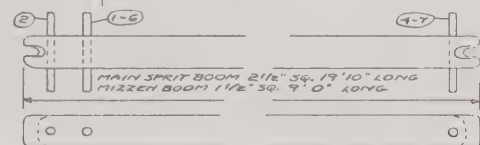
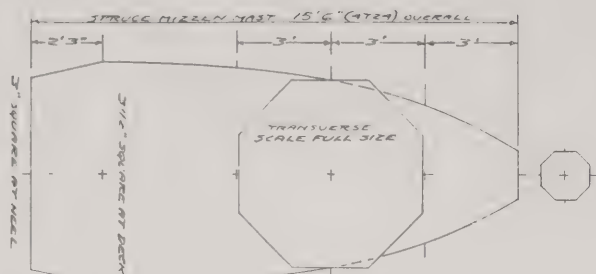
Indiana Catboat

This is the study plan for my 12' Catboat that I plan to build one-off by hand, foam core with fiberglass laminate inside and out, using epoxy resin. I have done this with other designs and found the hull is quite stiff and very light. The shallow draft full length keel has worked well on two other catboats I designed a few years ago. We sailed those offshore at Crane's Beach in Massachusetts and had much fun. She will sail in one foot of water! The sprit and mast are spruce, the rubrails mahogany.

Matt Falcone, Indiana Built Boats, 50 Sherry Ln., Brownsburg, IN 46112, (317) 852-5513.

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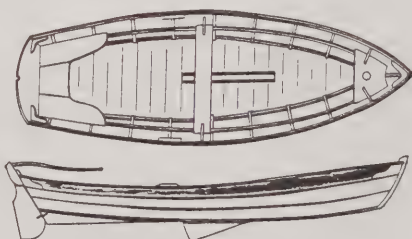
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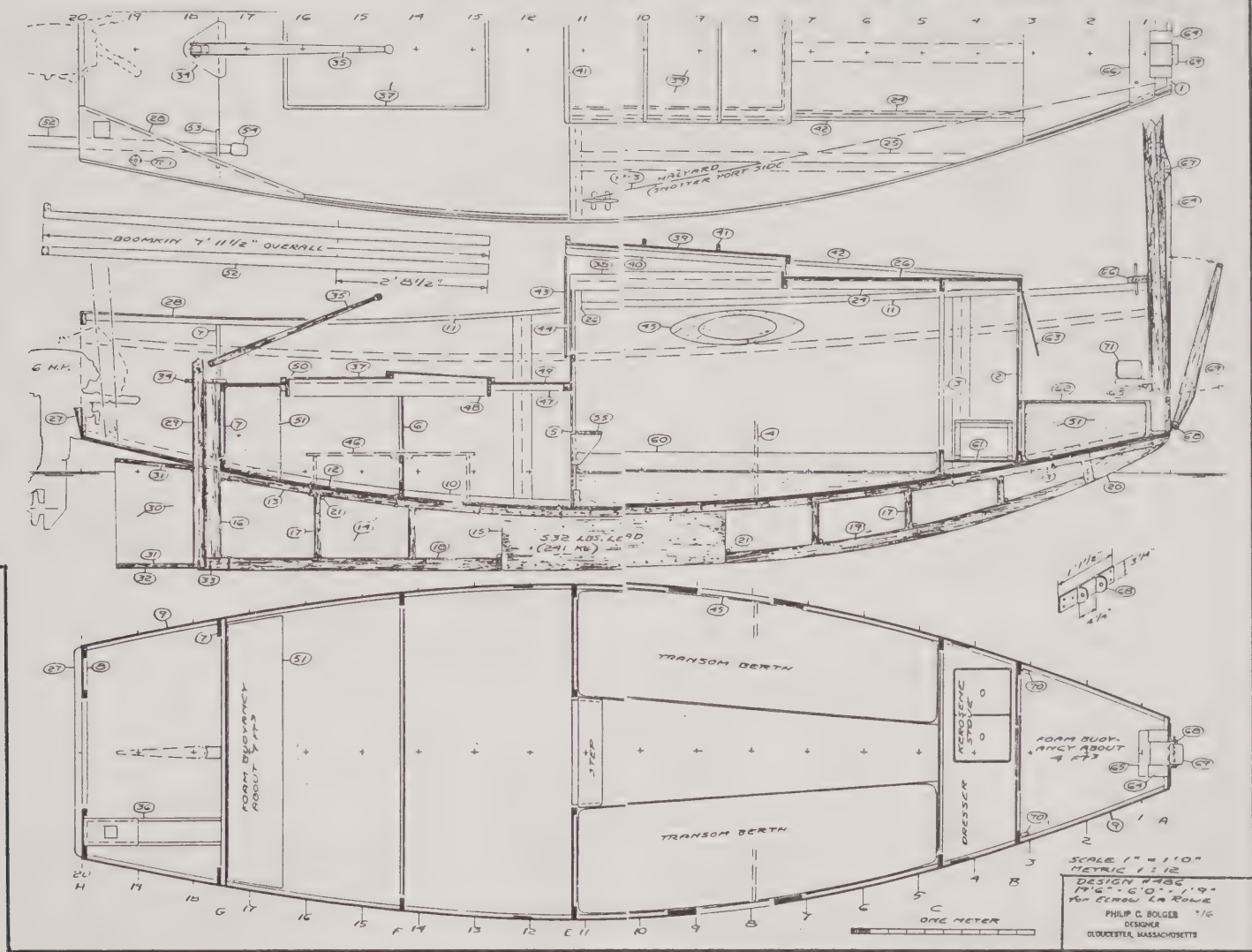
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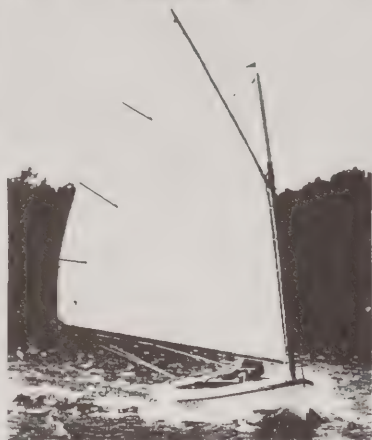
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Long Micro is a stretched and more powerful version of the 15'4" International Micro Class. The one in the photos was built by Charles Stout, who is sailing her in a messabout at Olympia, Washington. She carries her big sail plan well; not many 20-foot auxiliaries can stay with her. The second photo shows the stem tabernacle in operation; the 29-foot mast is locked erect by the long staff pivoted at the heel, eliminating the jamming habits of fid locking. It's claimed that she can be under sail in five minutes from dry on her trailer. Her empty weight is about three-quarters of a short ton, with 530 pounds of outside ballast.





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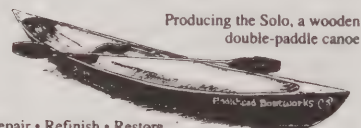
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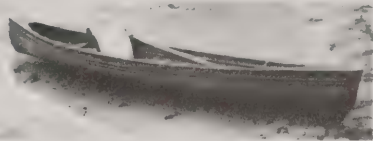
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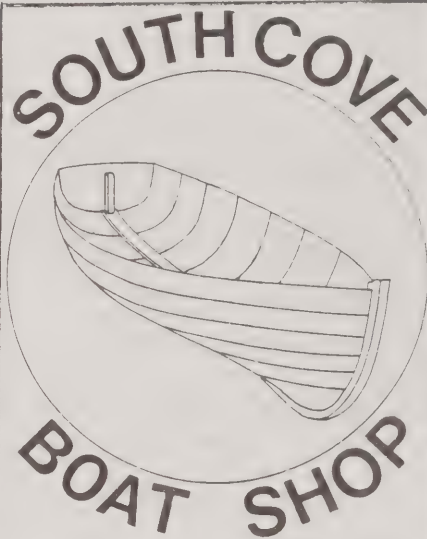


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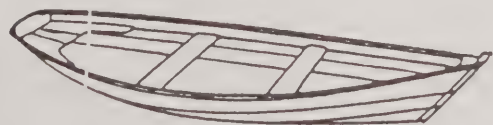


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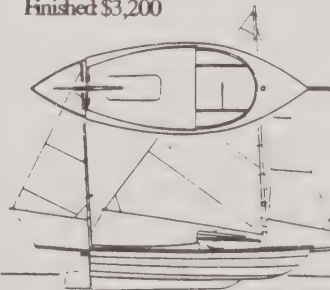
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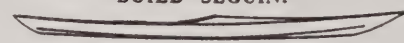
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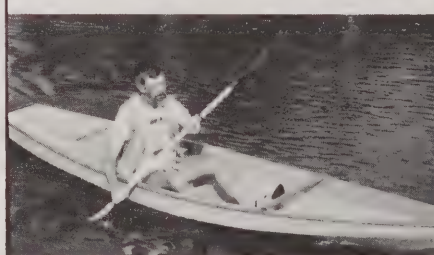


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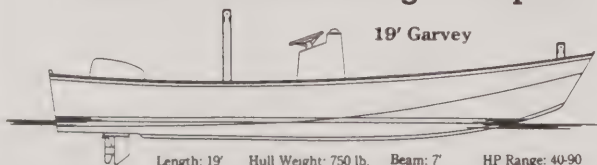
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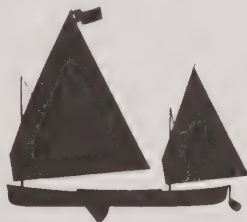
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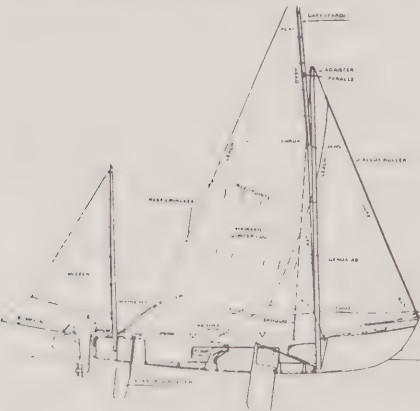
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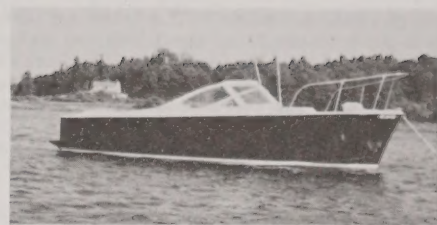
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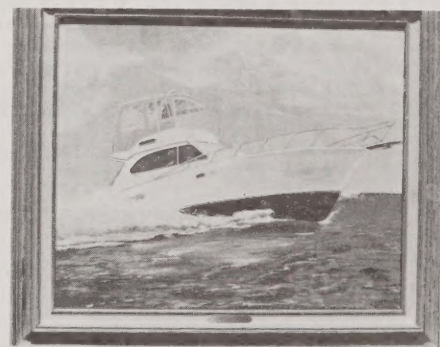
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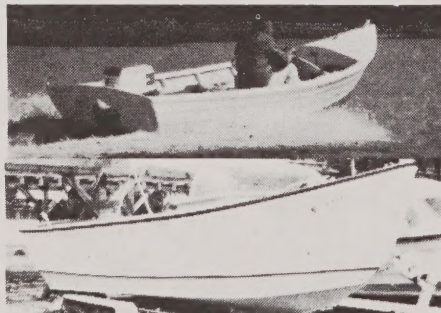
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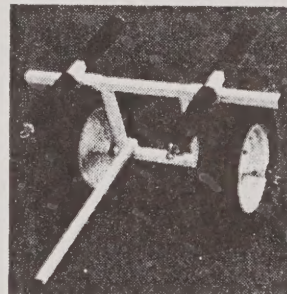
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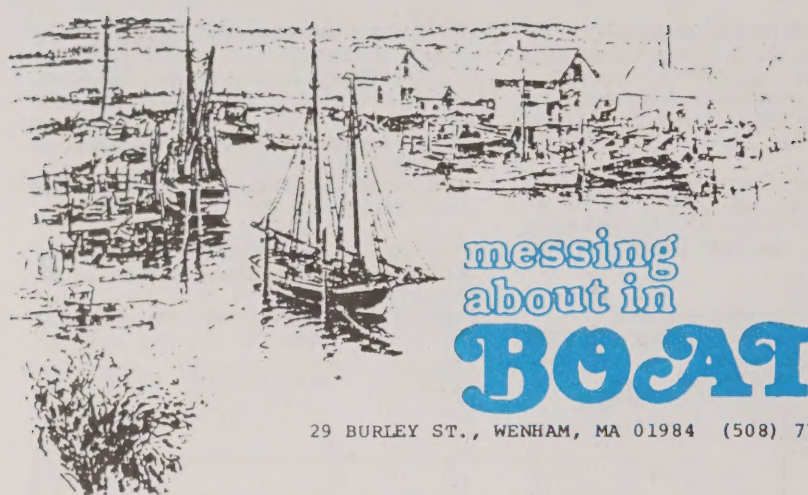
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