

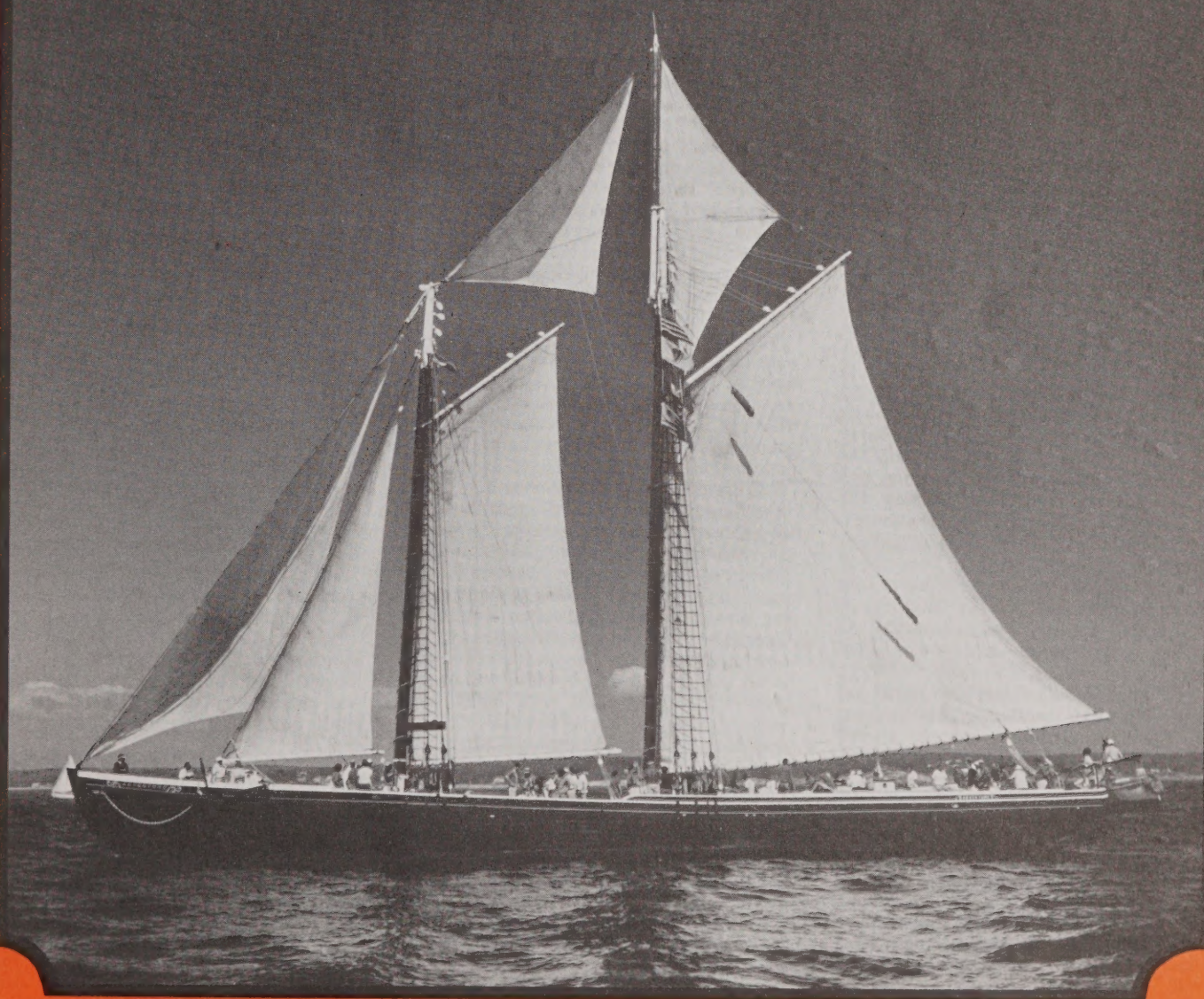
Special Feature This Issue
The Gloucester "Adventure"



messing about in BOATS

Volume 11 - Number 11

October 15, 1993





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ABOUT LATE DELIVERY

Again this past summer we have slipped behind in our publication schedule so you've been receiving your magazines later than you expect. Not to worry, this is due to my being distracted by all that beckons out of doors during the summer months, and not to any basic problem with what we do here. I hope to regain the intended schedule as fall progresses and outside distractions decline.

Our Next Issue...

Will have special feature coverage of the Port Townsend, Washington, Wooden Boat Festival from Bruce Bikle, and of the Wooden Canoe Heritage Association's Assembly at Paul Smiths, New York, from Sue Audette. And Lance Gunderson reports on the Great Round Gerrish Island Race. Adventures will include Marty Cooperman's tale of his "Week with the Dovekies" cruising on Lake Superior, and Lee Hodsdon's report on cruising the Maine Island Trail in his Diablo outboard. David Goodchild returns with another installment of his "Building Toad Hall" series to lead off the project reports, with Charlie Pearsall detailing the "Building of the Budget Swamp Bateau", and Bob Wolfertz describing the creation of a set of small nesting canoes. Phil Bolger's design will be an aluminum diesel launch and Joe Dobler describes another of his designs, the "Presto14 Sailing Garvey". Maybe this issue we'll finally get a review into print, Derek Van Loan's fascinating little book, "Sausalito Stories" has been in the wings for a while.

On the Cover...

The Gloucester schooner "Adventure" is photographed under sail in her 1993 summer outfit by photographer John Goell. We have quite a lot to say about the "Adventure" in this issue's feature story.

Commentary...

This issue has a pretty big spread on the Gloucester schooner "Adventure" as promised in the last issue previews. It is lengthier than I had anticipated as I found objective reporting just went out the window after I had been exposed to this great old schooner and her dedicated crew and members of her supporting organization. I got caught up in their dream and this is reflected in how I decided to bring you the story.

I can't possibly afford any more time to get involved in something else in messing about in boats, but I am sure strongly impelled to do so after this outing on "Adventure". It's not just the boat, which is awfully attractive to become involved with I will say, but also the people who are striving to insure that this last of the dory fishermen continues her useful life.

The fact that structural problems caused her to not be recertified for carrying passengers for hire in 1988 under stringent Coast Guard regs governing that business, does not mean she's done for. It does mean that her last owner, Capt. Jim Sharp, could not see investing \$300,000+ to bring her back up to spec for the dude schooner trade. So he gave her to Gloucester, where a not-for-profit corporation was set up to accept the gift and to carry out long term efforts to restore her for a third career as an educational and cultural vessel, a living, sailing artifact of Gloucester's long history as a fishing port.

The key man at the time of her being offered was Joe Garland, who has chronicled the Gloucester fishing industry and its fleet in several books. Joe had the impassioned belief in saving "Adventure" and this carried the day despite some doubts as to the practicality of the whole thing. Maybe the boat was free, but it would cost a bundle later to keep up and fix up. And there was no established organization to take it on, one had to be created on the spot.

Well, this sort of save the old boat thing afflicts many of us on a much smaller scale, who amongst us has looked at some nice old wooden boat in need of TLC and not yearned to provide it. I'm certainly one of those so afflicted, the field down behind the barn here holds visible evidence of this hopelessly impractical infatuation. So I was ripe for a new such cause, this one far larger and more demanding than anything I had fallen for before. The only reason the possibilities of this new attachment could even be entertained at all was that already in place was an enthusiastic organization with many hard working volunteers who I could join with and share in the adventure.

Nah, I'm already way overextended, a major reason this magazine often is late is due to too many irons in the fire here. I have been contemplating cutting loose from some of the least compelling activities and commitments which fill my days in order to focus more clearly on the mainstream, this magazine and the various small boats I have collected to have to fix, and to use. I don't need this new commitment. Nah...

Yet, it does have very strong appeal.

As the skipper, Tim Lord, told me, he's living a dream after years spent pursuing a modern professional career. Imagine, your very own schooner. Well, yours and a lot of other people's who have taken a part in her life. How else can the truly dedicated impractical boat fixer upper get at so magnificent a project, and not only labor on making her better, but also enjoy sailing such a vessel?

"Adventure" is a 20 minute drive from me. Every Saturday her volunteers turn out to carry on various restoration and repair tasks throughout the winter. Some also work as hosts for the Sunday morning breakfasts served aboard to any interested members of the public for just \$5, and others have qualified through training programs to work her under sail as crew. These programs are open to any member volunteers, so the available trained crew is steadily gaining numbers. What a way to get to know about sailing a schooner of this size.

So far I'm resisting this siren song, mainly because I'm still so far behind on my existing commitments. But I could at least lend a hand doing what I do by bringing you the story of the "Adventure" for a starter. Thus my totally subjective report in this issue. It's all my own doing, nobody tried to "sell" me on the "Adventure", they were all too busy sailing her and most didn't know who I was anyway.

I hope those of you who find this story a compelling one will look further into this grass roots effort and will want to lend a hand, either with financial support, or also with actual volunteer participation. The latter, I realize, has geographical limitations, but the former can be carried on from afar if you are sufficiently inspired to get on board. Particularly vital from now until year's end is the need to raise \$40,000 to match the grant waiting for the "Adventure" from the Cadbury Biscuit Foundation of England. The \$80,000 will pay off existing bills on the last major shipyard work, replacing planking on the port side, and open the way to getting on with the next, doing the starboard side.

If you want to join in this, send your check marked for the "Restoration Fund" to the Gloucester "Adventure", P.O. Box 1306, Gloucester, MA 01930. In the report in this issue is also a membership application should you care to join.

Last spring at the Newport Wooden Boat show I was able to go aboard the "Lettie G. Howard", the beautifully restored (at a cost of about \$2 million) Gloucester schooner that belongs to South Street Seaport, during a reception for exhibitors and friends of the Seaport. I looked around on the deck but belowdecks was closed off. It was all very nice, certainly quite an achievement. But I wasn't smitten.

In September I was invited to go sailing on the "Adventure", and as you have read I was smitten. Here was a dream being lived by everyday people without the resources of a major maritime museum. I decided it was one I would want to share in somehow. I'm not sure yet just how I will achieve this, as I've said, but I know there'll be some way I can be useful and also indulge myself in sailing on her from time to time. Now, about these other commitments...



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Contributed by Tom Shaw

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VHF Marine Radio - Good Safety Equipment

Once upon a time, that is within the memory of many of today's active boaters, marine radios were relatively rare. You might have found them on the "big boats" but they were the exception rather than the norm.

That has changed dramatically, chiefly because the cost of a VHF marine radio has been reduced and a radio is now within reach of the "average" small boat operator. With careful shopping, reliable VHF marine radios can be purchased for a little over \$100, plus antenna, a hand-held may be slightly less. It is a small investment for a large measure of safety.

You need some "minimum features" in a marine radio; the capability to send and receive on channel 16 and at least one of the non-commercial "working channels" (68, 69, 71, 78), the weather channel for your area and channel 22 for safety messages from the Coast Guard.

It is all but impossible to buy a marine radio today that does not exceed these minimums. Most, including the hand-helds, offer at least 5 transmit/receive channels, plus all weather channels and the ability to switch from 1 watt output (for all normal use) to a higher wattage (often 4 watts for hand-helds and 25 watts for mounted radios) for special situations.

VHF is "line of sight" transmission so the range is directly related to the height of your antenna and the height of the antenna at the receiving station. Perhaps the big advantage of the installed VHF over the hand-held is that the antenna is considerably higher, giving better transmission range. The advantage of the hand-held is that you can easily take it home at the end of your cruise. You can also use it in small boats that do not have an electrical system such as boats with manual-start outboards.

Marine radios offer a lot of convenience; the ability to talk with another fisherman and find out where they are biting, or the ability to call home via the Marine Operator to say that you have been delayed. You must contact your phone company for a Marine Identification Number so the calls can be charged to your home account. But convenience is not the prime purpose of a marine radio. It is essentially a major part of your safety equipment, a means of getting help when help is needed. You should always monitor Channel 16, the "Distress, Safety and Calling" frequency, unless you are actually communicating on a working channel. After your conversation, always return to Channel 16. You might be the closest boat to someone in distress.

Whatever your marine radio, installed or hand held, it must be licensed by the Federal Communications Commission and you must carry that license on board at all times. It's a good idea to keep it with your boat registration papers.

There are three types of special call signals. The first, the Distress Signal "Mayday, Mayday, Mayday", indicates that a vessel is in grave and imminent danger and requests immediate assistance, eg., a fire, or sinking. The "Mayday" signal has priority over all other communications.

An Urgency Signal, "Pan Pan, Pan Pan, Pan Pan" (pronounced "pahn pahn") is used when a person is in danger, eg., man overboard or a heart attack. This signal has priority over all communications except a "Mayday".

The Safety Signal, "Security" repeated three times and pronounced "Say-cure-i-tay", is used for messages concerning safety to navigation (a half-submerged log in the channel, a request to look out for a missing boat) or important weather warnings (heavy thunderstorm, waterspout sighted). Security messages are first announced on Channel 16 with instructions to switch to Channel 22 for the message.

Here is an example of a typical Mayday signal sent on channel 16:

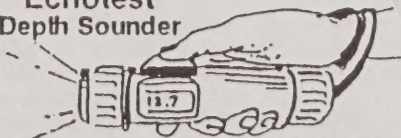
"MAYDAY, MAYDAY, MAYDAY. This is vessel 'name or call sign'. My location is two miles north of day mark 143, ICW. Nature of distress, hit log and taking on water fast. Number of persons onboard are three adults and one child. Estimate seaworthiness is that I will stay afloat for 30 minutes. I am a white 22' center console outboard with blue T-top. My registration number is __. I will listen on Channel 16."

The microphone button is then released in order to listen. If there is no response after one minute, the entire message is repeated.

Everyone on board (including guests) should be briefed on how to use the radio and how to send a "Mayday" call. It is a good idea to type up a sample message including specifics of your boat and tape it to your radio. Then, if you are incapacitated, others can call for help.

A VHF marine radio is one of the best pieces of safety equipment you can have on your boat. Remember, the life you save might be your own.

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* Maine Island Trail Association membership benefits include: Guidebook and regular updates, *Island Trail* Newsletter, an invitation to the Annual MITA Conference, and the recreational access to private islands in the Trail system as part of the stewardship program.

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ANYONE KNOW "VAYU"?

Our boat inventory has changed dramatically with the purchase of the H-28 ketch "Vayu". She was built in 1950-52 by Glendon Todd of Newburyport, Massachusetts, at Hatheway's Boatyard in that town. Todd and his wife sailed her for at least twenty years.

She was then bought in 1981 by Marc Wells of Woodinville, Washington, from the Parker River Marina in Newbury, Massachusetts, and was hauled west to the Seattle area. Marc proceeded to make numerous repairs including new teak decks, new transom, new cockpit and aft cabin bulkhead and some plank refastening and recaulking. But, for all the the all too common distractions in such projects, she never found the sea while Marc owned her.

The happy ending to her story is that we were fortunate to buy her, had her hauled to the Schooner Creek Yard in Portland, Oregon, and, after a couple of hard weeks' work, got her afloat again happily on the Columbia River. As soon as we get the engine operable we hope for a late fall sail.

We would enjoy hearing from any readers who might know of "Vayu", seen her sailing, or sailed on her, or who knew her builder.

Dave & Holly Brunkow, 7745 N. Edison, Portland, OR 97203.

SMALL WORKBOAT NEEDED

The Hudson River Maritime Museum in Kingston, NY, is in desperate need of the donation of a small workboat. The Museum has been planning work on the historic Rondout II Lighthouse and needs a 14'-15' open boat to transport staff and construction workers to the Lighthouse. A donation of a 15hp outboard has already been received for use on the workboat.

The Hudson River Maritime Museum is a not-for-profit educational institution dedicated to preserving the maritime heritage of the Hudson River. All donations to the Museum are tax deductible.

Lisa Cline, Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401, (914) 338-0071.



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UPDATING "FEATHERWIND"

Your publishing the piece I did about my "Featherwind" ("What You Are Building", August 15th) has gotten me all fired up now to build a modernized version. Bolger and I have agreed on a royalty. Jim Michalak is experimenting with making sails from blue poly tarps so I may be able to include sailmaking directions too. It has got to be the most boat you can build for under \$200, including the sail.

On another topic I was puzzled by Marc Paul's reference to Joe Dobler's designs as alternatives to plywood/epoxy construction ("Your Commentary", July 15th). Joe's a pioneer innovator in the stitch-and-glue technique. He even uses tabs on the panels reminiscent of Christmas Eve assembly of the kids' toys, tab A into slot A, etc. Once you've tried to pull together and position the bow ends of a pair of floppy side planks or get a 1/4" plywood transom positioned on the stern ends of those same planks you begin to appreciate the ingenuity of Joe's designs.

Marc should contact his neighbor Jim Michalak to get in touch with the local boatbuilding community in his area. I hope you saw Peter Spectre's rave review in a recent issue of "Wooden Boat" of Jim's article in "Messing About in Boats" on small boat camping. Jim's articles in "Boatbuilder" on leeboards, displacement calculations, etc., are ingenious and extremely practical.

David Carnell, Wilmington, NC.

FISHING FROM SMALL BOATS

I've taken my Cockleshell out on some lakes to flyfish but when the wind picks up the boat really takes off. Do you have any articles about flyfishing from small boats? Probably an article about how to anchor small boats properly?

Also, can you suggest the name of a car-toppable three person wood and canvas rowboat, and where I could purchase plans and instructions?

Vince Leech, 8611 San Marino Dr., Boise, ID 83704.

Ed. Comment: We haven't done fishing articles. Can anyone help out on the wood/canvas rowboat plans source? Sounds like the old Old Town rowboat type to me.

SOME RESPONSES

I'd like to respond to the recent letter from Peter Spectre ("Your Commentary", August 15th) about sea kayak colors and obsessive types who pontificate about the "right way" to do things.

I'm not an experienced sea kayaker, the best I've done so far is going out onto Lake Champlain in my nice new Granta two-seater. Nonetheless, I think I know why sea kayakers paddle about in "fluorescent bananas". The answer is to avoid being run over by power boats. With less than a foot of freeboard and a highest point, the paddler's head, about three feet above the chop, there's precious little to be seen of a kayak especially in a serious chop, so whatever can be seen ought to be as bright as possible. I've painted fluorescent yellow circles on the black blades of my paddles and I've already had the experience of watching a powerboat bearing down on me until I hoisted a paddle and rotated it a couple of times.

I do sympathize with Mr. Spectre's annoyance with the obsessive types who pontificate about the "right way" of doing things to the point where the fun disappears for the rest of us. But no one forces any of us to do things the "right way". We can just look the other way and keep on having fun. Life is not always a competition. Remember to stop and eat the roses, and to laugh at the damn fools who've spent a week's pay to be first on the water with something new they cannot even us properly.

Finally I want to comment on your not falling into too much specialization or aesthetic purism. I'm still new enough to messing about in boats that I like reading about novel construction techniques. Maybe they're only novel to me. I like glass personally but I still like reading about boats made of wood. Or of foam, old bathtubs, doorskins or poly tarps. If it floats and it's fun, then do it.

Peter Heinlein, Yonkers, NY.

POCKET CRUISER INTEREST

I believe that you will have a lot of takers on your offer to copy past articles on pocket cruisers, as a lot of people are interested in that kind of boat, be they actually builders or just dreamers or those for whom the question, "What is the minimum cruising sailboat?" is the modern equivalent of the medieval question, "How many angels can dance on the head of a pin?" I was interested to see that Phil Bolger, with three designs on that list, was the only designer listed more than once.

Being a cruising sailor, I would prefer to see more articles published about small cruising sailboats, including reading more about David Bolduc's "Little Cruiser". Specialization, though, is the way to disaster. All of the boat people I have met, sailors or otherwise, have been equally friendly and interesting.

I was able to attend the recent Small Boat Messabout on Lake Monroe in Indiana, my first. It was very enjoyable, I saw several boats I had read about but never seen and sailed in one of them. I met more very nice people there also.

Tom Grimes, Muncie, IN.

In the report, "The 11th Annual Boston Antique & Classic Boat Festival" in the September 1st issue, I noticed immediately the photo of the 1955 Model Sportsman 40 Huckins Fairform Flyer described as ripe for restoration. I joined Huckins in the fall of '57 and unless memory fails me the first job I was given was to draw that stupid elevated control station. As I recall the operator actually sat on the bridge roof and steered with his feet, or something like that. But, the owner was happy.

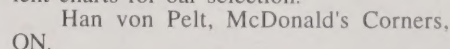
Bob Steward, Jacksonville, FL

Ron Laviolette, St. Ignace, MI.

Alicia Moore, 35 W. 90th St., Apt. 9C, New York, NY 10024.

Thomas Riggs, 314 Owens St. Apt.
D, Santa Cruz, CA 95062.

Roger Schneider, Bethesda, MD.



Martin Gardner, Golfito, Costa Rica.

THE GLOUCESTER *Adventure*

Standing there at the wheel of the Adventure, my thoughts kept roaming back into the past. Here was the very same wheel that my father had steered by so many times. Here was the last dory trawler, and the last schooner of her type in commission this side of the Atlantic. Here was the very last of the beautiful schooners that I loved so much...

Gordon Thomas, son of *Adventure's* first captain.

By Bob Hicks

When the schooner was finally warped up against the dock on the Harbor Loop in Gloucester's inner harbor, a cheer went up from her crew. Another successful weekend daysail had been completed by the "Adventure". Aboard, in addition to her crew of 15, were perhaps 40 passengers, all members of "The Gloucester Adventure", the owners of this "last of the American dory fisherman". The day sail, which had taken us several miles offshore along the coast of Gloucester and Rockport and back, reaching in a growing breeze of maybe 12-15 knots, was the 18th of the season.

Think about daysailing a 250 ton, 121' sailboat. With an all volunteer crew, only the skipper a paid professional. And he only recently coming into that role. Dude schooners typically go off for long weekend or week long trips, anchoring out enroute, with paid professional crews. Since "Adventure" does not yet qualify to return to the ranks of the dude schooners she was amongst for 33 years, due to as yet incompleting rebuilding mandated by Coast Guard regs for carrying passengers for hire, she goes daysailing with only members of her growing company of believers as passengers.

Can this all be safe? Volunteer crew, lacking mandated rebuilding? Yes. Giffy Full and Paul Haley conducted an exhaustive survey of "Adventure" funded by a grant from a national historic trust and pronounced her quite safe for coastal cruising. Until the stringent Coast Guard mandated rebuilding can be completed, when necessary funds can be accumulated, "Adventure" will continue to sail for her members, a thank you for each who has contributed to the ongoing saga of saving a historic boat. Her ultimate role will be

carrying passengers for hire for sea educational purposes and youth sail training. For now, such educational services are provided to a limited degree in dockside programs.

"Adventure" came home to Gloucester in 1988 after 62 years at work. From 1926 when she was launched in nearby Essex, Massachusetts, she has been at work. Initially she dory fished for 27 years on the outer banks earning some \$3.5 million, but in 1953, with her crew aging and no younger replacements interested, Leo Hines, the skipper of the last remaining dory fisherman left, retired her. She was picked up for the dude schooner trade on the Maine coast and after 10 years at this she was purchased by Captain Jim Sharp, who made her into the "Queen of the Windjammer Fleet" over the next 24 years.

When Sharp was denied recertification in 1988 by the Coast Guard, until \$300,000 (then) or more in rebuilding was done, he gave the "Adventure" to Gloucester to be preserved as a historic artifact, the last of the dory fishermen. On that last trip down from Maine, those onboard reported afterwards on how she charged along in the strong winds undeterred, despite the official designation of her as unfit, and Captain Sharp was quoted as stating to those onboard, "we just let her go."

Our daysail was sort of a "horse out to pasture" thing for "Adventure". A nice breeze under sunny skies, all sail aloft, slightly heeling on the out and back reaching, jockeyed out from and back into her berth by her tiny 45hp diesel yawl boat, "Adventure" was hardly being asked to do what she had done for so long. But what grace, despite the stained and patched sails and the far from completed restoration

work on her cosmetics, she went about her business with ease for her dedicated crew.

There's something about this schooner that's always rewarded her masters and crews. A record catching fisherman, a famed dude schooner, and now a living piece of history. "Adventure" always has come up a winner, and she still is, judging from the nearly fanatical dedication her volunteers have to her cause.

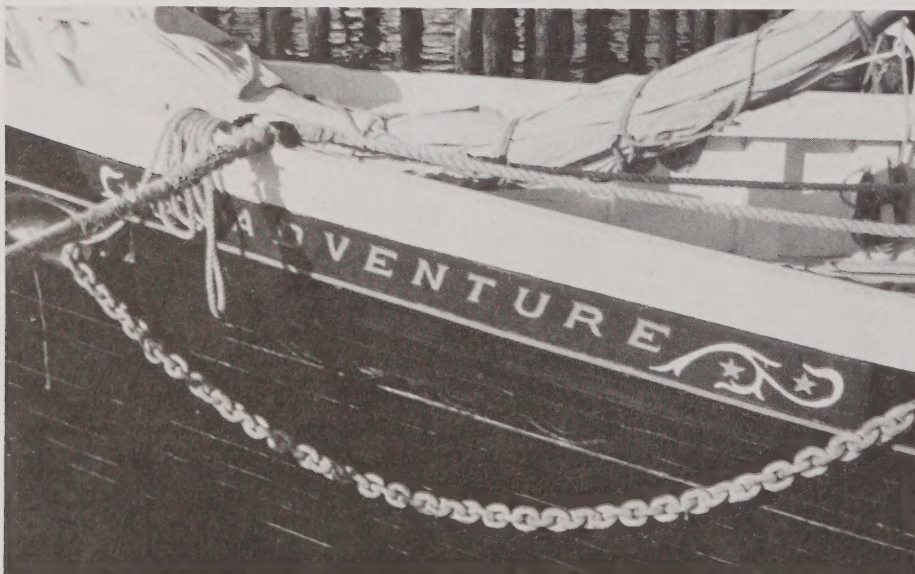
Only skipper Tim Lord is a paid professional. And Tim says he's living a dream. Four years ago he was burned out in the human services field when he saw a small ad in the local Newburyport paper for a "shipkeeper" for the Gloucester schooner "Adventure". Tom had credentials in boatbuilding and skippering, having once even crewed for Sharp. He had often dreamed of owning his own dude schooner, but harsh financial reality denied him his dream. When he showed up for his interview he was hired.

Shipkeeping occupied Tim until 1992 when repairs to "Adventure's" bow frames and port side planking had been completed and Giffy Full and Paul Haley had okayed her for coastal cruising. Tim at last became the skipper of his very own schooner. Well, his and the growing number of "Adventure" supporters. But there was no money available for hired crew, even Tim and full time Executive Director Cayte Ward work for very modest paychecks. It would have to be a volunteer crew.

Already many volunteers had been laboring long and hard on renovation work that could be done by amateurs. From amongst them would come the crew for sailing her, 15 would be needed for any one sailing. A program of training was set up by those already experienced in sailing such a vessel, and over a winter emerged the initial crews. The summer of 1992 saw "Adventure" under sail again.

And so in late summer of 1993 we had the chance to experience the "Adventure", and observe how this volunteer system worked out. We were impressed with the vigor and abilities of the crew, one could easily assume them to be professionals. The mates, all selected from amongst the volunteer crew by the skipper, had their roles well established and everything went along smoothly. Sure it was an easy day sail, but still, 250 tons, 121 feet of hull, 6500 square feet of sail, some challenge in scale for any sailor.

Eighteen trips over the summer. The crew now has depth in numbers, about 30 volunteers are qualified, so nobody has to go out every weekend if they don't want to. The mates usually do, however. The longest trip this summer was to Newburyport with a layover the first night at the Isles of Shoals. Getting into and out of the Merrimack River mouth, a well known dangerously turbulent area, and





Mark Mitsock heads aloft to unfurl the top-sails.



Bosun Bruce Marr at the helm of the yawl boat getting "Adventure" underway, assisted by member Ernie Gotschalk.



Jeff Thomas (right) grandson of "Adventure's" first skipper, talks shop (ship?) with current skipper, Tim Lord.



Mary Meehan, who went aloft with Mark Mitsock to furl the topsails.

Third Mate Diane Gardner and Second Mate Mike James.



What a day for a day sail, what a daysailer!





First Mate Phil Dunn (left), with help from Tim Perkins and Mary Meehan, hauling in on the mooring lines.



And I can stand on those decks with a whole-sail breeze, arm hooked into the rigging and watch her go.... Watch the miles bubble out from under the stern as they have done now for more than fifty years. She is fantastic. Captain Jim Sharp

upriver to the town in the narrow channel through extensive mudflats and under sagging powerlines took some doing.

So our trip, the eighteenth, could have become something of a yawn you might think for anyone who had worked the others all summer just for the love of doing it. But it wasn't like that, the spirit and energy of the crew was unabated.

And, we had a special guest onboard. Jeff Thomas, grandson of "Adventure's" original skipper, also Jeff Thomas, was along on what had once been "gramp's boat". He visited with skipper and crew and we noted him at ease later on up forward with several other of the "old timers" who were also onboard. The first Jeff Thomas, who had commissioned "Adventure" dropped dead at the wheel returning from a fishing trip. His son Gordon had taken over, and then Leo Hines. Leo, who retired "Adventure" from fishing, is alive and well today in his 80's living in nearby New Hampshire. A living connection remains to "Adventure's" original purpose.

"Adventure" is laid up for the winter as you read this at the State Fish Pier at the head of the harbor in Gloucester. A favorite winter activity open to the public is the 9am to noon Sunday morning breakfast onboard, a hearty meal for only \$5, part of the ongoing fund raising. "Adventure" needs a lot of funds. She has a matching grant in the bank of \$40,000 from England's Cadbury Biscuit Foundation, and needs support in equal amount by year's end to earn the grant. And this will go to pay off past due shipyard bills for the replanking of her port side. After that is caught up, it's then on to starboard side planking repair. And then, there's the matter of repowering her with all of its expense for ultimate certification as a sail training ship. Saving an old vessel is costly, which is why the question is raised, "why bother?"

And, why bother with this particular vessel? Already in New York the South Street Seaport has spent about \$2 million to bring the schooner "Lettie G. Howard" back to better than new elegance. But they are a major maritime museum with deep pocket supporters and skilled grantsmen. The "Adventure" is more of a working person's effort, the big money is still very hard to come by but not the support of many, many believers. "Adventure" has legitimate credentials to be representative of Gloucester's bygone seafaring heritage, and she is right here in Gloucester. She's already functional and in use while the effort goes on, she's no static display. And if you choose to join the effort you can get involved very deeply in her future, as deeply as you choose. Even to earning a spot on her sailing crew. That's some reward for anyone who loves to sail.

Following this article is a reprint of the "Adventure's" promotional literature to better inform you of all the details. If she's within your reach you might like to drop in on one of those Sunday breakfasts and see for yourself what this vessel is and meet many of her volunteers. But I caution you, it might grab you too, as it did me.

THE GLOUCESTER ADVENTURE

is a non-profit group founded in 1988 as a tax-deductible corporation to:

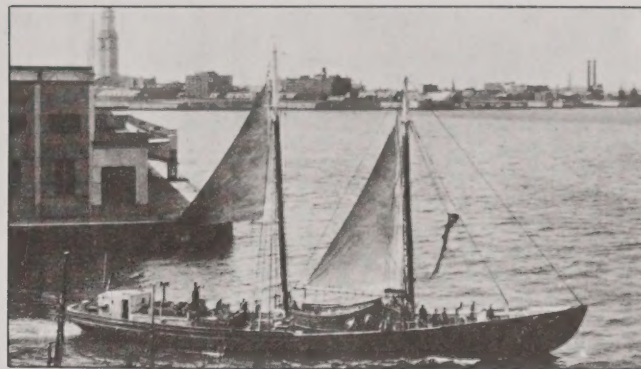
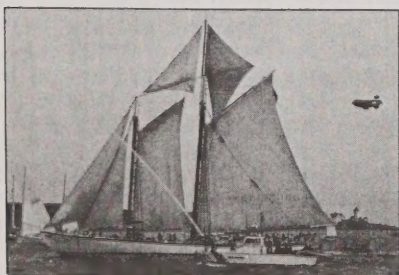
- Preserve the historic Gloucester fishing schooner *Adventure*.
- Restore, exhibit, berth, maintain and operate her at sea.
- Develop multifaceted educational programs:
- Heighten public awareness of the pioneering role of Gloucester in the development of the American fishing industry.
- Support and strengthen Gloucester's role in maintaining and protecting the global resource of the fisheries.

Today, when majestic fishing schooners are all but a memory, *Adventure* is a survivor whose importance as a symbol of the American fisheries has been nationally recognized.

Endorsed unanimously for the National Register of Historic Places by the Massachusetts Historical Commission, *Adventure* will have a permanent place in our national maritime heritage upon official approval. She is also under consideration for the prestigious designation of National Historic Landmark.

It has been 50 years since a vessel like *Adventure* sailed from the port of Gloucester. Yet the schooner is the symbol of everything Gloucester means to the world. Now, again the city has one, a fabled schooner for future generations to see and feel and get on board and sail, to learn about, to learn from, and to enjoy.

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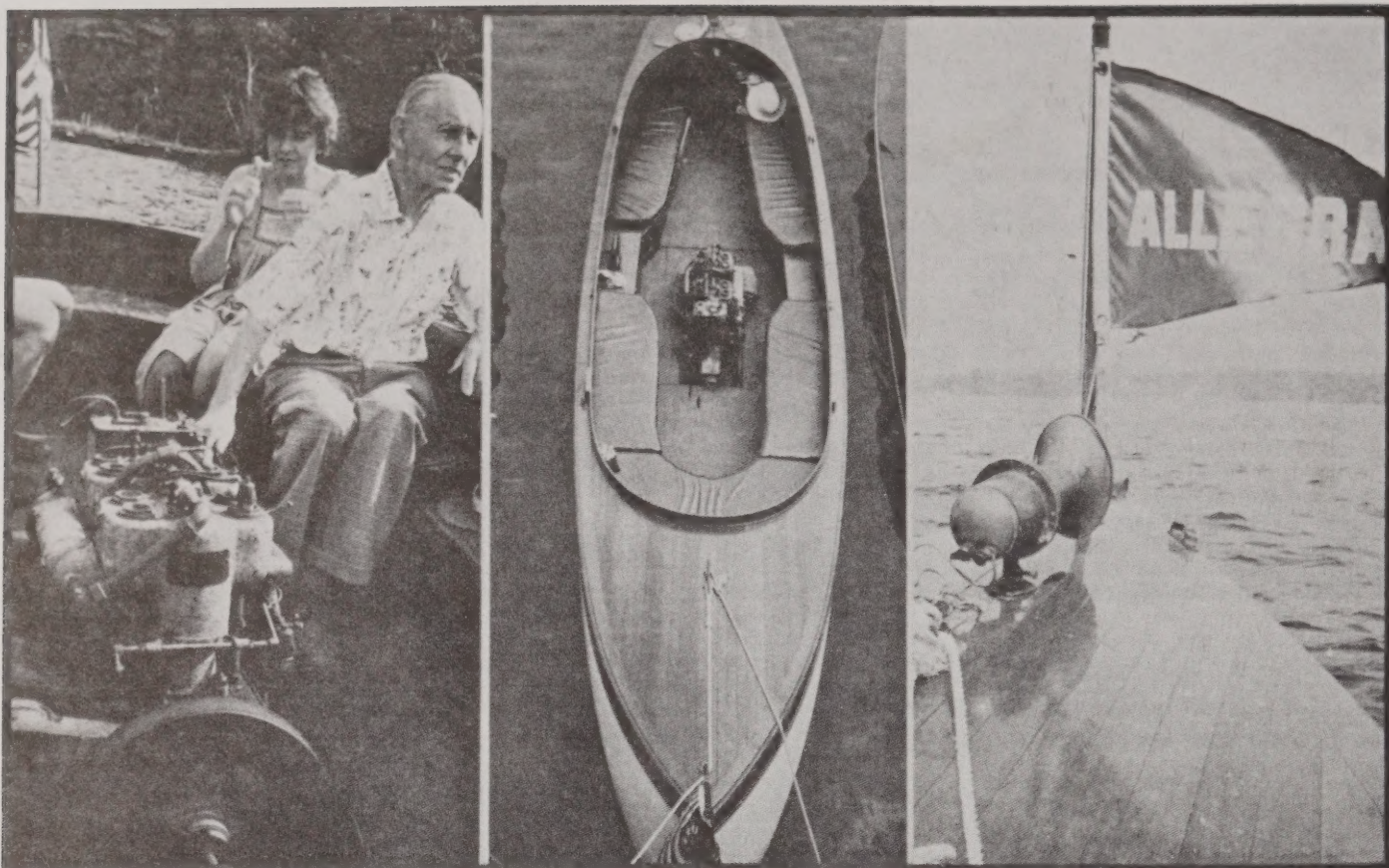
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Chapin at the helm. Friend Ginny Dutcher has first refusal should LEAL ever be sold. The Fay & Bowen launch is a sociable craft. ALLEGRA was the original name, still flies from the bow flagstaff just ahead of that original brass electric horn.

This Fay & Bowen Keeps on Going

There were ten people in Chapin's launch coming back from Silver Bay on Lake George. We'd all been over to see the Antique & Classic Boat meet there on August 27th "You realize there are TEN people in this boat, Chapin?" one of us asked. "Sure, well that's what she's made for," Chapin rejoined. He should know, he's been cruising around Lake George in LEAL, a 1912 Fay & Bowen inboard launch since the '30's, and knew her before that as a neighbor's boat. Now 82 and retired, Chapin still uses LEAL all summer long, including making Sunday runs to church in Silver Bay with his wife.

Chapin used to be a field service engineer for Sun Oil Co. and his affinity for the internal combustion engine is very obvious as he runs LEAL down the lake. The Fay & Bowen engine is a 1916 model, installed when it came out because it had electric starting. It's a four cylinder flathead and turns about 800 rpm (my guess) just chuffing along at a steady ten knots. "One thumb width is about ten miles an hour," Chapin explains. The lever throttle moves over a comb arc, and by inserting his thumb between the lever and it's idling stop, Chapin knows he's doing ten mph.

On the inlet manifold is a small bleeder valve, one of those gas line shut-offs with a bat handle. Chapin makes fine adjustments in engine rpm as he goes by letting a bit of air in, this slows the engine just a mite without a change

in throttle setting. Periodically he also clears each cylinder by opening the bleeder valve under each of the small priming cups over each piston. It's all out in the open, no cover, we all sat alongside this gray chuffing iron heart, part of the experience.

Up on the foredeck is a brass horn, original equipment. Chapin would occasionally hit the button for the "Ah-Ooo-Gha" of that era, but then with a smile would apologize that it was a bit too shrill, the horn was made for 6 volt system and right now it was hooked up to a 12 volt battery, sort of hurrying up the "Ah-Ooo-Gha". Just ahead of the horn on the bow flagstaff fluttered a green banner announcing, "ALLEGRA."

"That was the name of this boat back when the neighbors owned her in the '20's," Chapin explains. "When my family got her it was depression time and Dad couldn't find all the brass letters for ALLEGRA, so he renamed her LEAL (a local wildflower) with what he did have. Couldn't afford brass letters for a boat in those times." Today the ALLEGRA banner is to please the neighbors (still there) as they look over at Chapin's boathouse.

But the boat is also lovely, even if the engine tends to dominate things. It's a 25 footer, long and narrow, with a torpedo stern. Along both sides run benches with cushions, and all around the back. Up forward is a wheel, as is also alongside the engine. Chapin pre-

fers to run the launch from that engine location. The deck and interior are varnished, in nice, but not show condition. The topsides are white painted, the bottom green. The exhaust burbles out just at the waterline on the transom.

Enroute home on the 10 mile trip someone suggested we "thread the needle," a narrow passageway amongst several rocky islands in the lake. Chapin took us through, ever entered one tiny cove where two modern sailboats were moored, backed and filled LEAL around as the sailboat owners looked on. We struck a rock at one point in the narrows, and one concerned friend suggested he go under to check on prop damage. "No need for that," Chapin shrugged, "she's got a big steel skeg runs right under the prop, and there's no change in the feel of her." Matter of fact. Yes, this is a real antique, been in service just about all her life of 70 years, but, after all, Chapin drives her around the lake routinely. LEAL isn't "saved" for special occasions.

At the Antique & Classic Meet we were moored right up to the dock of the boathouse stern to, along with the other, mostly much more glitteringly restored, longer boats. LEAL wasn't out to win a prize on flash, she was just there because she belonged, as did Chapin Condit, a man and his boat that span the entire era of what we know today as "Antique & Classic," and still going strong.



All aboard in the Dutcher's boathouse, "Leal" resplendent in immaculate white paint and glowing varnish.

...and Going!

By Bob Hicks
Catching Up

The article at the left appeared in the October 1, 1983 issue of "Messing About in Boats", just over ten years ago. Since I wrote about that experience some changes have taken place in the ongoing story of "Leal", and just after Labor Day this year, Jane and I were invited back to Lake George by our friends, Ginny and Bill Dutcher, now the owners of "Leal", to share in the first outing of the newly restored launch.

It was dark when we left the ornate Lake George summer hotel where we had enjoyed a late dinner and headed back across the lake to Ginny and Bill's lakeshore home aboard "Leal". The freshening wind blowing up the lake that had quickly built up a short steep chop had moderated only a bit. The return trip would be into the wind and the four of us contemplated a possibly wet ride. Clearing the hotel docks sheltered behind the peninsula on which it is sited, we came face to face with the wind and waves, and "Leal" quickly showed us she wasn't much concerned. Lighting the feeble kerosene navigation lantern in the breeze was something of a task, though, and its glow, barely visible, was hardly reassuring as to its visibility more than a few yards away.

Not to worry too much, though, we had the lake just about to ourselves, across the way a few lights of shoreside homes glowed, and a couple of far off navigation

lights indicated the sparse company we had on this evening, one day after Labor Day. Just the day before the lake had been alive with powerboats and water skiers, a sort of rush hour of frantic wrapping up summer activity. Now it was quiet. And the big four cylinder Fay & Bowen that sat in our midst was thumping along at 600 rpm or so swinging its huge prop and propelling us along at about 6 knots sedately through the chop, with the bow nicely tossing aside the spray. Fay & Bowen knew what they were doing when they built this launch back in 1912 as something to wrap around their new marine engine.

With earlier trepidation about a cold bumpy wet ride home eased, the four of us relaxed and enjoyed the trip through the darkness, somehow able to discern the outlines of the water, shore and sky, with a recognizable light burning at our home port. Even skipper Bill at the wheel was relaxed, unable to fiddle with the carburetor mixtures in the dark. Left alone, the Fay & Bowen thumped along, and as we approached the boathouse, Bill remarked, "Seems like she could just go on thumping like this forever." It did seem that way, sort of heartening.

Earlier that afternoon, "Leal's" previous owner, Chapin Condit, had arrived at the Dutcher's dock, chauffeured a dozen miles down the lake from their family lakeside summer home by son Doug at the wheel of their utility outboard. Chapin, now 93, had lost his eyesight a couple of years ago, but was otherwise continuing his lifelong custom of summering on Lake George. Three years ago he had reluctantly decided to give up "Leal", which had been in his life for some 60 years, and told Ginny Dutcher, who had asked for first dibs on her, that it was time.

"Leal" was ready for restoration. Back in 1983 she had been functional but not cosmetically attractive, as our earlier story details. Now Bill was anxious to get at the job, even though he'd be farming out most of the major work to local boat and engine restorers. Well, with various delays and complications, the task had gone on for three years, finally this past summer the final details were tidied up and "Leal" now awaited a ceremonial return to her familiar

waters all gussied up in new paint and varnish with her heart, that marvelous flat-head four, resplendent in dark green and black paint awaiting its first revitalized outing. Bill had trial run the engine to be sure no unanticipated problems would arise.

As we leisurely finished up lunch, Chapin finally had to come out with it. "Well, are we going for a boat ride?" That got us moving, and we soon were aboard, and when Bill fired up the engine Chapin's face lit up. Maybe he could no longer see this love of his life but he sure could hear and feel that hearty power beating away right beside him. He sat just aft of his old position beside the engine from where he had chosen to steer using the wheel mounted along the coaming. Bill was at the wheel, and after a bit of maneuvering out of the boathouse around a 90 degree turn to miss a nearby dock, we were off. It was still calm, the lake was flat and "Leal" was quickly thumping along at a nice 6 to 8 knots (estimated, no knotmeter is fitted). A look back at the smallish wake confirmed the feeling that we were indeed moving right along, despite those low revs. Sort of a long legged stride. A nice way to power over a lake.

We enjoyed a pleasant sunny outing for about an hour until Chapin began to weary a bit. While the rest of us were simply enjoying the easy motion and steady progress of the comfortable launch, Bill was busy fiddling with the carburetion. It's all right to hand, mixture screws, individual cylinder bleeder valves, and Bill's search for the ideal degree of smoothness and rpm occupied him much of the trip. He soon discovered that the clutch was slipping so modest rpm's were required, even so we quickly crossed to the far side of the lake and circumnavigated a couple of small islands on that shore before heading back.

As Chapin and Doug headed back to home in their outboard, we couldn't help but contemplate what this boat had meant in his life, and even now when he could no longer handle her himself, she was still around and rejuvenated in the hands of friends who valued her highly for not only what she had been for some 80 years, but for what she now was ready to be for many years to come.

Doug, Ginny, Chapin and Bill admiring the heart of "Leal".



It was a quiet, overcast day, and the still air invited a row. My skiff "Periwinkle" is so easy to get underway, I have little excuse to avoid the call of an inviting moment. I quickly throw a couple of life preservers and the ditty bag holding rowlocks and other gear into the car, lash the oars atop, and am underweigh a few minutes later, gradually increasing the pull on the oars to build up a respectable wake. "Periwinkle" is flat-bottomed and a little too beamy to be really fast, but the beam gives her excellent stability when sailing, and here she's fast and responsive.

But that's not what I want to talk about. As I wend my way among a few anchored boats I spot an unusual name: "Favonian II". The fad in names has changed over the years. A while ago they tended to be cutesy, like "Honey IV", "Miss Chivous", "Baby", "Momma", I've even seen "Afterglow". Now they've gotten more masculine, brash, even offensive, like "Screamer", "Top Dog", and a catamaran named "Cat Chit". "Favonian II" clearly harked back to another era and brought back some strong memories. You can't be sure these days an owner will know the meaning of the name he's chosen, so I thought I'd ask, "That's a neat name, what does it mean?"

"Daughter of the West Wind," the owner replies, "named after a boat I once owned, damn best I ever had, and I'm still sorry I ever sold it."

"Your name must be Belver G.," I reply, "and I believe I bought that boat from you almost exactly twenty years ago!" A few more interchanges establish that this was indeed the case, and I could only add that I was sorry that I ever sold her, too.

Here I was, rowing a 15' plywood skiff modeled after a long forgotten type, and Mr. G. was sitting in the cockpit of a modern 30' sloop, and both of us thought back lovingly about the same boat. I don't really know his story, but I sure know mine.

I moved to the Chesapeake Bay when fiberglass boats were first beginning to make inroads into the "yachting" world, when the vast majority of sport-fishing boats were still built in local waters, and typically followed local traditions. But a new boat had become really hot a couple of years before, a 28' sloop designed by Carl Alberg, and now others were following his footsteps. In these waters, the Tartan 27's were really hot, but I was interested in something less expensive, something from the hand of a designer of another era, one that also was a real artist. I found "Favonian" sitting in a boat yard down near the mouth of the Potomac River, a little ways up Smith Creek, but not before I had practically been thrown out of the office of a broker who was offended by my limitations. I wanted to spend between one and two thousand dollars for a "yacht." He never did get it in his head that I wanted a boat, not a yacht, nor could he think ahead to the day that I might want to buy a bigger boat, even if not a bigger yacht.

Well, I knew right off that this boat was for me. She had a long, shallow keel, quite a bit of forefoot, a beautiful sheer, and slippery looking lines. While I did not like a raised deck on a small boat, somehow it worked well enough on this one so that I was not offended. At 22' overall, she



Fond Memories of "Favonian"

By Hermann Gucinski

would accommodate my wife and three year-old, and leave room for the skipper. It was her lineage that convinced me she'd be worth it. Built by Lee & McMath somewhere near Buzzard's Bay, Massachusetts, in 1934, she was from the hand of Sam Sturgis Crocker, Sr. His designs had intrigued me for some time, so a deal was quickly struck. A survey pronounced her "sound, where accessible for inspection," a phrase full of meaning, I was soon to learn.

A coat of bottom paint later she was ready to go, and I was eager to sail her to her new home port, some 40 n.m. north to an old-time marina still dominated by wooden boats that would keep "Favonian" in good company. It was late in the season, October, and the weather could change from clear, sparkly days with good breezes to nasty squalls accompanying fronts of considerable power, enough to rake a little boat from stem to stern. One had to pick one's weather in these waters; the mouth of the Potomac River had already then a considerable reputation, and I'd been around enough to use a little caution with an untried boat.

One sail in near-calm was not enough of a shakedown, and I couldn't figure out the sail track arrangement, it had some sort of magazine for the mainsail slides, but nothing much would budge, so I couldn't figure out what exactly it was for. Later I found that it was seized with dirt, and once cleaned provided a handy means of bending and unbending the mainsail, which allowed me to come to the boat and be underway within five minutes of boarding her.

Well, the forecast called for a frontal passage the following morning, but clearing and moderate airs soon thereafter. I'd learned not to trust forecasts by then, but I'd also learned never to waste a fair wind, and it promised to be southerly for about eight hours before the arrival of that front.

One interesting piece of gear among the few things that stayed aboard was a large diameter, short stroke brass pump of considerable heft, right by the companion way, with a short, but magnificent hose pointed overboard. It should have given me pause....

When my friend Joe X. and I threw our dunnage below, the floorboards were afloat. I didn't worry too much, because the yard-boss had said, "Oh, give her a little time, she's been out of the water a while, and will take up only slowly." The darn pump had been out of water a long time, too, the leathers were dried, and she needed priming every time. But she could get rid of formidable amounts of water in a hurry, and we were soon underway, stopping the 2-1/2 horse Seagull just as soon as we could, for it was a noisy little brute. For doubting Thomases, it carried the message "The Best Outboard Motor in the World" cast right into the flywheel.

Outside, the wind was fluky and from the west, no sign of that southerly. We carried the big genoa, but had a reef tucked in for later, all done in a nearly full moon. After the initial excitement of the departure wore off, we settled back and enjoyed "Favonian's" easy motion while ghosting along; the merest gurgle under her transom indicated we are progressing down the Potomac toward Point Lookout, our turning point. The wind steadied a bit and we used the whisker pole to hold the genoa, for we're on a dead run. Rounding the point two hours later, we got becalmed. In the jumble of waves where tidal currents swirl, the whisker pole went overboard. I said, "Let's let it go," but Joe persuaded me to give it one try. I must have done a perfect Williamson turn, for a moment later he spotted the short end sticking out, vertical because of the heavy bronze fitting at one end, easily recovered.

The sails flogged only for a little when the promised southerly showed up,

and then "steady as she goes," again we ran with that precious pole holding out the "jenny." Clouds started covering the moon at intervals, and they were moving from west to east, not following the wind at all. I did know what that meant, but I said nothing. Joe and I spelled each other at the helm, and the little gimbaled "Sea-Swing" with a bracket for "Sterno" alcohol tin allowed us to keep coffee, tea, and soup going as the night wore on. Progress seemed rapid, but it was getting darker, the clouds thickening, as the wind hauled southwest.

Dawn broke and it began to blow in earnest. It didn't take long to strike the "jenny," for we still had but a moderate chop, but not for long. A series of rain squalls came marching along, and with each the wind veered farther northwest, we were forced to tack now, and were pumping every half-hour or so. "Favonian" began to buck. It never ceases to amaze me how the waves appear so quickly, even in waters of little fetch, once it's blowing hard. It must be wind against tide. I was all for pressing on, hoping the lift from the tide would make all the difference.

It didn't, two long tacks later we'd gained only 1/2 mile on a mid-channel buoy. We were abreast the mouth of the Patuxent River, and Solomon's Island had created a natural harbor that was jammed full of marinas and boats even then. We bravely tacked in close under high bluffs leading us to Drum Point, a stone's throw from shelter, coffee and comfort. It was not much of a decision. Wasn't it Billy Atkin who said going to windward in a strong breeze is the Waterloo of the small boat sailor? Or is it the Waterloo of the small boat? The wind was getting stronger still, but in smooth water with sheets eased just a tad we really romped. The leak had me really worried, too, but not the boat's behavior, which I found truly confidence inspiring, except for a pretty strong weather helm that I could fight only by maintaining an alarming bend in the ash tiller.

We were wet, hungry, tired and not a little proud of ourselves as we sailed into a slip, not needing the engine, something that was to become standard procedure aboard "Favonian". First a meal. The restaurants were deserted, prices cheap, coffee hot, and the folks, well, folksy. Don't try to go there now, for you simply won't find the spot I'm talking about. Now there are splendid "eateries," manicured boutiques, magnificent "yachts" with reverse sheer, huge, ugly transoms, and itty-bitty mainsails, immaculately attired crews in matching outfits, incredibly good-looking blondes, and uniformed attendants; for a few hundred bucks you can have yourself a good time, though it'll really cost if you want to go out on the water, too.

But we couldn't even conceive of the future like that, and happily trudged back aboard, rigged an awning to keep the rain from filling her up through that big companionway, and tucked in for a little nap. Later it was blowing as hard as ever, so we had a walk around town, returned for a little coffee, laced just a tad with some really good stuff Joe brought along, and whiled away the time with naps, reading, and playing cards. The forecast said diminishing winds by nightfall, but no way,



though it did look like it might clear. I set the alarm for 3 am, when things ought to be better and we'd have a fair tide once again.

Joe didn't even wake up when the alarm rang, and when I poked my head out the hatch I just shivered, it was so cold. The moon was out again, and a few wispy clouds were racing by, going north to south. We wanted to go south to north, and this was not inviting. I just sank back down into my bunk, and it wasn't till 7 am that we were underway once more, after breakfast and a chat with the local sage.

"Yep," said he, "can't be too bad out there, for the wind before noon can never hurt you. You couldn't imagine how many people just sit here and wait. If they'd get past that nasty river mouth they'd find it's just fine out there, and besides, the wind before noon"

Joe and I looked at each other.

"Don't listen to them forecasts, neither," said he, "them weathermen have never had it right yet, and most of the time they make it sound really bad. Why, heck, I been here near forty years.... Though there was a couple o' times when it did get right rough, why in ought-six...."

"Time to go," I said to Joe, "we've gotten all the encouragement we need."

When we reached Drum Point and got away from the shelter of the bluffs we felt the full force of the wind. This would have been great, except it was right on the nose. We tacked up about 3 or 4 n.m. to Cove Point, and decided to nose up to the beach, and take another break. We dropped an anchor over the stern, and coasted up to the beach. "Favonian's" shallow draft allowed us to jump off the bow with a line, and with a little push she floated at anchor while we had an easy way back aboard.

At the south-facing beach we were sheltered from both wind and wave, "Favonian" looked wonderful hanging just offshore, the sun was warm, the water blue and clean, and on land there was a hint of fall in the air. Insects buzzed as we walked though a woody section to the nearby Coast Guard station, and there was a mood of peace and quiet. Some leaves had begun

to turn, yet the warmth was that of late summer.

For some reason this part has stuck in my memory indelibly. Have you not found the contrast between a wild sail in blustery winds and the peace as soon as you step back ashore stunning, too? Have you not left a secure anchorage and only one-half hour later, bucked by steep waves, boat on its ear, motion enough to force hanging on, wondered what possessed you to tackle such amazing contrast?

The Coast Guard station was manned and sends out Loran-A signals for mariners far away, we marveled at the banks of vacuum-tube powered electronics with many blinking lights and audible Morse code, for the crew was friendly. We got a weather update, but didn't really need it, for the wind was clearly falling lighter, though it was well into the afternoon when we shoved off, hoisted full main and jib and sailed close-hauled past the point into the wide waters of the Chesapeake.

We still had 20+ n.m. to go, and beating into a falling wind would be slow going, but a calm set in before long, and we tried the "Best Outboard Motor in the World," its measly 2 1/2 horses pushed us neatly along at maybe 3 knots, we left a clean wake and watched smoke filled bubbles burst forth from the exhaust. Better yet, only about an hour later a southerly sprang up, we cut the engine and enjoyed the silence as we found ourselves running. Darkness set in. There was a real chill in the air on that clear night. Despite the coffee and tea, straight or diluted with that stuff Joe brought, and finally diluted with rum from a half-filled bottle that came with the boat, we still were really cold when we drifted into the harbor at 1 am.

I know, you're going to tell me about the bad effects of alcohol when it's cold. I learned about this, too, but much later. I'm talking about the days when a strong nip now and then was not only thought to help ward off cold, but quite a few other things, too. In fact, it wasn't too long after the days when the sailor expected his daily ration of grog.

That long-remembered shakedown told me that I had to do something about that infernal leak, find out if the weather helm was a fatal flaw and would leave me holding a short piece of tiller in my hand someday. But I had also learned that "Favonian" was responsive and could instill some confidence in her weatherliness. It took many a sail, and not a few cruises to really let me appreciate her strengths and forgive her weaknesses, thus building a storehouse of good will well worth remembering.

First I had to know more about the boat. I went down to the Library of Congress and leafed through volumes of "Rudder" magazine 'till I found a more complete description in those design review sections. She was built for youngsters to cut their teeth on in Buzzard's Bay and in the "turbulent waters off Cape Cod," said the blurb, and came with a 2-1/2 horse inboard, and had a cockpit big enough to hold a handful of these youngsters and she would bring them home again.

The sail plan showed her having jib and forestays'l, and that explained the weather helm right off. It turned out that the inboard's absence explained the horri-



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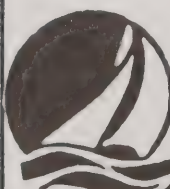
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ble leak. At some point her engine had been torn out, the stuffing box removed and plugged, and rot had set in right there, ultimately involving much of her horn-timber, and in those days the \$125 repair was a costly item. Her base price, with in-board, by the way, was \$1050 in 1934, a bit less than the \$1500 I paid in 1966, with the inboard replaced by a leak.

Chesapeake Bay summers consist of calms punctuated by sudden squalls that can become quite ferocious. Many a day, and often the night would be spent ghosting in gentle breezes, but I had to be ready to handle what those squalls would bring. "Favonian" had an uncanny ability to ghost. This alone was not only most appropriate, but gave me much pleasure when in the company of other boats. Many bigger ones could outsail me easily in a breeze, but not on those typical summer days.

I have raced formally but twice in my sailing career, but that competitive urge that lurks down there in the "heart of darkness" simply would not let me pass up an opportunity I am still somewhat ashamed of. The water had nary a ripple showing that day, but a few of us could still move, while most "boaters" had long turned on their kickers and gone home. I saw very quickly that I was gaining handily on one of those famed Tartan 27's. I didn't know that I could pass under his lee, so sailed nonchalantly past a weather of him. I then slacked the "jenny" sheet and fell off a little, and he slipped on by. Hauling in that sheet and pointing up a little, I soon completed the maneuver and literally sailed a ring around him. Don't even know if he ever noticed.

I was coming out of a river mouth on one day I thought would scare me with lots of wind, for I was alone, but it fell to near calm. I spotted a boat ahead I had been admiring very much, a 30 Sq. Meter yacht of some vintage, designed by the famous Norwegian artist Johann Anker. She was 39' overall with a beam of 6-1/2', and very beautiful. I saw that by cutting across a shoal just deep enough for my 2-1/2' draft I could catch up and get a close look at the boat, one, were she mine, I should have called "Slivver." Not only did I catch her, but at one point was clearly outsailing her. I got so excited that I stood up and shouted something. My movement rocked "Favonian" slightly, she stopped dead in the water, and "Slivver" slid slowly away.

I did not lose my sanity with these "successes," but did learn that I needn't carry more than 1 gallon of gas for the outboard, and never ran out of fuel. It also allowed me to sail her when others would resort to their engine. My slip was in Parish Creek, approached via a long, narrow channel cut into a vast shoal, in water so muddy that you never saw the bottom even when hard aground. "Favonian" tacked positively, something taken for granted these days, but not always common on "character" boats with deep forefoot and strange, unwieldy sail plans.

I found that by sitting comfortably well aft, I could steer and handle a 7' light bamboo sounding pole easily, tack when required, and use "Favonian's" excellent fore-reaching ability to get me around tricky turns where winds would come from several directions, deflected by nearby

trees and buildings. That same ability would allow me to drop sail when still well away from my slip, glide a long way, turn, and dock in one smooth motion. I was so impressed with my sounding pole, that I seriously thought to improve it by taping a transistor to one end and selling it as a "transistorized sounding instrument," little knowing that in only a year or so small boat depth sounders would make my "invention" obsolete.

The sailing skills acquired from "Favonian's" easy traits allowed me to go sailing in the winter long before others thought this at all reasonable, and saved me from fussing with the engine, worrying about freezeups, and I ended up leaving the "BOMITW" in storage in my apartment.

But my fondest memories are the many weekend trips in summer. We would abandon city and apartment early in the evening on Friday and rush off to the boat. When all was ready, the sun was typically setting, the heat of the day was diminished and calm had set in. By the time we were out of the creek, the evening breeze would have set in, the mosquitoes would be left behind, the crew would be asleep, and I would ease "Favonian" across the Chesapeake on a broad reach, the buoys and light beacons pointing the way, and tugs and tows adding interest, but rarely difficulty, for I tried to keep well clear at all times. The gentle motion, the peaceful scene, the gentle gurgling under the counter provided unparalleled moments.

Landfall was typically more exciting. Ducking into a narrow creek, having one buoy only, demanded a sense of direction, and the land always loomed closer than it proved in the sun's harsh glare next morning. Sometimes I had to wend my way around boats lit and darkened; at times it was better to anchor off a ways, at other times I could thread my way to a shallow spot away from the flock. The momentary excitement would give way to calm once the hook was seen to hold and anchor bearings were confirmed steady, but next morning would bring renewed excitement, for now it was time to survey with clarity what the night had hidden or let loom close. Two thrills for the price of one, or so it seemed.

This worked well when having another guest aboard, for it allowed two adults to sleep comfortably. My young daughter Heidi slept forward on a little platform, euphemistically called the V-berth. I would do the sailing during the night, and go to sleep in the cockpit after anchoring, the awning keeping off the dew. It didn't work in rainy weather, for the wide cockpit, the gunwale forming its coaming, made it hard to get full protection from the awning. On the Chesapeake, an awning is a must, and ours was in constant use when at anchor, rain or shine.

"Favonian's" cabin was cozy, a term brokers use to describe cramped. But I tore out one fixed bunk, replaced it with a very low, narrow bench, and built a pipe berth that would fold up and serve as backrest during the day, giving a very comfortable sitting place typically absent in the low freeboard boats of yesteryear. This may seem foreign to younger sailors, accustomed to high freeboard, reverse sheer, standing headroom in 20 footers, replete with dinette and fully enclosed heads. I

would like to believe "Favonian" made this up with performance, but her displacement of perhaps 4000 lb., heavy by today's standard, limited her top speed. It took a lot of wind to push her over 6 knots, and at that point her displacement seemed puny, a 30 ton boat is what I wanted under those conditions.

But I do remember a tacking duel with another boat, a modern sloop of the same length, a lighter keel-centerboarder from the hand of a designer very famous then. We had the width of the bay available, so each tack was perhaps three to four miles. There was a good breeze, and I had learned to get "Favonian" to sail herself by lashing the tiller, and came up from behind, matched tacks, and pulled away, touching the tiller only when tacking.

It may not have been any one thing that made the boat seem so handy, but it may have been the combination of happy little traits. The ease of bending sail, the simple rig, not needing the engine, made getting underway so easy and quick that the fuss was never a deterrent to frequent use. The ghosting ability in particular made it possible not to have to fuss with frequent sail changes, for "Favonian" did it well with and without the "jenny." Carrying her way once sail was dropped, or when luffing, made docking under sail a pleasure, something of a skill that has all but disappeared, and I have seen so-called sailors even argue against it as unsafe.

"Favonian" did inspire confidence in a breeze. Being homeward bound after five days of cruising in October, we set out with an ominous, inky sky. We weren't quite prepared, the first squall catching us while still eating breakfast, but luckily, it was forgiving, only dumping 10 or 20 buckets full of water into the partly reefed

mainsail. We had a deeply reefed main and small jib when the second one struck, and we thought we were ready. The fury of the wind proved too much for the sails bent.

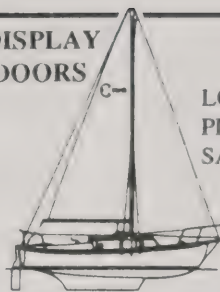
First the ensign, sewn to the leach of the main, carried away. While "Favonian" charged off on some undesired direction, a batten worked loose and took off to leeward. Before the reefed main could be muzzled the letters in the sail literally blew away! Only later could I collect my thoughts to note how much fun it would be tell that one around the winter fireplace. But under jib only we bore off and made 50 n.m. in about 10 hours, while hearing tornado warnings issued for the land we were approaching to seek shelter.

The wind's fury only increased; I finally had to strike even the bitty jib because the boat shook so violently, yet we still did not feel overwhelmed, and managed to skip over a shoal, the water being high, find a creek mouth, and drop two anchors in relative safety, later improved by kind fishermen who towed us a couple hundred feet further to the leeside of a sturdy dock, where I doubled up on my mooring lines before sinking into a deserved sleep. Elsewhere, we might have been in real trouble, but it would not have been the fault of "Favonian", she saw us safely through the worst, and thus inspired the faith I still feel for her.

Are these memories only? Are these experiences we all learn at some point, with different boats, different events, different circumstances? Who's to say? In my case, the wonderful cruises in other boats owned have not diminished my respect for "Favonian" so perhaps it wasn't just fortune. I am ready to try it again, if opportunity presents, what about you?



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The Trip to Caladesi Island

By Herb Sutton

Although we had been there before, we always refer to it as THE trip to Caladesi Island. It began when my wife Marge told me that our friends Dick and Doris were going to Caladesi with some other people on their Hobie Cat. We were to meet them for a picnic on the beach. So far so good.

We trailered our Watkins 17 to the Dunedin causeway, where we could launch it from the beach. I stepped the mast and then backed the trailer into the water. The boat refused to leave the trailer. After some intense grunting, shoving and cussing, it was realised that the patent cleat for the centerboard lanyard had slipped. The board had dropped down against the trailer frame preventing the boat from moving. I hoisted the lanyard, and the boat slid easily into the bay.

At this point we realized that we had forgotten to bend on the sails. We had borrowed a 4hp Clinton outboard from cousin Bernie. It was decided that we would motor out into the bay where we could handle the sails without drifting into anything. The motor fired right up, but when we swung around the prop clipped a rock and broke the shear pin.

We were wearing swim suits, so Marge jumped over the side and held the bow while I rigged the sails. Marge climbed back aboard and we sailed to the bay side of Caladesi Island. Caladesi is a

barrier island that is a Florida state park. It is only accessible by boat. We headed for a small beach at the north end of the island. As we drew near the beach I remarked that this area was very shallow the last time we were here. Marge slipped over the side and found herself up to her armpits in sea grass. The bottom must have shifted in seven years. Marge hates sea grass.

Marge went looking for Dick and Doris while I beached the boat. I got out the tools and changed the shear pin. The island was only a few yards across at that end, but there was no sign of our friends. We pushed off and sailed through Hurricane pass into the gulf. When I tilted the outboard up out of the water the cap on the integral gas tank leaked. We lost half the gas from the approximately 1 liter size tank.

We sailed along off the beach until we found our friends. We anchored in waist deep water. As I picked up the cheap styrofoam cooler that contained our lunch, the boat pitched. I shifted my weight to keep my balance and impaled the cooler on the tiller.

We had a pleasant picnic on the pristine sand beach. We decided to head back when it began to thunder in the distance. When I went to put the cooler back in the boat, I stepped on what appeared to be someone's rudder laying on the sandy bottom. I retrieved it and found it was not a rudder. It was the major portion of my

fiberglass centerboard with the lanyard still attached.

I gave Dick my car keys, and told him that if he saw us anchored someplace to bring the gas can from the back of the wagon.

We were able to sail away from the beach, but when we tried to turn to go back to Hurricane pass, the boat would not respond at all. Sails were lowered and the motor fired up.

The motor was pointed straight ahead and I was steering with the rudder. As we putt-putted through Hurricane pass, I glanced at the motor and saw that the bolt/pin that holds the steering tiller onto the motor had vibrated out and it and the handle were now somewhere on the bottom of the gulf.

Just inside the pass two fishermen waved and hollered for a tow. I apologised, but did not dare stop. About 100 yards further along the motor wheezed to a halt. We put the anchor down, and eventually Dick appeared and passed us the gas can on the way past.

We motored back to the causeway, loaded the boat back on the trailer, and carefully drove straight home.

The consensus afterward was that if all of this had happened the very first time we went sailing, we would have packed up and moved to someplace in the desert.

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The Loss of "PS"

By Robert Steward

Many years ago now, much weekend and evening work, and help from two carpenter friends, made possible the early spring launching of my 19-foot Rhodes-designed double-ended centerboard sloop which was christened "Pintail". I had a mooring at a club on Sheepshead Bay, which we sailing people considered the Riviera of Brooklyn, New York. The club had a half dozen heavily built 14-foot rowboats for the use of all members but were not to be left on moorings while we were out sailing. This meant rowing to the mooring, setting sail, then towing the tub back to the float. Fortunately there was usually someone on hand to care for the skiff when we cast it loose while sailing by. Then when we had our fill of sailing for the day, we faced the chore in reverse.

At the end of the season I decided to spend spare winter hours building a proper but simple flattie, so I drew the plans for a skiff about ten feet long, a lot lighter than the club monsters, and ordered white cedar fitches planed 1/2 inch thick, and a couple of Philippine mahogany boards for chines, thwarts, inwales, transom and the like. Lumber merchants Cross, Austin and Ireland was a firm staffed by persons sympathetic to boat buffs and took delivery of small orders in stride. At this point in life I owned a boat but not a motor car.

I built a jig to build the skiff on upside down. The laps in the two planks per side were fastened at the laps with riveted copper nails over tight fitting copper burrs. Having plenty of time, I filled, stained and varnished the transom, thwarts, inwales and the few pairs of side frames. Non-varnished parts were painted, the bottom with anti-fouling paint, a necessity in those waters.

To transport the dinghy to the club I made a 2 x 4 framework and fitted it with roller skate wheels and sat in the trunk of a friends car for the half-mile trip. Willing hands helped me fix the mooring gear at the club float and I basked during the round of congratulations.

A week later I ran upstairs in the clubhouse for my sails in the drying room, then to my locker in the basement for my oars, then to the float, but the little boat was nowhere to be seen. It had been stolen, never to be seen in Sheepshead Bay again. Besides mooring duty for it I had planned to occasionally row the skiff a few miles away to a beach on the Rockaway peninsula, so I named the boat "P.S.", which I thought cute. Glad I did not gold leaf it!

The successor to "P.S." was a hurriedly knocked together flat bottomed plywood pram, not a bad boat really, but unloved and without varnish.

Phone orders held seven days/returnable for refund/NY residents must pay tax/\$1.00 per book shipping

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Biddlecombe, Capt. George
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To Build a Vessel

By Richard Dyckoff

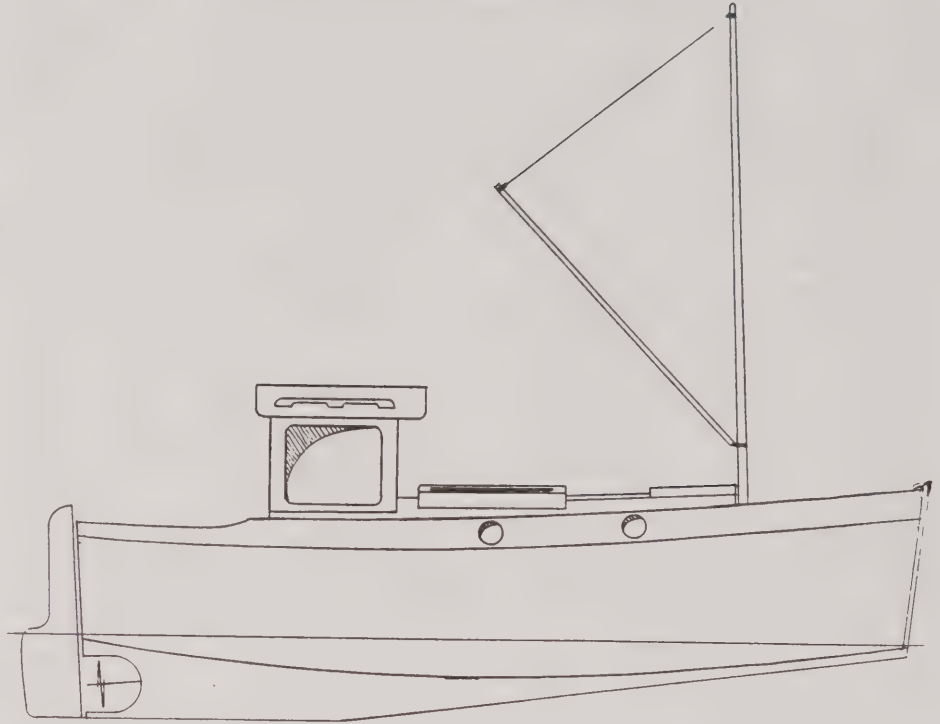
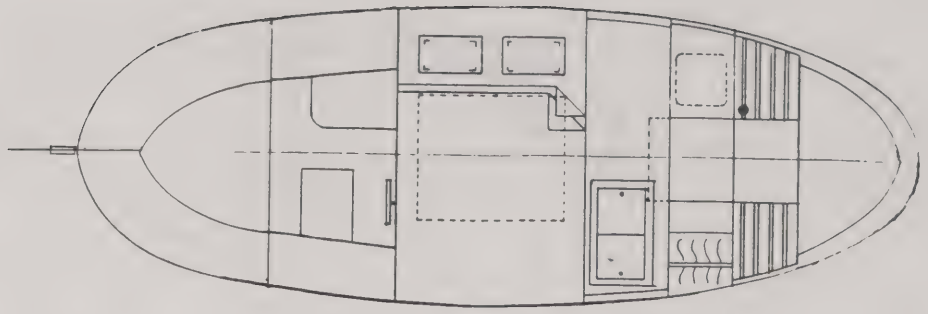
It was a fine breezy summer day when I awoke to explore the waters of our backyard stream. Four other neighborhood pre-adolescents awaited me at my door. Michael age 7, Bret age 9, Eddie age 8 and Nick age 11. I was only 6 but was given the honor of leading today's expedition into the known.

We all exchanged brief pleasantries and then we got down to business. Firstly we defined our goal; to build a vessel that could carry us on this watery foray. After the goal was firmly implanted in our minds we set off to gather materials. Luckily for us there were plenty available. Nick's father had conveniently decided to build a small addition on his house and had left various pieces of lumber strewn about the site.

With all the materials readily available and an ideal launching spot nearby, we began the hard, sweat producing labor that children of the early 1800's were noted for and which eventually led to the enactment of child labor laws (slight exaggeration). Four and a half hours, a skinned ankle, a badly bruised thumb and two badly stubbed toes later, a haphazard boat of plywood stood before us. To someone else it might have looked like a bunch of 2x4's nailed onto a sheet of plywood, but to us it was the a real ship.

Anxiously we huffed and puffed our craft, which in the manner of young boys we had given the masculine name, "Death Machine", down to the shore of the stream. After only a few minutes of hesitation we shoved the boat into the water and leaped aboard. Four inches... seven inches... an entire foot passed before, to our surprise, the boat plunged beneath the surface. After we climbed out of the stream we stood for long moments on shore gazing with forlorn expressions at where the sun glinted off the water, hiding three feet below in its murky depths, our masterpiece. Not even a minute after this Nick's father, as if on cue, came out of his house and asked us, "What the hell did you do with my lumber?"

Two years later Bret and Nick moved away. Three years after that Michael and Eddie moved away. Now, twelve years later I just received a letter from Michael. I haven't responded yet but I think I'll mention the large pile of unused plywood in my neighbor's yard. I've even thought up an appropriate name, "Death Machine II".



20' Canal Boat Concept

By John Churchill

This is a funky and whimsical little 20' powerboat in the Bolger tradition of practicality and ease of construction. She is intended for canals or rivers or areas with lots of small coves and good shelter as I would expect that seakindliness is not her strongest point. She would be best at gunholing, going slow and enjoying the ride.

The hull design is bathtub style with flat bottom and rounded bow and stern to maximize space within her dimensions. Construction would be tack and tape and fairly straightforward, although the bow and stern may require several layers of thinner material to make the bends. The long skeg would improve directional stability as well as protect the prop. The rudder is large for good effect at low speed and hung outboard for ease of construction and maintenance.

Forward is a cockpit for those wishing to enjoy the passing scenery. Two seats cover bins for anchors and docklines. The floor is raised to be self-draining. The mast is located here. While largely decorative, it could be used to hoist a dinghy aboard or perhaps for a steadyding sail.

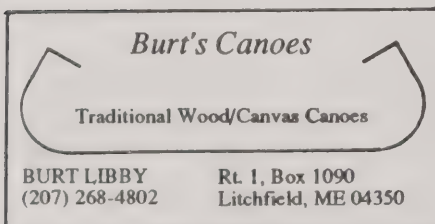
The cabin occupies the middle of the boat. Access is from the forward cockpit. To port is a seat over the porta-potti while a hanging locker is to starboard. The double berth lies athwartship at the rear of the cabin. An icebox slides under the starboard side while a small stove and basin mount on tracks to port. Portholes, as well as a large skylight, minimize the closed-in feeling.

The pilothouse is aft. Full standing headroom is possible with a helmsman's seat to starboard. A companion could sit to port on a settee or in the aft cockpit. The pilothouse is open aft with a low threshold to the self-draining cockpit. Seating here is in a semi-circular arrangement.

Power is inboard in an engine box spanning the forward cockpit and cabin. This would balance the weight of the helmsman and passengers in the stern cockpit. A low speed diesel turning a large prop is most suitable.

Overall she would be an interesting, and in her own way pretty, little boat ideally suited for just messing about. While plans are not now available they could easily be developed.

John Churchill, Rt. 4 Box 160, Morgantown, WV 26505



In 1970, my friend Tom and I were fresh out of high school and wanted to do some messing about, but lacked the key ingredient of a boat. A research expedition to the library archives would surely uncover the right boat for us to build. Scanning the microfilm files of every "Popular Something" magazine yielded our perfect vessel. She was a 15-foot canoe that was claimed to be easy to build, easy to transport and sure to bring us hours of relaxation and adventure.

It was called a "Clapboard Canoe" since two 1x16-foot pieces of house clapboard siding were to form the sides. The bottom was a single piece of 3/8 inch plywood which was cut diagonally, one side flipped over, and then butt-jointed together. This first step went quickly, resulting in an elongated diamond shape which was quite unlike anything we'd seen in a boat, but it was new and radical, and we loved it! The two clapboards were then to be sprung around a center frame, screwed into rabbeted stems fore and aft, then screwed onto the bottom which was then trimmed to fit.

Several problems cropped up here that made us begin to doubt the "quick and easy" claims of the designer. The center frame was perpendicular to the center line, but the butt-joint ran under it at an odd angle that required the frame to be trimmed and beveled to lay flush with the bottom. We went through three frames before we got it close enough to right. Cutting rabbets into stem pieces with a skilsaw tested the limits of our patience and friendship. Trial and error (mostly error) was the rule, and we were concerned that the scrap pile would have more wood in it than the finished boat.

With the stems finished, we thought

First Worst Boat

By Michael "Bilgewater" Kent

that it had to be smooth sailing from here. Springing the sides and holding everything in place while it was glued and screwed to the bottom was at best comical and at worst dangerous. More than once we thought we had the sides secured with clamps, ropes, and wedges only to have everything let go with spectacular results. We learned not to have the glue pot in the same room as the boat until everything was under control. The designer failed to mention the excrement of scrambling to remove glue from walls and ceilings before it sets up. The impact of the flying clapboards upon our person was not unlike that of our former principal's "board of education".

We finally tamed the beast and finished it out with gunwales, short decks, a full length strip keel, and a coat of house paint. Admiring our handiwork in the sunshine for the first time, we had before us what could conceivably be called a watercraft ready for her maiden voyage. With paddles and PFD's, we headed out to the lake. Initial stability seemed to be poor, but we attributed that to our lack of experience. That broad flat bottom would do us a good job if we stayed out of the ends. Freeboard was a little on the short side, but if we didn't lean into the turns too much we'd be fine.

We quickly learned what "carry" was, or in our case, wasn't. Thoughts of gliding effortlessly through the water dissolved as reality reared its ugly head. The completion of each power stroke was met

with a full stop in less than a boat length. More than once I accused Tom of dragging an anchor as we flailed away across the lake. Tracking was certainly not a problem. The flat bottom and full length keel resisted all but the most determined efforts to change direction. Despite her obvious flaws, we were mighty proud of her and ready to receive the praise and admiration of our fellow boaters for a job well done.

We noticed a group of sailboats milling about, and as a single unit they tacked and came over to inspect our trim craft. Our surprise was complete when instead of compliments they hurled insults. We had blundered onto the race course of the local yacht club, and were firmly and completely in the way. Lacking both knowledge of the rules of the road and agility, our only course of action was to sit still and endure the verbal wrath and near collisions of the racers. We managed to get through it all and make it back to our starting point without foundering.

Future voyages were enhanced by the addition of an old 4 hp motor attached to a cross brace screwed to the after deck. Sea trials of this arrangement dramatically showed the shortcomings of our engineering. Going from full ahead to full reverse resulted in the motor/brace/after deck assembly departing the boat. Tom was able to hold on to the tiller until the still-running motor drowned and could be safely pulled back aboard. A heftier brace properly bolted to the gunwales solved our problems. Energy saved in paddling was expended in constant bailing, as under power the boat would ship water in all but the calmest waters.

All in all, we had a lot of fun and learned a lot about boating that summer.

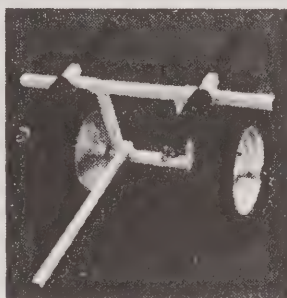
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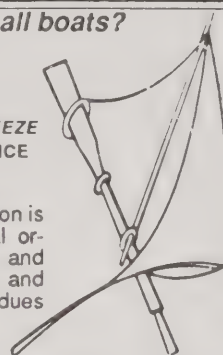
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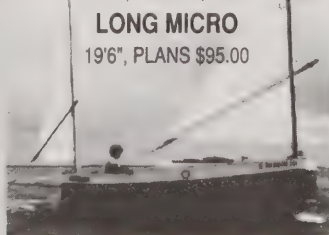


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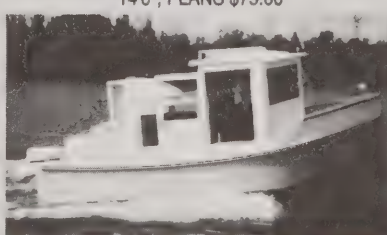
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Re-Skinning an Old Folding Kayak

By David Dawson

To get my old fold-up, two-man kayak back in the water, I borrowed some of the techniques Platt Monfort developed for his Geodesic line of ultralight boats. The kayak is probably a Granta, but the nameplate has long since disappeared.

At 18 feet, with a big cockpit, it looks a lot like a Klepper double. When I bought it for \$15 about 15 years ago, it was a wreck with a heavy (and holey) canvas cover. I patched the canvas deck and added a complete layer of canvas to the bottom and got seven or eight years use out of it that way, but at around 85 pounds, the boat was heavy.

I got involved in other projects, and the kayak was neglected for several years. The canvas cover became so brittle with age I simply threw it out. When I decided to put the old lady back together last winter, Monfort's method seemed to be the best way to go. It promised to be easy to do, cut way down on the weight and make the boat look sharp with a translucent cover. All I would give up would be the ability to fold the boat up. This is such a lengthy job that I never folded it up any-

way, so that was no impediment to my plan.

I already had the plans and instructions for a Geodesic canoe, so I pulled them out and went to work. Aircraft Spruce & Specialty Company at (800) 824-1930 has a great catalog that contains everything you need for a job like this. By the time my order of heat-shrink aircraft dacron arrived along with the cement, dope, thinner and other sundries, I already had the frame assembled. Since it was no longer to be a folding boat, I had screwed the keelson joints together to make the frame more rigid. In this kayak, the tension of the fabric over the ash stringers holds them into notches in the ash frames. In order to keep everything in place while putting the new cover on, I wired the stringers in tight with copper wire run through small holes drilled so that the copper would not contact the cover.

Monfort calls for trussing the frame with carbon fiber to stiffen it laterally. The frame on this kayak is so heavy to begin with, about twice the finished weight of a Geodesic boat, that I decided this step wasn't necessary. I just glued the cover in

place, stretching it out and heat shrinking a bit as I went along, starting from the middle and working my way to the ends. The material wouldn't quite reach all the way around just aft of the cockpit, so I had to piece in a triangular section back there. After the cover was on, I started shrinking it in earnest with an old iron. This dacron is remarkable. Unsightly wrinkles and puckers vanish when you brush over them with the iron.

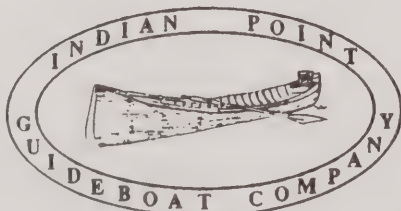
Once the skin was on and doublers were glued over the stem

and stern, I started varnishing. I used Minwax "Helmman" spar urethane because it contains an ultraviolet inhibitor. Sunlight isn't good for the dacron. After several coats, the fabric weave disappeared and the new cover developed a high gloss finish that felt like vinyl. The finished weight was a mere 42 pounds. To finish out the boat, I added a couple of thwarts that double as backrests and made a rudder that's controlled by a footboard. The original rudder and seats were lost before I got the kayak.

I ran into two problems. The first was the frame; the stringers are heavy, so the frames are spaced fairly far apart. Shrinking the fabric did distort some of the stringers a bit. Since some of them were already warped from age, the boat's lines aren't quite perfect. The bottom is straight, however, and she paddles true.

The second problem involved the mix of Fab-Tac cement and urethane varnish. The cement seals the fabric in such a way that when varnished, the cemented areas remain white while the rest of the cover, with this varnish at least, takes on an off-white color with a decidedly lime green tint to it. If I were to do it over, I'd seal the entire cover with nitrate dope before varnishing to produce an even finish.

In the photo my son Nevin and I are coming back from a paddle to Provincetown from North Truro. The dark shapes that show through the cover in the ends of the boat are inflatable bags in the event she capsizes. This has never happened, but they provide a bit of psychological comfort even if they never get wet.



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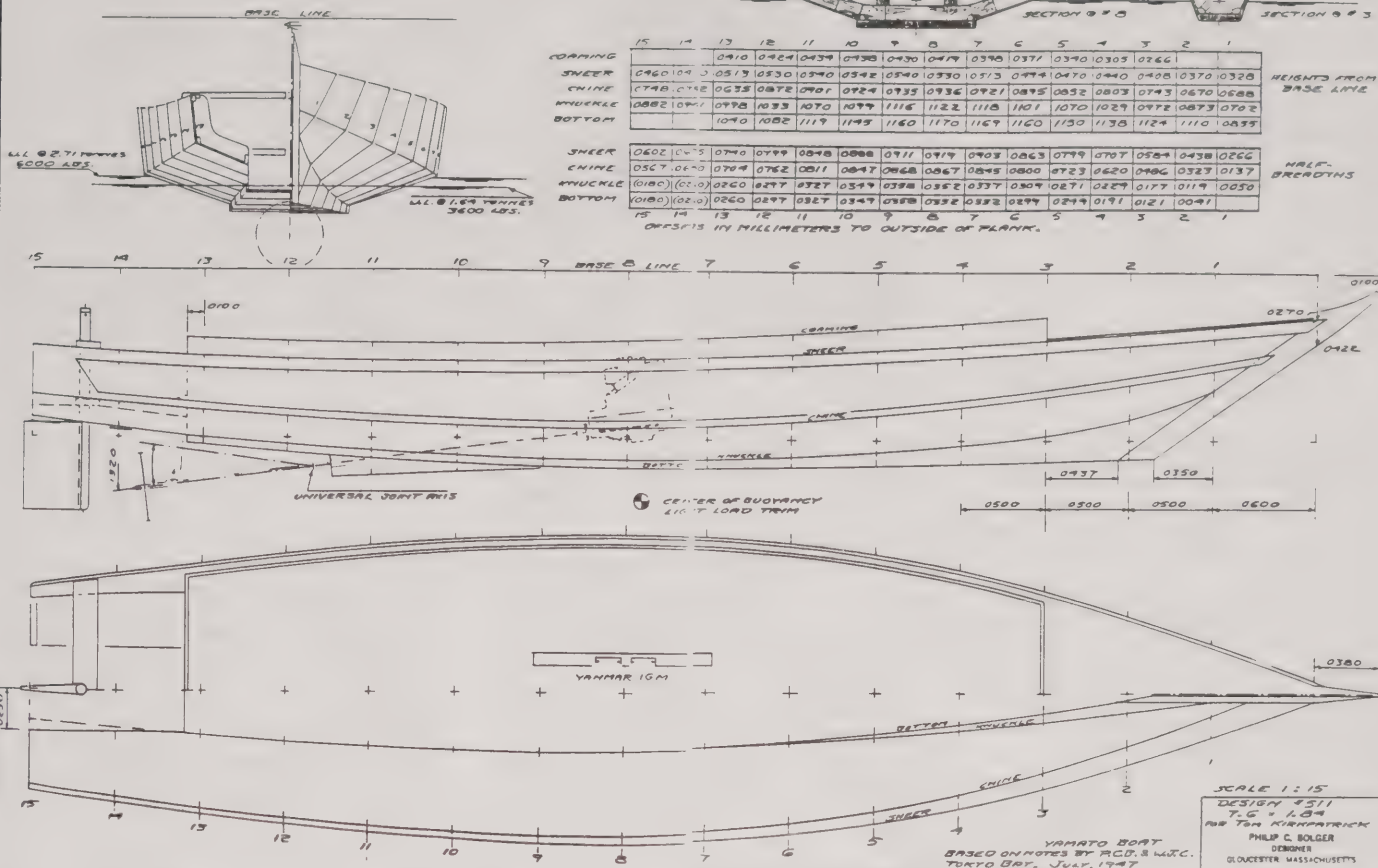
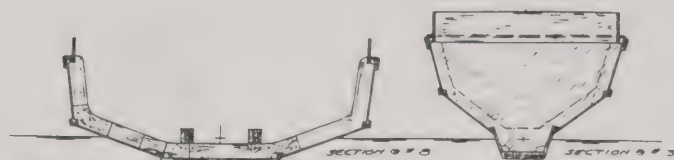
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Bolger on Design

Yamato Fishing Launch

DESIGN #511 7.6 m. x 1.84m (25'0" x 6'0")



Tom Kirkpatrick, a New Zealander, took a notion to build a copy of a Japanese Yamato fishing launch. I had studied these when I was in Japan in 1946 and 1947 and have had them in mind off and on since. I suppose they evolved from yuloh-propeller sampans, but they made very good low-powered motorboats, fast for their power and able to keep going smoothly in a steep chop. The open stern was no doubt originally to mount and protect the yuloh

sculler, but in the motorboats it was used as a well to retract the propellor into. They had universal joints in their prop shafts close to the hull, and the strut next to the propellor was mounted to slide up and down the inner transom. Some of these boats worked off open beaches with some surf.

All this builder needed was a shape, though I sketched a couple of tentative construction sections. The design is sup-

posed to be a typical Yamato boat; it's not based on any particular one. They came in a variety of proportions and I imagine that some of the later ones were much wider and more powerful for a given length, as happened to all working powerboat types as bigger engines became available. With some modifications aft, a model like this could handle very high speed.

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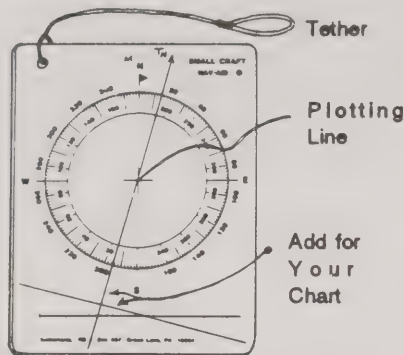
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TWO MORE FROM MAC

Here are two more boats I have built since I got back to my shop from my summer teaching a Wooden Boat School and travels to the Wooden Canoe Heritage Association Assembly and other interesting paddling outings enroute.

The sea kayak is 16' long with a beam of 21". It is faster than a Wee Lassie, of course, but not as stable, and it is fun to paddle and will be a welcome addition to my personal fleet, which seems to be growing rapidly now that I have retired fully from the construction trade and can spend more time just messing about.

The small sailing canoe is not a Wee Lassie. She is 11' long with a beam of 30". She has a small centerboard, a 6' mast with two 6' booms, so if anything she is under-

canvassed, but she sails well. She also paddles well with a double paddle and is stable enough to stand up in. Even with the centerboard case and rudder she weighs only 30 pounds, Mast, booms and sail all fit inside the boat out of the way.

I am working up a set of patterns for this boat as I have been wanting something easy to cartop that sails and paddles well, and this one looks like a winner to me. She would be nice for a heavier person who wants a Wee Lassie type canoe or an older person more worried about stability. The extra 3" of beam plus a flatter bottom configuration make a big difference.

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FLATIRON REPORT

After a jinxed year in which no effort availed to get a sail hoisted on Puget Sound, I pocketed my pride and launched "Booger Maru" into Lake Samish on July 9, 1993. ("Fresh water? I ask you!" as Anna Russell would say).

The lake was swarming with Hobie Cats and such-like when I got there. A few hours later, by the time I had tweaked the rig for long enough to learn how to get some speed out of it, there was a serious wind and a chop and all the little Hobies and sailboards were gone. In fact, at that point, mine was the only sail on the lake. "Booger" simply said, "Now, this is more like it (you thought Tom's "Damn Foole" was the only talking boat?).

The hull has an odd but very pleasing habit of growling or gurgling when about to make a serious burst of speed. This is probably some sort of cavitation effect in the daggerboard trunk.

The reduced rig installed for testing, about 45 square feet, spritsail with boom and a ridiculous little hanky of a jib, works fine but the seating is not very comfortable just now. The boom is precisely low enough to take off my hat with an unplanned jibe, or a planned one come to think of it.

The idea behind the reduced rig is that the actual chop on the Sound can be enough of a problem for a small boat without adding worries about being overpowered. My last attempt in May or June to get out on the salt water against wind, tide and tugboats, had given me a pounding that had opened up a seam along the keelson. That made the record unanimous up to that point; for every outing, a major repair.

You might say that the daggerboard trunk, installed last fall after a catastrophic leeboard experience, is tight. If the board comes up too fast it sucks up a half-gallon of water with it. What with that feature and the water shipped over the transom at launching, there's rather a lot of bailing and sponging to do from time to time.

I don't trust my impression of how close to the wind the boat will point. Theoretically, what I felt was happening should be impossible. I should have thought anything closer than 45 degrees unlikely but this felt a whole lot closer.

There was, I think, some startlement ashore when I beached her at ramming speed on a broad reach, the mainsail being dropped at the exact moment the stem hit the sand. But either I built the damn thing to take such a landing or I have deceived myself and it was time to know which.

Repairs? Always. This time because the motor mount was slowly tearing the sheerclamp asunder portside aft. The new mount is of unprecedented sturdiness. Merely deciding it was to be permanent and not removeable assured that.

This isn't a boat to take among the islands for a week or a month, no sleeping or storage space and too tender for such work really. It steers rather easily with mainsheet and body English. Maybe that's why nobody else in the family will come along with me. But it's been a great education and fun.

R.W. Odlin (involuntary soloist), Sedro-Wooley, WA.

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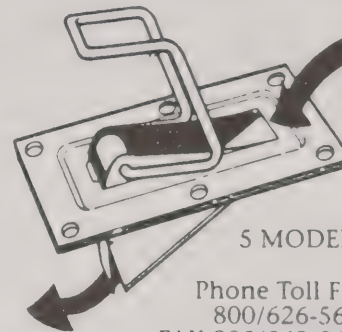
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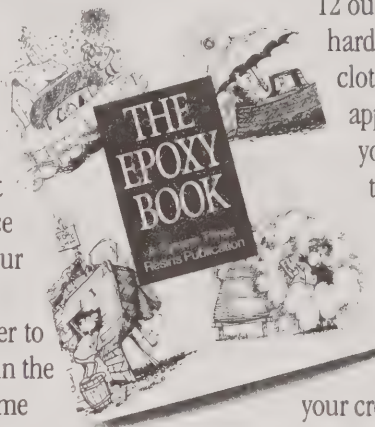
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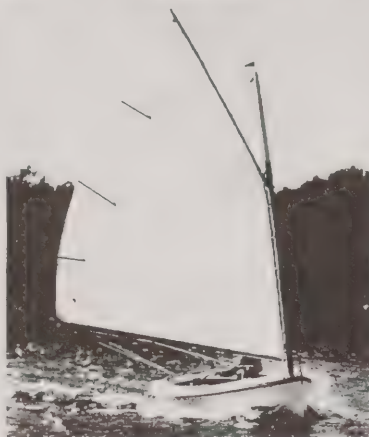
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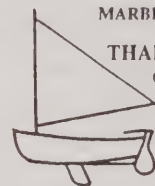


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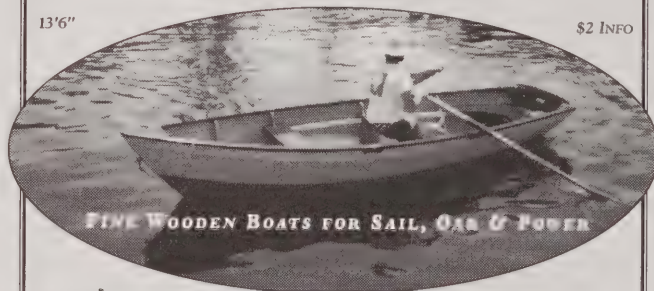
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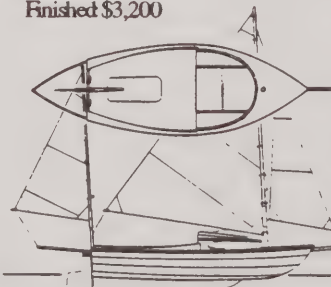
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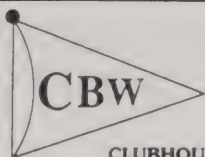
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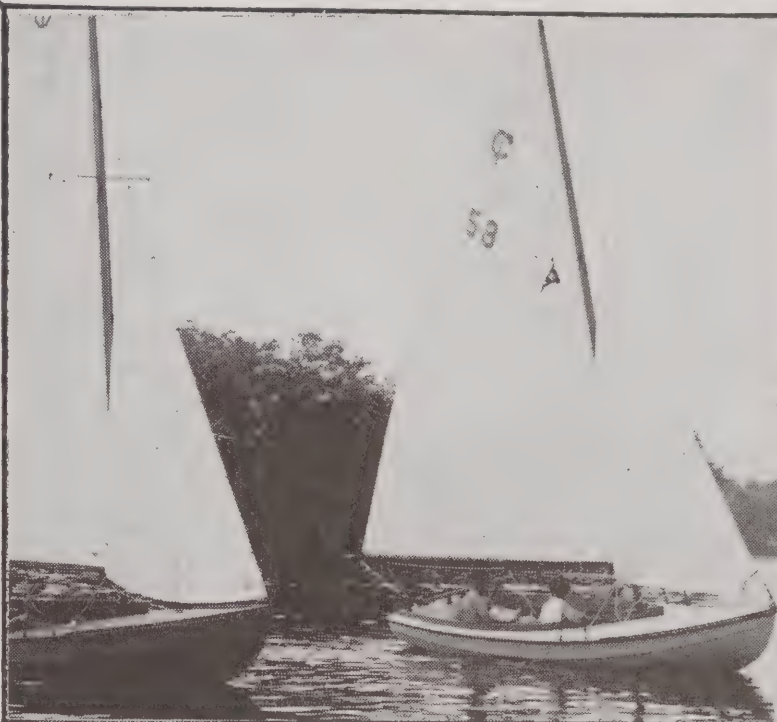


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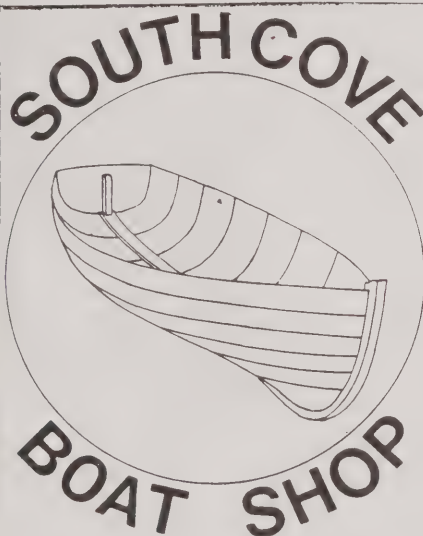
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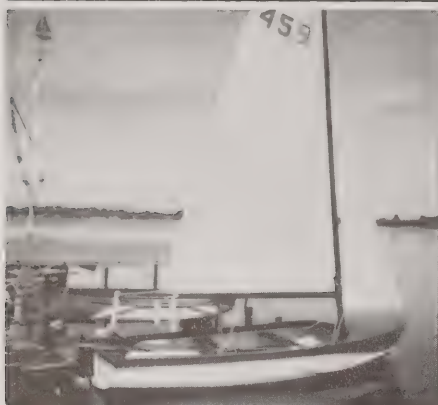
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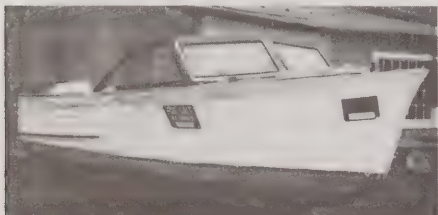
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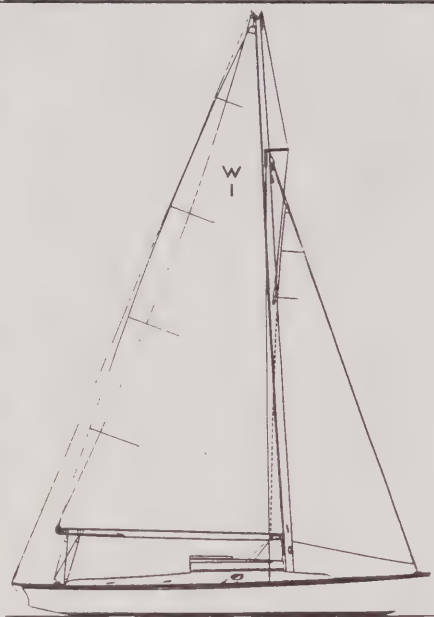
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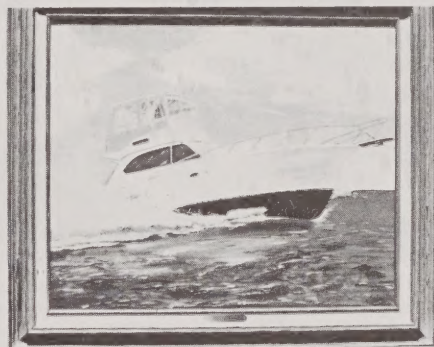
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28' SAYBROOK SAILORETTE, moderate project fin keel sloop. \$1,200 OBO. RICK PERSSON, Old Saybrook, CT, (203) 388-2343. (14P)

42' NEW MAST, box section tapered Sitka spruce, West System. Blt by Seth Persson Boat Builders. \$1,500 OBO. RICK PERSSON, Old Saybrook, CT, (203) 388-2343. (14P)

"OUT YOUR BACKDOOR". New issue out soon! Don't miss it! Like "Messing About in Boats" & "Rolling Stone" blended together...shaken, not stirred. A friendly apertif to whet your wild whistle. One review: "A 'Prai' 'home Companion' for the True Doer." \$8 sub. Dept. M, 4686 Meridian Rd., Williamston, MI 48895. (14P)

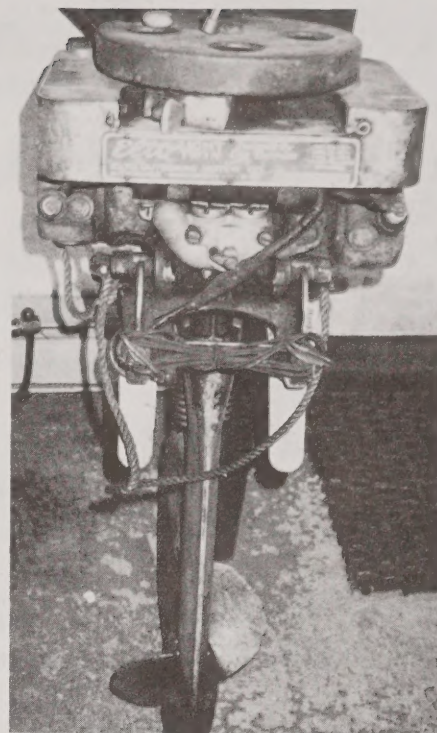


BOAT PORTRAITS. Original oil paintings of your boat by professional artist. Great gift for a friend. \$1 for details. JACK SARHAGE, 1530 Franklin Ave., Collinsville, IL 62234. (15P)

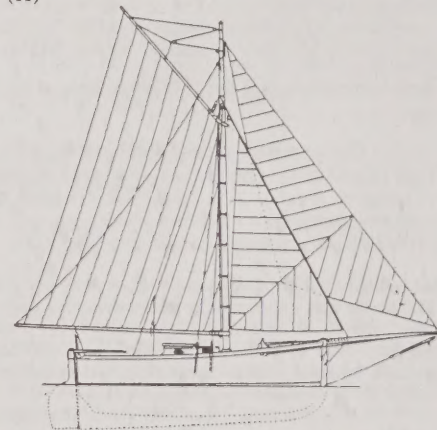
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18' MARSHALL, '84, w/4hp Johnson. Green hull, tanbark sails w/3 sets reef pts, cream cabin & decks, self-contained head, drop leaf table, painted spars, running lights, shock cord furling gear, all teak trim, lazy jacks, cockpit cushions, sail cover, spring line cleats, bronze step-on transom, flag halyard, Harken mainsheet system, knotmeter, PFD's, anchor & rode. Asking \$15,000. Tandem axle trlr available extra. BOB REDDINTON, 235 Lake Ave., Bay Head, NJ 08742, (908) 295-1590. (11)

1952 WARNER SLOOP, 29'x8'5", mahogany on oak. New sails: FB main, 2 genoas & club jib. Harken traveler, Hydrovane windvane, lazy jacks, Loran, depth, VHF, Volvo diesel, woodstove htr, much new canvas & interior work. Rewired '93. Conscientious upkeep, sailmaker owned, comfortable live-aboard, easily sailed. A very sweet boat. Mooring in Maine available. Asking \$18,000 but very motivated to sell. DOUG POPE, Rockport, ME, (207) 441-7516 eves. (207) 236-3549 days. (11)



ANTIQUE OB MOTOR, Elto Light Twin, Patent 1924-25. Designed by Ole Evinrude, nice shape. \$400 OBO or trade? DOUG WATT, Winter Haven, FL, (813) 293-3408. (11)



19' ITCHEN FERRY CUTTER. 8'3" beam, 3'6" draft, 2-1/2 tons displ, cedar on oak. Replica of English fishing smack "Wonder" in "Wooden Boat" #14, but w/cabin & self-bailing cockpit. New, on trlr, could easily be finished this spring. \$3,300. JOHN HUDSON, Stonington, CT, (203) 572-0711 (work), (203) 535-2234 (home). (10)

16' APPLIEDORE ROWING SHELL, '89. Clasisc lines, 2 man F-6 hull w/mahogany wood rails w/single Martin Oarmaster sliding seat & Douglas Feather oars. \$1,200. DOUG WATT, Winter Haven, FL, (813) 293-3408. (11)

18' MARSHALL, '73 w/8hp Palmer inbd. Sail new '87, sail cover, cockpit cushions, running lights, step-on rudder, lazy jacks, painted spars, opening port, all teak trim, spring line cleats, PFD's, anchor & rode, & more. Asking \$11,500. Tandem axle trlr available extra. BOB REDDINTON, 235 Lake Ave., Bay Head, NJ 08742, (908) 295-1590. (11)

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SUE AUDETTE, Mansfield Ctr., CT, (203) 456-4906 eves. (11)

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15' BOLGER DIABLO w/trlr. Constr compl except for sanding, FG and/or painting. Trlr new, boat set up w/bow & stern stand-up decks for fishing. \$750.
MIK PAVLOV, Brookline, MA, (617) 731-0437. (11)

17' FG FOLBOT "SUPER" DOUBLE KAYAK, blt only in '89 in FG. Exc cond. Front & rear watertight bulkheads w/deck hatches, foot operated kick-up rudder, custom naugahyde upholstered seats, full cockpit spray deck, two sets take apart double paddles, custom interior cockpit storage racks, transport cart (non-folding). Red deck, white hull. Very stable w/38" beam, weighs about 85lbs, very comfortable, but slow compared to solo kayaks. \$750 firm.
BOB HICKS, Wenham, MA, (508) 774-0906 aft 6pm best. (11)

17'x40" FOLBOT BIG GLIDER DOUBLE KAYAK, rigid skin-on-frame hull. Nds wood work on cockpit coaming & stem. Sail or paddle w/sails, spars & leeboards. Good buy for \$150.
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1955 CHRIS CRAFT CAVALIER utility model compl renovated & in running cond. Reblt Chris Craft model B 4cyl 60hp engine. \$6,000. Trlr \$2,500. In exc cond.
RICHARD GARNJOST, Easton, PA, (215) 258-4223. (11)

1973 JOHNSON 6HP OB, fresh water engine in exc cond, \$450.
KIM GRANBERY, Branford, CT, (203) 483-7129. (11)

SAILBOATS. Recent trades: 19' Potter, Howmar 12, Mistral 12, Old Town Wahoo.
FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (11)

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16' LOWELL AMESBURY SKIFF, blt '74, exc cond, mahogany on oak, lug rig incl, main, jib, Seagull motor, 1 set Shaw & Tenney oars, trlr. Received award for oldest boat @ Lowell's 200th anniversary rendezvous. \$3,500. Call for details.
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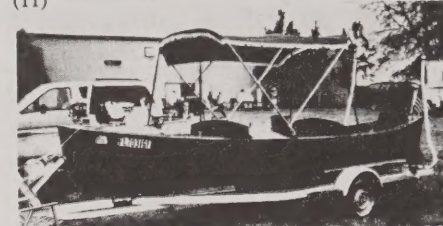
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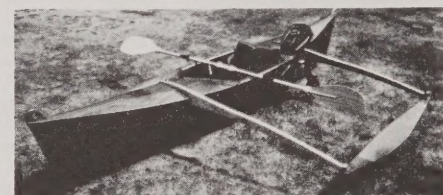
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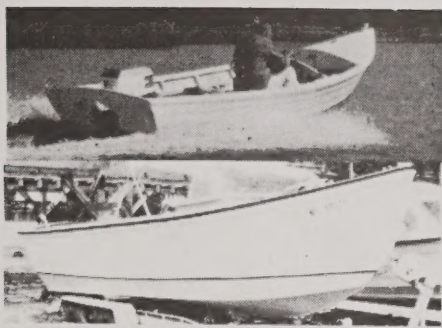
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"FLIGHT OF THE DAMN FOOLE", serialized in "Messing About in Boats" in '92 is now available as a paperback book from Tom, \$10 postpaid. TOM MCGRATH, c/o Erin Ruocco, 72 Edgehill Rd., Lynn, MA 01904. (TF)



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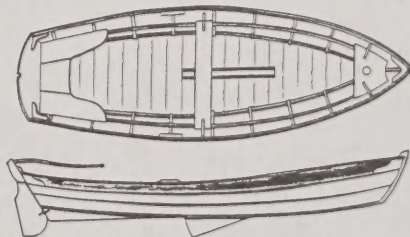
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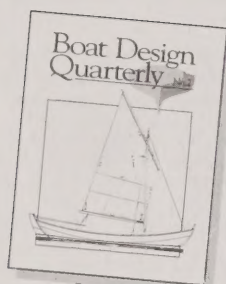
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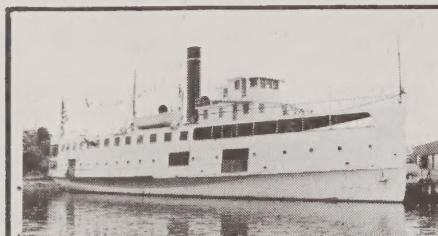
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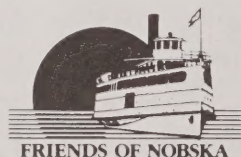


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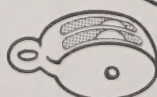
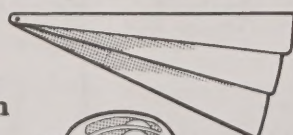
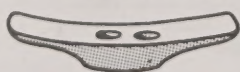
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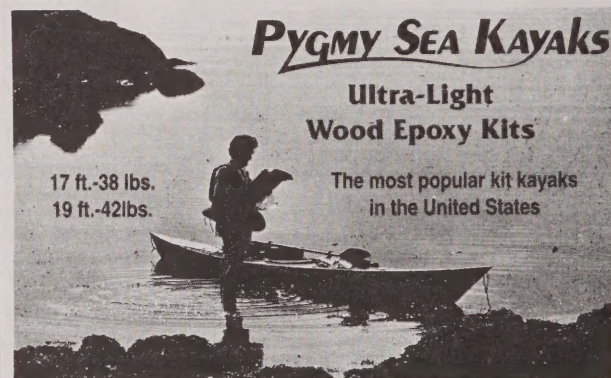
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