



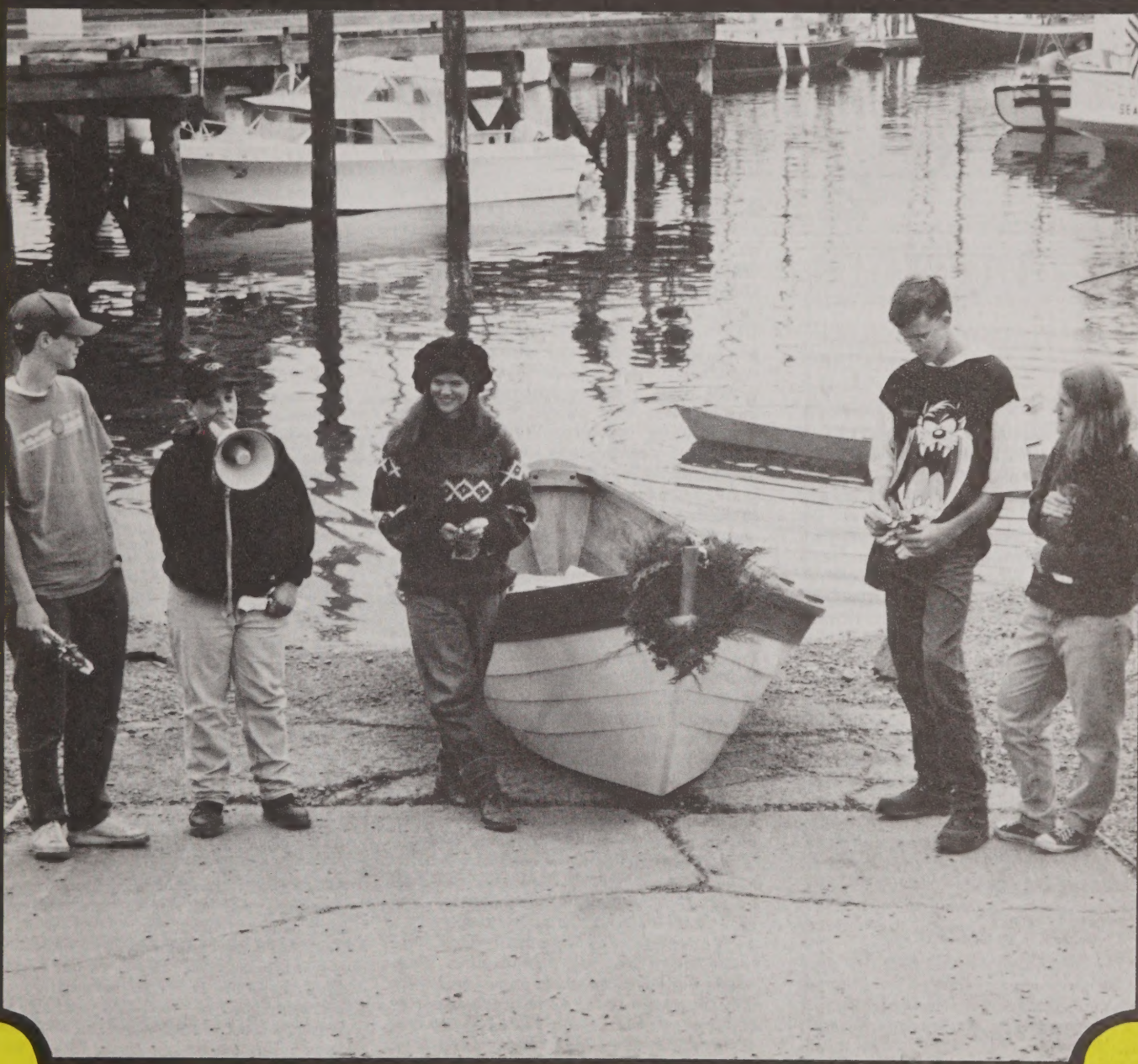
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messing about in BOATS

Special Feature This Issue
Port Townsend Wooden Boat Festival

Volume 11 - Number 12

November 1, 1993





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BOATS

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Our Next Issue...

Will feature the Chesapeake Bay scene with our extensive coverage of the Mid Atlantic Small Craft Festival at St. Michaels, Maryland, and Charles Hewins' evocative photo essay, "A Day on the Bay" with the Skipjack fleet. Depending on how much room is left after these we'll bring you the Wooden Canoe Heritage Association's Assembly in two views, one by Sue Audette, the other by Hugh Horton. We then have a choice of adventures, led off by Marty Cooperman's "A Week With the Dovekies" that didn't get into this issue, backed up by David Bolduc's "Last Sail Before Winter" and Burt Van Dusen's "Ferries to the Flea Market". Projects and designs lined up include Bob Wolfertz's "Silly Little Boats" that was dropped from this issue, Phil Bolger's "Flat Iron Oystering Skiff" design, and "A Quick Course on Making Wood Cheek Blocks" by David Goodchild. Nah, they'll not all fit, let's see what does make it.

On the Cover...

The launching of this fine 16' dory built by the young people of the Summer Youth Sea Symposium was a highlight at the Port Townsend, Washington, Wooden Boat Festival in early September. Extensive photo coverage from Bruce Bikle is featured in this issue.

Commentary...

By now most of you have probably heard that the onerous luxury tax imposed on yachts costing over \$100,000 has been repealed by our Congress. You may also have heard that the proposed Coast Guard requirements that all small craft carry throwable PFD's (cushions) in addition to wearables for all occupants has been discarded. Some reality has made its way into the government actions affecting our favorite pastime.

While that luxury tax had no impact on our scale of messing about in boats, it did a major demolition job on the boat-building industry that survives on boats of that price range, as the wealthy potential customers just stopped buying yachts. So, instead of collecting all that predicted tax income, the government ended up putting 30,000 people out of work and paying most of them unemployment benefits. Since this resulted in little net gain for the government big spenders it was dropped, AFTER the real damage had been done. Reports I've read say that the large yacht builders expect a recovery but not back to where they were before this blow was struck, with rehiring plans for only a part of those laid off.

Something along these lines of "soak the rich" turns up whenever there are hard times for everyday folks, understandably so. We resent the fact that wealthy people can go on with their lives unconcerned about those who struggle to make ends meet. During the Great Depression of the 1930's the yachting press editorialized at some length about why it was really all right for the wealthy to keep on having yachts built and then enjoying them, for this business kept people at work in the boatbuilding industry. Well, they were right, but conspicuous consumption by the monied while the working class stood in lines at soup kitchens was very difficult to rationalize.

This recent luxury tax thing intended to get some of that money from the rich, but the rich are not stupid or gullible. They just stopped buying and so the working class again took it on the chin.

The Coast Guard's decision to discard the proposed regulations about carrying throwable PFD cushions in all small boats is a relief to those of us who paddle kayaks, although just about all other small boat users also felt it was misguided. Our view was that tossing a cushion to someone who has capsized in a kayak from another kayak was not only ineffective but also could endanger the would-be rescuer, not to mention dealing with the logistics of carrying one of those cushions "readily at hand" in a kayak. You'd think this would be self-evident to the rule proposers but they don't necessarily know much about what they are proposing to regulate. The mind set of boating regulation is overwhelmingly focussed on power boats, be they large cruisers, small outboards, or auxiliary sailboats. Other small boats just get carried into the process with little recognition of their specific individual peculiarities. We have to do a lot of holler-

ing to be noticed. At least on this issue the message got through.

About 20 years ago a boating safety act was enacted by Congress that would, amongst many other things, establish standards that all small boats, including rowing boats, would have to meet in order to obtain required Coast Guard approval for production and use. The essence of this was a concept called "level flotation" which pictured a totally swamped small boat floating level with all of its passengers still seated awaiting rescue. The test devised involved placing concrete blocks on the gunwales of boats to see if they remained level. Of course, the traditional seaworthy small boats such as dories would fail this test, while the wide, flat outboard box hulls would pass nicely.

The view that this needed to be applied to rowing craft was based on an "official survey" conducted by a firm with a government contract. While the total of deaths and injuries from outboard use was far and away the largest, the statistical method adopted by a firm unfamiliar with all the nuances involved in boating created a slanted result that assigned rowing boats a far higher average rate of fatalities and injuries per number in use and number of miles covered. This was achieved by a concept called "user miles". An outboard with four aboard covered 25 miles in an outing, coming up with 100 "user miles". A solo oarsman rowed 5 miles on his outing, collecting 5 "user miles". He had to row a distance longer by a factor of 20 to gain the statistical average the outboards created. And no consideration was given to the causes of the accidents that did befall rowing craft, like wakes from high speed powerboats capsizing the unalert. So, while rowboats weren't hardly drowning anyone at all, they had a poorer statistical record. You know, that thing about how figures can lie.

The final irony of that whole scene twenty or so years ago was that the boating safety act was something conceived and promoted by the boating industry to assure ultimate regulations they could live with before Congress did some damage to their business. And powerboats reigned supreme and cared not about all us weirdos in our reactionary little wooden rowboats, sailboats, canoes, etc.

It took the leadership of John Gardner through his column in "National Fisherman" to rally round all the small boat builders and enthusiasts and get this misguided regulation dropped from application to traditional boats. And from this near catastrophe sprang the Traditional Small Craft Association and our ongoing resurgence in interest in, and enjoyment of, traditional small craft.

You'd never think that so innocuous and inoffensive an activity as our messing about in boats could so frequently come under the guns of those who would impose stringent controls upon us "for the public good". But it's an old story, there's nothing new under the sun...

ONGOING EVENTS:

EVERY SUNDAY MORNING:

Breakfast Aboard "Adventure". Gloucester "Adventure, Gloucester, MA, (508) 281-8079.

THROUGH NOVEMBER 19:

17th Annual Marine Painting & Drawing Exhibition. The Willows, Salem, MA, (508) 744-4324.

THROUGH DECEMBER 18:

Weekend Model Building Demonstrations. South Street Seaport, New York, NY, (212) 669-9416.

THROUGH FEBRUARY 28:

The Golden Age of Toy Boats Exhibit. South Street Seaport Museum, New York, NY, (212) 669-9416.

THROUGH MARCH 4:

Model Making in N.Y.C. Exhibition. South Street Seaport Museum, New York, NY, (212) 669-9416.

EVENTS NEXT TWO MONTHS:

NOVEMBER 2:

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

NOVEMBER 5-6:

13th Annual Southern New England Maritime History Symposium. Mystic Seaport Museum, Mystic, CT, (203) 572-5313.

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

Cartop Boat Building Classes. Carl Pickhardt, Halcottville, NY, (607) 326-4071.

NOVEMBER 6 & 13:

Sea Kayak Kit Building Workshop. L.J. Harri Booksellers, Boston, MA, (800) 242-3352.

Happenings

NOVEMBER 7:

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

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

Cape Cod Frosty Regatta. Hyannis, MA, (508) 432-0268.

"Basic Coastal Navigation" Book Signing. L.J. Harri Booksellers, Boston, MA, (800) 242-3352.

NOVEMBER 9:

Greenland Kayaking Adventures Illustrated Lecture. Connecticut River Oar & Paddle Club, Essex, CT, (203) 388-2343.

NOVEMBER 13:

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

NOVEMBER 13-14:

Antique & Classic Boat Regatta, Maritime & Yachting Museum of the Treasure Coast, Stuart, FL, (407) 229-1025.

Boatbuilder's Tool Kit Workshop. North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

NOVEMBER 14:

Cape Cod Frosty Regatta. Osterville, MA, (508) 432-0268.

NOVEMBER 18-21:

Sail St. Petersburg Sailboat Show & Exposition. St. Petersburg, FL, (813) 823-1155.

Wood Carving Workshop. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

NOVEMBER 20:

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

NOVEMBER 21:

Cape Cod Frosty Regatta, Wychmere, MA, (508) 432-0268.

NOVEMBER 23-JANUARY 11:

Lofting a Swampscott Dory Work-shop. Arey's Pond Boatyard, S. Orleans, MA, (508) 255-0994.

NOVEMBER 26:

Selden Island/Saybrook Cruise. Con-necticut River Oar & Paddle Club, Old Saybrook, CT, (203) 388-2343.

NOVEMBER 27-28:

Decorating the Half Model Workshop. North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

DECEMBER 4:

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

DECEMBER 5:

Cape Cod Frosty Regatta, Wychmere, MA, (508) 432-0268.

DECEMBER 12:

Cape Cod Frosty Regatta, Wychmere, MA, (508) 432-0268.

DECEMBER 26:

Frostbite Regatta. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

JANUARY 1:

Cape Cod Frosty Regatta, Hyannis, MA, (508) 432-0268.

New Year's Day Cruise. Connecticut River Oar & Paddle Club, Essex, CT, (203) 388-2343.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw



Carbon Monoxide

Not too long ago I was heading up the ICW and came upon a group of boats waiting for a bridge to open and let them pass. Since my boat is small and fits under most bridges I worked my way slowly through the traffic and as I passed a large cruiser I saw a man bent over the form of an unconscious woman in the cockpit. He clearly needed help in a hurry.

A "Pan, pan, pan, pan" call on Channel 16, the emergency channel, brought an immediate response from the Coast Guard who dispatched an ambulance. The bridge tender monitored the call and kept the bridge closed so that the ambulance could get to the dock and it arrived by the time we had the cruiser moored.

The story has a happy ending, but it was a near thing. What had happened was this. It was a cloudy and cool morning and the wife had been below in the cabin having a nap. The skipper, navigating from the flying bridge had no way of knowing that exhaust fumes were being sucked into the cabin by the movement of the boat, the "station wagon effect". Only when he called to his wife to ask her to bring up a cup of coffee did he realized the problem, just in time.

The hospital told him in another ten minutes it would have been too late.

Carbon monoxide was the problem and it is one of the most insidious hazards of recreational boating. It is a colorless, odorless tasteless byproduct of the internal combustion engine. Early symptoms of carbon monoxide poisoning, a headache and mild nausea, are often ignored as they are confused with seasickness. In this case they were ignored because the wife was asleep.

This skipper's instinctive action, getting his wife out of the cabin and into the open air was exactly the right thing to do. What else might he have done? One response might have been a change of course to get better ventilation.

This skipper's second action, when his wife was fully recovered and returned to boating, was to buy an alarm similar to the smoke detector in your home. He then studied the ventilation in his boat and learned which ports should be open and which closed when under way.

Most pleasure boat exhausts are in the stern. The station wagon effect, sucking exhaust fumes forward, particularly when there is a following wind, can make both cockpit and cabin places of real danger. Know before you go. Be aware of this silent killer.



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"ELIZABETH" LOCATED

Already I have received in my mail three little black and white photos of "Elizabeth", the weird little scow schooner I asked for information about in the September 15th issue. The photos show her with sails set, and with them came a scrap of paper with the owner's name, address in Calais, ME, and phone number, and a statement that she is in very good condition and for sale.

I have already responded and am gathering requested advice and monitoring warnings from others that dire consequences will follow if I acquire "Elizabeth".

Abe Smith, Machias, ME.

ABOUT "ELIZABETH" AND "BUBBA NELL"

In don't know where "Elizabeth", the unusual little scow schooner mentioned by reader Abe Smith in the September 15th issue, is today but I did see her under construction in Camden, ME, years ago and she was pretty well put together. The young man building her was well aware of how unusual she was but told me he was building her just to bang around the harbor in looking over the schooners and gold plated arrivals. For this I'm sure she was most able.

I'm afraid the fate of "Bubba Nell", described by John Kaufman in the September 15th issue, is all too common for good old boats. The 26' flush deck Sam Crocker designed, Sturgis Crocker built (1955), sloop "Taguana" (formerly "Last Call") was floated off her poppets in the December '92 gale in a boatyard in Sag Harbor, NY. She holed several other boats before going under herself, and then was pounded by a runaway floating dock. We bought her for \$1 as is, where is, and trucked her home to be rebuilt. It'll be a few years before she is again in her element, but for the moment she is safe, if battered here.

We would love to hear from anyone who has known her over the years.

Mike & Meahae McEvoy, Battenkill Boatworks, The Mill on Mill St., Greenwich, NY 12834.

LOOKING FOR THE LIGHTS

When I was a young man I used to go fishing with my father on Lake St. Clair and the Detroit River. When we would go out at night he would use navigation lights that were powered by "D" sized batteries. Essentially these port and starboard bow lights were one-cell flashlights with red and green lenses. They were small in size and would last an entire evening. As our vessel was small and had limited storage space these lights were ideal.

Now some 40 years later I again have need for just such navigation lights. I do not know who manufactured them or if they still exist but I do still remember their efficiency. These little lights would add to the enjoyment I realize sailing my recently acquired Dracombe Scaffie. If any reader has any information regarding such small lamps I would certainly appreciate hearing from them.

Tom Harrison, 38486 Shana Dr., Clinton Twp., MI 48036.



Your Commentary

THERE IS A HOUSEBOAT MAGAZINE

A while ago a reader inquired about the existence of a houseboat magazine and you were unable to help him. Well, there is a houseboat magazine, named "Houseboat", an odd magazine about odd boats, but they are popular in this neck of the woods. The address is "Houseboat", Harris Publications, 520 Park Ave., Idaho Falls, ID 83402.

Phillip Thompson, Jefferson City, TN.

AND A BOOK TOO...

"Handmade Houseboats; Independent Living Afloat" by Russell Conder, is available from International Marine Publishing for \$19.95. It's a 240 page book with 160 illustrations and includes detailed plans and building instructions. You can order direct by phone at (800) 822-8158 or by mail. International Marine, Blue Ridge Summit, PA 17214-9979.

MIDWEST MESSABOUT INSPIRATIONAL

I recently attended the Midwest Messabout at Lake Monroe in Indiana. It was great to meet and sail with a bunch of like-minded people, "messer-abouters" are rare here in West Virginia. I finally got to see and sail on a Micro. Its flat bottom really doesn't pound too badly even in powerboat wakes.

Overall the event was very inspirational, I've already started building my next boat, a close cousin of Bolger's Long Micro.

John Churchill, Morgantown, WV.

...AND VERY SUCCESSFUL

As a result of your publishing my report of our earlier Midwest Messabout, the one at Lake Monroe in September was well attended and we have added many new names of folks wanting to get on our mailing list for future such gatherings. Five years ago this sort of event was unheard of in this area and now it's a regular twice-a-year meet and may well grow more. "Messing About in Boats" is the only publication that gives notice of such meets.

Jim Michalak, Lebanon, IL.

AGREES WITH PETER

I must agree with Peter Spectre on both the solitary pleasure of simply "doing it" and the dubious benefits of the "popularization" of rowing. I recently constructed a simple fixed seat drop-in rowing rig for my 17' aluminum canoe and have had great fun going nowhere in particular in no great hurry.

Bob Johnson, Lexington Park, MD.

THE PERFECT ROWBOAT

I am still looking for the perfect rowboat and doing all of my rowing in the living room armchair surrounded by a growing library. Most recent reading was "Oars for Pleasure Rowing, Their Design and Use" by Andrew B. Steever, published by the Mystic Seaport Museum. I consider this my rowing bible, a "must" for every fixed seat rower.

Andrew Steever's writing also drew my attention to the St. Lawrence River skiff. With a standard beam of 42" it has excellent stability. This is much narrower than my original objective of a 50" beam, but as Andre deBardeleben pointed out in the March 15th issue, wide beam and stability are not always synonymous.

I am looking forward to this year's Oarmaster Trials report.

Steeff Loetmulder, Don Mills, ON.

LOOKING FOR CROTCH ISLAND PINKY OWNERS

I'd like to get in touch with owners of Peter Van Dine's version of the Crotch Island Pinky, as well as owners of any other sailing craft that fall into the "pinky" category in any size. The design is of interest to me and I plan to send out an informal newsletter sharing research I am doing on the history, design and current use of the "pinky" design.

I have written to your reader who inquired about this boat in the September 15th issue.

Sigrid Trumpy, 12 German St., Annapolis, MD 21401.

WHAT HAPPENED TO "CELASTIC"

In the September 15th issue reader Robert Steward mentioned "Celastic" as a possible material for recovering skin boats such as kayaks. To the great dismay of many of users of that material, production was discontinued some time ago, it seems for environmental reasons.

A similar material in use in shoe manufacturing comes only in small sheets, not in rolls as did "Celastic". I have tried this material but am not happy with it as it is more difficult to wet out and does not stick as well as "Celastic" either.

I have the frame of a formerly foldable kayak, now fastened to be rigid, which I am planning to cover (eventually) using heat shrink dacron, possibly sealing with hypalon if necessary. Perhaps some readers have tried this approach, if so I'd like to hear from them.

Hans Waecker, P.O. Box 6, Cliff Island, ME 04019.

"OUR" MAGAZINE

Your ("our") magazine continues to be the best, keep up the great work.

Steve Levesque, Plainville, MA.

BETTER THAN AVERAGE VALUE

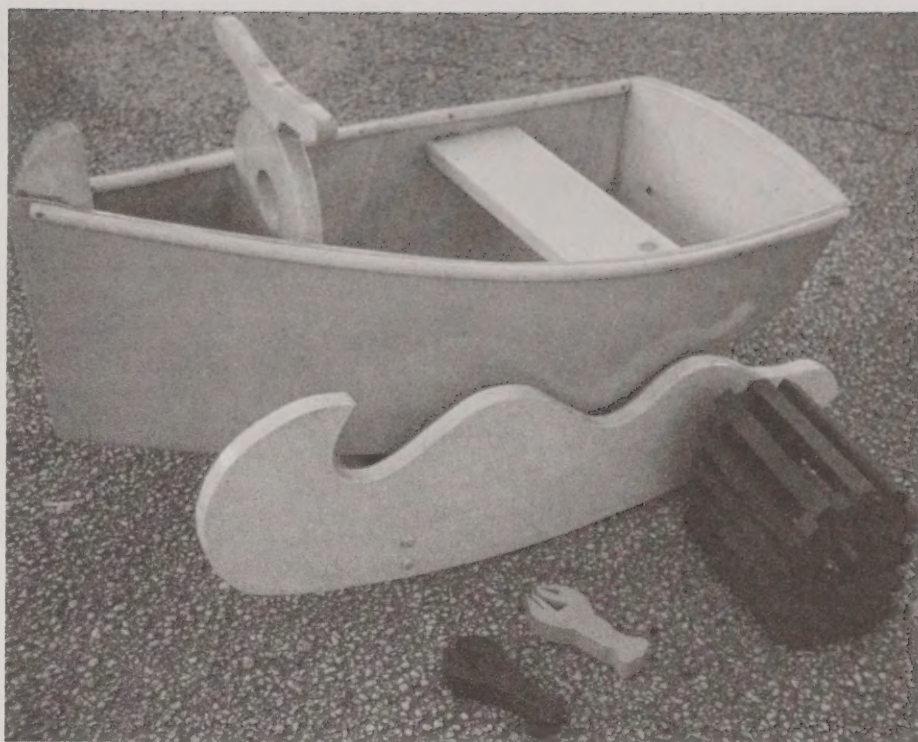
Every once in a while a product comes along which appears to be a better than average solid value. Such is the child's rocker kit which I purchased at the Wooden Boat Show from Honey Pot Canoe Co., Box 3241, RR3, Pittsford, VT 05763.

The kit cost \$129 and came in a very nice white canvas seabag. It contained a well-made pre-assembled boat portion of the rocker and all the other parts, pre-shaped, sanded, and carefully labelled as to location, plus assembly instructions, and two small wooden toy lobsters and a small lobster pot kit. The workmanship was first class and the kit was a joy to finish. A few weeks after the show a letter arrived from Honey Pot with the name we had chosen, "Daisy", and the city in gold letters ready to go onto the transom when the kit was finished.

It is my intent that this rocker will become an item of family heritage, belonging to me (at age 63) but available for use for unlimited lengths of time by each of the offspring of other family members or very close family friends, returning to me when each such child outgrows it. Each child to whom the rocker is loaned will have his or her name and birthdate painted on the bottom for family history sake and to add nostalgia value if that child in turn becomes its possessor in future years.

Perhaps a whole new generation of young boaters will get their start from this delightful project.

Alan Fitzgerald, Ft. Lauderdale, FL.



MORE ABOUT MATT'S BOATS

I enjoyed reading your remarks in the September 15th issue about Matt Layden. I'm sure he'd be intrigued to know he was the subject of so much curiosity. I usually have the chance to catch up with him at the Connecticut River Raft race but I was unable to attend it this year. The raft he was instrumental in building, the "Millenium Buzzard", is consistently one of the fastest boats of its size and certainly one of the most stylish.

Nick Schade, Oakdale, CT.



IT DIDNT FIT

This planned indoor rebuild project turned into an outdoor project after this effort to go below to the cellar failed. The boat is a 19' banks dory about 30 years old in need of new sheer planks and rails.

John Hinckley, Gloucester, MA.

CATBOAT REPORT ERROR

Your report of the Arey's Pond Catboat Gathering in the September 15th issue incorrectly identified my boat as an Arey's Pond Kitten. "Alexandra C." is a 1984 Arey's Pond Cat, the full blown 14' version, with a nine year old suit of sails. Considering this was the first race I ever entered in my own boat, the victory was sweet.

I second the comment of reader Gayle Charles in that same issue suggesting that you having less coverage of canoes and kayaks. I am one of those who really misses the old "Small Boat Journal" and think that your magazine tends towards the very oddball and offbeat by way of vessels and not towards the average maritime user who may go day sailing or take a weekend cruise. I shall keep reading for a while longer.

Peter Dow Campbell II, Orleans, MA.

A PROBLEM WITH CUSTOM BUILDERS

I've been looking for some time to upgrade from a plastic kayak and have run into the problem with custom builders of not being able to see any of their work without driving ten hours or finding previous customers. This leads me to wonder how many others have bought "production" kayaks from larger manufacturers because they are uneasy about spending \$1,500 on a kayak sight (and quality and useability) unseen. This same problem applies to my future plans for buying a small wooden boat. As a potential customer I am frightened of the unknown builder and leery of spending hard earned money on an unknown when a name brand beckons.

Brad Boyd, Croton, NY.

HANDY CHART HOLDER

I want to pass on word of a small craft navigational aid I've been working on recently, a chart holder.

I acquired a 10.5"x13.5"x1" clear plastic picture frame, a piece of 1" thick styrofoam, and two grease pencils at a local craft store. I located the latter with the help of an older clerk, the youngsters know only about erasable markers, and on my frame these do not erase.

I cut the foam to a tight fit inside the picture frame with a coping saw. I had a compass rose turned into an 8.5"x11" transparency at the local print shop, a rose showing true north. Then I put the transparency into the frame with the rose aligned lengthwise. A chart folded into eighths then went into the frame and the foam then goes in as a backer, held in place with a rubber band.

Now I had a chart that was semi-waterproof, floated, could be written on with erasable grease pencils, and had a compass rose available for each 1/8th of any chart. Variation and deviation could be marked on the edge of the frame together with any day's course changes. Parallel rules could be safely stored between the foam and the chart. Those with boats larger than kayaks and canoes can buy larger picture frames and fold the charts less.

I haven't tried it yet, but it seems to me that a small suction cup with a hook on its top might be stuck out of the center of the compass rose. A string tied to this hook would provide an adequate course pointer.

Rennie Archibald, Grapevine, TX 76051.

Port Townsend Wooden Boat Festival



A fine 16' dory put together by the youngsters of the Summer Youth Sea Symposium launched on it's maiden voyage.



Wayland Marine showed off this 19'9" Peter Boat camping version.

Trying out the Siberian kayaks at the show.



By Bruce Bikle

For seventeen years the second week-end of September has rung in the Port Townsend Wooden Boat Festival at the Point Hudson Docks. Port Townsend is the birthplace of the wooden boat revival in the northwest, and is home to an active boat building and repair community. This year over 15,000 boat people attended the three day event. Besides the huge display of boats of all kinds, there were rides, classes, movies, good music, drinks and food, a regatta and a host of interesting folks.

The popularity of wooden boats in the Puget Sound area, and the relative ease of getting there ensured that the harbor was crowded with a number of boats from the area. Many of the entries had sailed down from Victoria B. C. which hosted a festival the week-end before.

This year the festival had three long boat replicas present. The "Townsend", a replica of Capt Vancouver's ship's boat was available for rowing by a volunteer crew, captained by staff from the Port Townsend Wooden Boat Foundation. The "Lancha Espanol", a replica of the Spanish exploration ship "Sonora's" boat, showed up from Astoria. Last but not least was the "Hewitt Jackson", crewed by authentically costumed sailors.

The event is the major fund raiser for the Port Townsend Wooden Boat Foundation which provides classes and youth activities to encourage the use of and enjoyment of wooden boats and the sea.

Readers planning a trip to the Pacific Northwest would be well advised to take in the 18th Festival scheduled for September 9,10,11, 1994. Information is available from the Wooden Boat Foundation, 118 Taylor St. Port Townsend WA 98368, (206) 385-3628.

Small fry tries out the fit of a child size Pygmy kayak.





Gordon Sims of the Wooden Boat Foundation giving instructions to the volunteer crew of "Townsend", a replica of Captain Vancouver's launch. This was a great way to see all the boats in the water.

The folks from the Wooden Boat Shop in Seattle showing how fast you can put together one of their kit boats.

Pygmy Boat Works displayed these kayaks. They also had kayaks and a wine-glass dory available for "test drives".



Ed Lamberson's 8 1/2' lapstrake skiff.



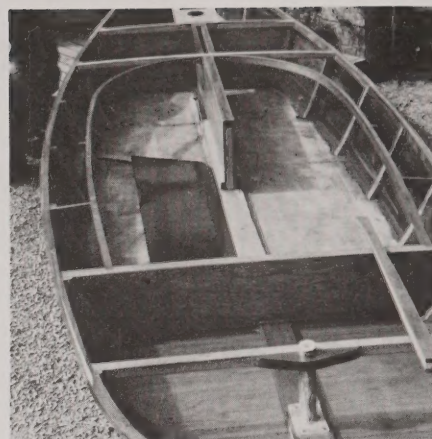
Two jewel like offerings by Fletcher Boats

The "Rose", one of the nicest boats in the show, a lot of work was put in by Doug Chandler building this beauty.





The harbor was filled with a variety of wooden boats.



Framing of a 2/3 size sharpie by the Port Townsend Wooden Boat Works.



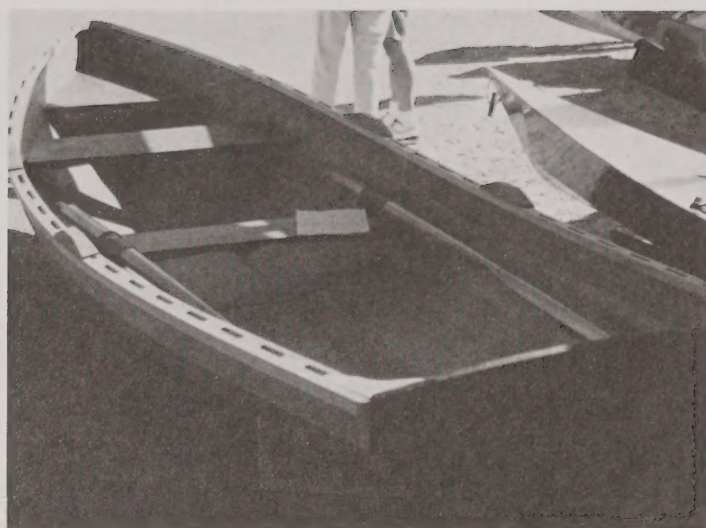
Bernie Wolfard of Common Sense Boats in front of his Bolger designed Common Sense Skiff.

"Flipper", a restored Hood Canal commuter boat circa 1940.





Gary Wilson of Shoalwater Bay Boats with his strip planked rowing skiff.



Pygmy's stitch and glue wineglass dory, which rows quite nicely. The "Hewitt Jackson" under oars just before the start of the regatta.



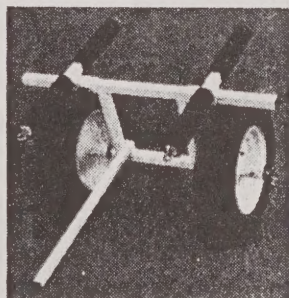
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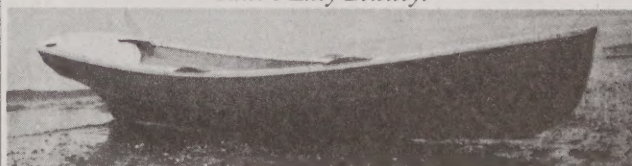
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And a Peek at Portland

The fifteenth annual Portland Wooden Boat show was presented at the Oaks Park in southeast Portland. The event is sponsored by the Rivers West Small Craft Center, and the Association of Wooden Boat Builders.

A Pelican, cedar skiff, steam launch and St. Pierre dory pulled up on the Willamette shore for the festival.



"Dick's Whore", a nicely made Stevenson designed skipjack that is sailed, rowed and motored around these parts. Dick Monds does a lot of fishing on this boat.

R. Lindblom of Lindy's Spruce Feathers making an Alaskan spruce oar.



Forest Koponen showing off his 14'x6' Port Madison pram beautifully restored and ready to sail.



A Trip Along the Trail

By Lee Hodsdon

Carol and I just returned from a short trip along the Maine Island Trail in our 15' Bolger Diablo, powered by a 9.9hp Yamaha four-stroke outboard. Although a tight schedule and one day of strong wind limited our travel, it was the most relaxing and beautiful vacation ever.

We launched in South Freeport late Wednesday afternoon, September 22nd. The "Carol Ann" floated at the load water line (no dehydrated food or lack of creature comforts on this trip) as we motored out into the bay at about 6 knots.

Cruising by Little Goose Island, we saw three deer run a short distance along the shore before ducking into the spruces. Harpswell was passed in alternating sun and showers. In the falling light we weaved our way through multicolored lobster pots to reach our campsite at Strawberry Creek. We prepared dinner then fell asleep listening to the calls of the ducks in the bay.

An early morning check of the weather radio warned of rain and possible thunderstorms with accompanying high winds Thursday evening, so we gathered a mess of mussels on the exposed shoals off the island, and departed.

We cruised around Bailey Island past Raspberry Island, and up into Quahog Bay to our destination, Little Snow Island. Camp was setup and secured, the mussels with garlic and green peppers were steaming and we were relaxing before the rain started.

Despite the weather, all was well until 4:00am when the wind hauled from SW to NW dictating a change in anchorage to the other side of the island. As we motored around the island, the bright stars and the phosphorescence in the water were an unexpected middle of the night treat.

Friday morning was very windy with 25+mph gusts so we explored the lee shore, then purchased lobsters for dinner from a young lobsterman. In the late afternoon the bay came alive with all types of craft. Four sea kayaks from the Bowdoin Outing Club, pulled down the bay by kites, joined us on Little Snow.

We set up our kitchen on the South tip of the island and feasted on rice, vegetables and lobsters as the sun set to the West and the moon rose to the East.

Saturday morning we packed up all the gear and headed back toward Freeport. Our route took us between Haskell and Little Mark Islands, to Eagle Island, across Broad Sound on the outgoing tide (10 hp is too small), up the Cousins River in Yarmouth where I grew up, finally taking out at South Freeport a total of 23 breezy but sun drenched miles.

In a recent commentary you wrote that more small boaters should try the Trail, that it was not just a sea kayak domain, hoping to foster better understanding between the two groups. Well after this short journey we cannot agree more, Dave Getchell had a damn good idea. If any "Messing About in Boats" readers have been thinking of joining MITA and going

on the trail, Warren Miller would say; "Do it now, because if you don't it will be one more year before you do".

NOTE: We recommend the following items be carried on the trail.

- 1) An up-to-date chart of your cruising area, and a reliable compass.
- 2) A portable toilet, keeps you comfortable and the Trail clean.
- 3) A portable NOAA weather radio, check the report every hour and eliminate surprises.
- 4) A good pair of binoculars.

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Please make your check payable to MITA and mail to Maine Island Trail Association, Box 8, 41A Union Wharf, Portland, ME 04101. For tax deductible donations, your checks must be made out to "MITA/Coastal Resource Center, Inc."

* 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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19th Annual Great Round Gerrish Island Race



Priscilla Healy White and Debbie Arenberger readying to go for the win.

Joan and Chuck Mainville, daughter and dad, took fourth fastest overall in their Pilot sliding seat gig.



By Lance Gunderson
Photos by Peter Moore

We had a beautiful sunny day with fresh northwest wind. A total of 53 boats entered the race: 19 kayaks, 16 traditional; 10 sliders; 4 canoes, and 4 under sail, including one windsurfer. Three boats dropped out due to the fresh breeze, but all others finished without problems.

Debbie Arenberger and Priscilla Healy White rowed an Alden double to the fastest time overall at 55:38, the second fastest time ever for this race (Bill Reagan's record of 52:04 still stands). Debbie and Priscilla each received Guinness Cups and the Martin Marine prize for 1st Alden double. The Martin Marine prize for first Alden single went to Kinley Gregg, last year's winner, with a time of 1:00:23.

We awarded the year's subscription to "Messing about in Boats" to Bill Hamilton for rowing the oldest boat in the race, an 1890's Rushton. First home-built prize (a Guinness six pack cooler) went to Henry Szostek. The "Wooden Boat" magazine prize for first plank on frame wooden boat went to the gig "Kittery" with the remarkable time of 59:09, second overall. They also received the Cris Colby award for "most patriotic boat", flying their prominent American flag all the way. Dan O'Reilly and Jon Aborn rowed together in Jon's new homemade hardchine double to finish first in the traditional double class; they set a new course record for that class at 1:02:58. Cliff Punchard was first traditional single at 1:12:07.

Charlie Simpson and Doug Green paddled their red canoe to a first in that class to capture their own prize (a nice painting of a schooner enduring rough seas) with a time of 1:24:20. First single kayak was Norm Bosse of Scituate, MA with a time of 1:09:21. First double kayak was Chuck Jones and Ash Hallett with a time of 1:04:03 to retain the prize they've won before. The H.H. "Dynamite" Payson prize, a beautiful half model of a Bolger Gloucester Gull dory, should have gone to Frank Durham but sadly some uncouth individual stole it before we could deliver it to Frank. If any of your readers happen to know where it is we'd like to have it back!

The Wendy Turner prize for youngest entrant went to four year old Spencer Allen, who crewed all the way. Alan Bing of Kittery Point again captured the Cris Colby eggplant prize for last boat by sailing in with his Nutshell pram in 2:41:00.

Weston Keyes of York, Me. did his usual outstanding job as safety boat and shuttle operator. We gave him a special Guinness prize this year in appreciation. Jon Saxe and Mike Badger helped with the cooking, and Lee Breckenridge of Boston helped me with the timing and preparations. Guinness and the Press Room continue to provide support for the event, as does the Finest Kind Fish Market, and Tom Hibschan, who makes the posters.

I thought you might enjoy the times of the first 20 finishers, there are some interesting comparisons.

1. 0:55:38 Alden Double, Priscilla Healy White and Debbie Arenberger.
2. 0:55:09 Scilly Isles Gig "Kittery", Multi-oared.
3. 1:00:23 Alden Single, Kinley Gregg
4. 1:00:57 Pilot 21 Sliding Seat Multi-oared, Chuck Mainville & Co.
5. 1:02:58 Homebuilt Traditional Double, Jon Aborn & Dan O'Reilly.
6. 1:03:07 Seabright Skiff, Art Poole & Vern Shaw.
7. 1:03:20 "Unforgiving Minute" Homebuilt Sliding Seat Single, Henry Szostek.
8. 1:04:03 Double Kayak, Chuck Jones & Ash Hallet.
9. 1:04:05 Alden Single, Gary Wendell.
10. 1:05:31 Homebuilt Sliding Seat Single, Lawrence B. Palmer.
11. 1:06:42 Alden Single, Jim Swisher
12. 1:07:59 Alden Single, Judy Simonds
13. 1:08:03 Piscataqua Wherry, J. Kenoe & B. Powers.
14. 1:09:09 Double Kayak, Dave & Maureen Anderson
15. 1:09:21 Single Kayak, Norm Bosse
16. 1:09:45 Alden Single, Spencer Allen
17. 1:09:57 Alden Single, Wendy Turner
18. 1:10:33 Whitehall Double, Bill Gribbel & Steve Bower
19. 1:12:07 Skua Homebuilt Traditional Single, Cliff Punchard
20. 1:12:30 Single Kayak, Bill Malin

Note that women continue to finish in the top 20, and they have won the race this year and last year (also Marjorie Martin won it several times in the early years). The gig "Kittery" is improving its times, with some help from visitors from the Scilly Isles. Aborn and O'Reilly are the team to beat in the traditional class, their time of 1:02:58 was really amazing. I predict it will be hard to top.



Sociability amongst the kayakers on the starting line turns into serious effort when the gun goes off.

Some nice looking boats await the race.



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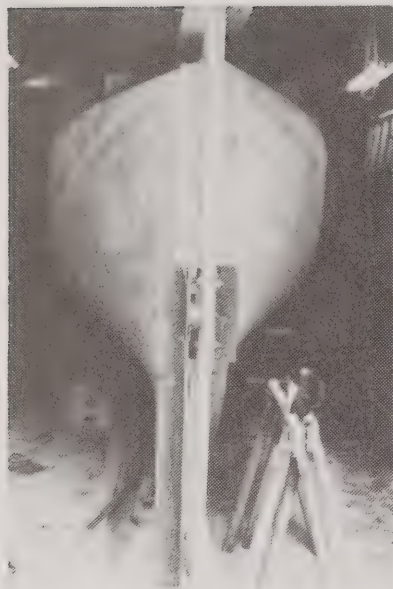
BUILDING "TOAD HALL"

a building journal in 12 parts

by David N. Goodchild

Part 9

PLANKING



TOAD now begins to look like a boat.

TOAD HALL is built inside-out. The first planking to be installed is that for the inner hull (the ceiling on a traditional boat). The Girdle Frame is then glued over the ceiling and the outer hull then glued to the Girdle Frame. All planking is 1/4" plywood, ripped to 3" strakes. This concept was outlined in Part 6, "Planking Theory".

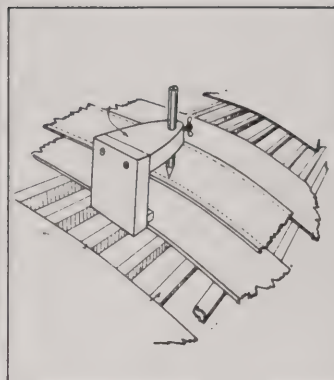
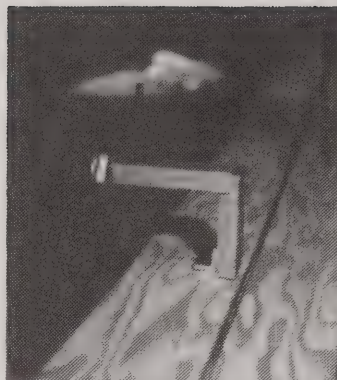
I started from the keel up, and ran the first strakes of the inner hull fore and aft. I felt that this was necessary, both to assure the shape of the hull, and because there is no sheer to which to fasten the ends of the first layer of planking if it is run diagonal-

ly. The second layer of planking on the inner hull can however be run diagonally, which I did. The same restriction does not apply to the outer hull, since by this time the Girdle Frame (including the sheer clamp) is fully in place and all planking can be run diagonally since the ends can be fastened to this. Also by this time, the shape of the boat has been formed with a very high level of rigidity. This can be seen in the photograph below.



Originally I thought that I would apply the planks sequentially. I found however that this created much waste in spiling the planks. Something else was needed! In referring to my library I found a device and a cold-moulding method which appealed to me, described by Michael Verney in "Complete Amateur Boat Building". This technique applies the veneers in a staggered pattern and uses the pictured device to spile the shutter veneers to fit the gap. This assures that at least every other veneer will be full-width and eliminates the necessity of spiling every plank. I decided to adopt this method for TOAD.

I made up a spiling tool similar to the one described by Verney and from then on applied every other plank in full-width to the hull. This sped up the work and eliminated a lot of waste. I was able to plank up the entire hull from keel to sheer using full-width 3" strakes, leaving a space between each. This space varied, but I made each space no more than 2 7/8"



in order not to have a gap between the 3" strakes. The photograph and Verney's drawing show the method and the tool.

The planking was epoxied to those moulds which would remain in the boat as bulkheads and screwed to temporary fastening blocks on those moulds which would be removed when planking was completed. I found it was relatively easy to assure a fair line by sighting down the plank as I fastened it into place. Since the moulds are not beveled, too much pressure on the screw can force the planking to pull in too close to the right-angle face of the mould, and thus be out of fair to the hull shape. The hood ends of the planking at the bow were fastened to the Central Girdle with temporary screws until the thick epoxy paste I used there had time to set up. Then they were removed. The same was true at the transom. When the inner hull planking was complete, TOAD was held together entirely with epoxy--there wasn't a single screw in him! This however will not be the finished case.

TOAD is 17' overall. Plywood comes in 8' and 10' lengths. It is obvious that at almost every strake, two pieces of ply will have to be joined together to carry the entire length of the hull. I originally thought that I would scarf the planks together to make either one 16' plank, or one '20 plank, depending upon requirements. I even made up a simple jig to do this with a belt sander quite quickly and efficiently. I soon found however that the long planks were ridiculously difficult to maneuver and required even more spiling (and a strake wider than 3") due to their length. I also decided that since each hull was made up of a minimum of 2 layers of plywood, I could eliminate the scarfing altogether. My final procedure was to simply screw the plank ends to a temporary butt block of 2"x2"x3" softwood fastened to the inside of the planks. I landed them all approximately amidships, being reasonably careful to stagger the butts from plank to plank. Some of them ended up being quite close together, but events were to prove this insignificant.

After I had spiled and fit the initial planks and the shutter planks to the moulds, the hull form began to take shape. I was very pleased with this, especially the slight hollow at the waterline at the bow, and the upward sweep of the counter stern. There were a number of quite large gaps where one plywood plank was forced to take a very different curve to its neighbor, but with a little judicious pinching and clamping I determined that these would probably come together closely with the second layer of planking. This in fact was the case.

The second layer of planking for the inner hull, (the inner hull has a total thickness of 1/2") was spiled and applied in the same manner as the first, the principal differences being that it was applied in a semi-diagonal manner and it was entirely glued to the first layer. I say semi-diagonal, because I let the planking follow the shape of the hull as naturally as possible. I started out with a very shallow diagonal angle at the bilge and let it sweep up at the stern and the bow as it wished. The only thing I tried to assure was that the seams of the outer layer crossed the seams of the inner layer and did not run parallel to them. The gluing on of this outer layer revealed several surprises.

I had originally questioned just how much torque a drywall screw could exert in pulling together two pieces of 1/4" plywood. After all, 1/4" is not a very beefy piece of material with which to win purchase for the screw threads. I was amazed however at how well this all worked out.

In some places, notably at the counter, the first layer of plywood gapped away from its neighbor significantly and the bend was severe. It was fas-



cinating to watch as the two layers were screwed together and how the neighboring planks came to take on the overall shape of the hull without gaps or high spots. The photograph on the left above shows the counter prior to attachment of the second layer, and the one on the right shows the interior of the same area (the lazarette) following gluing up of the second layer. All of the gaps have by now disappeared.

Rather than glue on the initial planks, I merely fastened them temporarily into place in order to spile the shutter planks, which I also fastened into place temporarily. I did not want to have the initial planks glued immovably into place in case I had to make some final adjustments. Only when I had temporarily screwed all planks into place did I then number them carefully and remove them all for gluing and replacement.

If you try this at home, let me give you one caution. **DON'T FORGET TO REMOVE THE BUTT BLOCKS!** If you glue the second layer of planking over the screws holding in the temporary butt blocks, you will have a difficult time getting them out. I can testify to this! The proper technique is to leave them in until you plank up sufficiently so that the second plank overlaps the seam just enough to hold it together, then remove the screws and the butt block.

This planking technique uses a LOT of drywall screws! I put in screws at each edge of the plank about 3" apart. This was sufficient to put sufficient pressure on each plank to pull it fully into place to the underlying plank and allow the epoxy glue to do its job. It was enthralling to see all of the gaps disappear and the underlying planks pull up snugly to the outer planks and glue up. All of the dry-wall screws are temporary. They are removed as soon as the epoxy is fully cured.

I had originally used a major brand of epoxy in its usual form without thickening for the gluing, applying one coat to the new plank and one coat to the plank beneath. I soon abandoned this however. I felt that there was too much running and therefore too much danger of starvation of the bond. I went to a thickened mixture of resin and Cab-O-Sil made up for me by a friendly marine resin supplier; United Plastics in Florence Park, NJ. This was brushable and I had used it to make the spars. This worked well on the planking, but there was still a little running, although when I added .03% ethylene glycol (anti-freeze) to the mix this was controllable. However, I had United Plastics make up a much heavier mix for me of the consistency of peanut butter, and this is what I found worked the best. It can be mixed and spread onto the plank with a spatula and does not run at all. Best of all, it fills ALL gaps and squeezes out between the seams to coat the end grain of the plywood. There is also another ancillary benefit. The squeeze-out around the planking can be used as a non-running putty to fill the holes left by the temporary dry-wall screws and to fill the seams on the planking.

Once the second skin of the inner hull was in place on the port side, I felt that the hull would be stiff enough for me to remove the moulds on that side. I came to this conclusion after earlier discovering that the Central Girder stayed in plumb even with the boat rotated to 90° with only the sheer batten in place. This was still the case. I removed all of the temporary building moulds from the port side and the alignment string stayed true along the Central Girder with the boat swung to 90°.

This brings up the value of the Building Frame. It is impossible to overstate the value of this method of building in relation to planking. Without it, you are either crouching under the turn of the bilge and trying to apply planking upwards if the boat is built right-side-up or reaching over to



reach the bilge if the boat is built upside-down. With the Building Frame you simply rotate the boat to the most comfortable building position.

At this time, with the planking in place from keel to sheer, the boat is so well balanced that it can literally be rotated with one finger. Prior to this point, with all the planking and tankage installed low down, it was necessary to use a tackle to the roof beams of the building space. The Building Frame is so useful that I have decided to postpone the "cutting out" until the interior is installed. It will be much easier to install all the accommodation by flipping the boat onto its side and lean in to install the parts than it will be to climb a ladder to the sheer, clamber in to the accommodation and then do it all over again many, many times.

Another reason for me to pull out the moulds on the port side as soon as the two skins were glued up was to determine just how much space there would be in the accommodation in terms of sitting headroom. I found that this would be insufficient under the deck with the original cabin trunk so I made the decision to carry the cabin trunk sides out to the topsides which would give me sitting head room on the berth.

As far as stiffness goes, I was very, very pleased to see just how stiff the hull was with ONLY the ceiling or inner hull installed. Without either the Girdle Frame or the outer hull, the inner hull was very, very rigid. With the addition of the Girdle Frame and the outer hull, TOAD will be very strong indeed, and considering where he and I plan to go, this is important. He will also be comparatively light. I estimate the total weight of this fully completed hull will be under 800 pounds (less ballast of course). I determined this by building a one square foot sample and weighing it and then extrapolating this weight of 3.92 pounds out to the design as best I could by eye and grid squares. My math is nonexistent!

In addition to building a sample of the hull for weight calculation, I also built a sample of the Girdle Frame. I had originally made the statement in Part 6 that I did not expect this frame to provide significant stiffness, and that the rigidity of the hull would derive primarily from the two bonded skins and the separation between them. While this concept of



rigidity is still very true, I am here to tell you that this frame is RIGID! I made up a sample and jumped up and down on it and this thing is a bridge truss! It's remarkably stiff. So much the better!

There is a lot to say about the planking, and since there is only a limited amount of space to say it, this chapter will be continued. Besides, I haven't finished it yet!

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By Charlie Pearsall

For years I have been reading articles and books on small boatbuilding projects, never comfortable that I had the skills needed to attack one of these designs and justify the high cost of wood and materials involved. From conversations with fellow small boaters I know I am not alone in my dilemma. I hope that this article inspires some armchair shipwrights to start making sawdust. Rather than put together a how-to article on a particular design, I have provided some insights to inspire a complete beginner into building a boat using the plans of his or her choice.

Last summer I saw one of Gary Hall's 16' Balsam Swamp Bateaus at a local lake. Here was the least intimidating boat building project I have ever heard of. The boat on hand was built by fourteen and a fifteen year olds over a weekend. Finish was porch enamel over unsanded wood. Despite the rough construction the boat had all the features I wanted for my first attempt at boat building: (a) it was cheap, (b) it could be rowed or sailed, and (c) it could be built using basic tools and techniques.

I don't know about you but I believe scarfing plywood should be left to hungry termites. This boat uses butt-joints with reinforcing straps, my kind of technology. For its sailplan it carries a 75 sq. ft. balanced lug rig that allows the mast, boom, and yard to be stored in the boat when rowing. The use of a leeboard means you don't have to build a daggerboard trunk and you get much more space for the crew or cargo to sprawl in. My intention was to build this boat as a test bed and learning experience in preparation for a more sophisticated design.

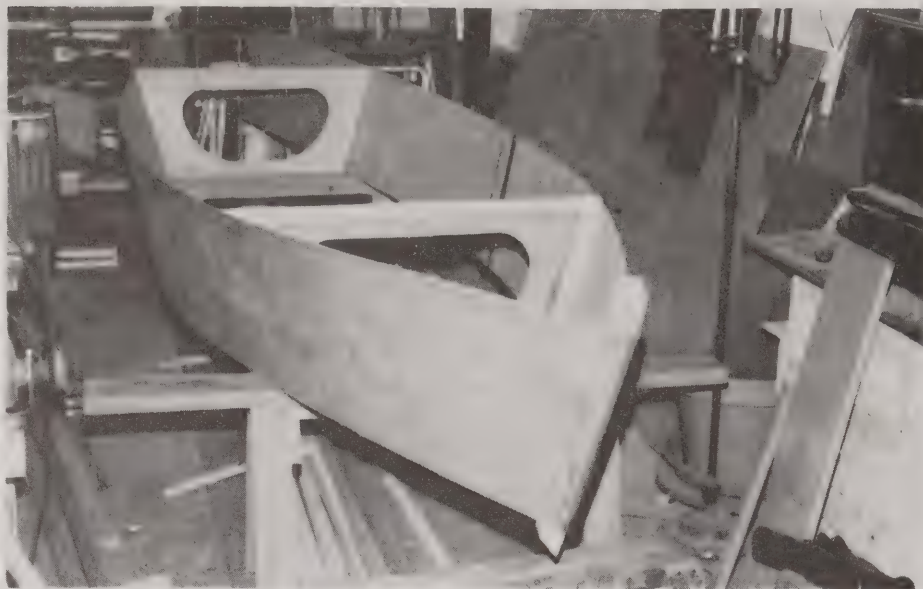
All wood required for the Bateau comes off the racks from the local lumberyard. Construction grade spruce, luan plywood, and pine are available everywhere. Shop around and spend some time sorting through the racks and talking with the stockmen, but be considerate and restack the culs neatly. A good relationship with the local lumberyard will pay dividends in the future.

As I decided to give mine a clear finish I went a little fancy and bought clear pine (no knots) for the transom and gunwales. Looking back, I shouldn't have bothered. Be warned: I was flabbergasted when I was told the price of a piece of clear sugar pine I had spotted that would have allowed me to get out the chines, gunwales, and all frames. I ended up buying a 1"x4" to make the gunwales and a 12"x24" for the transom, the chines and frames were from a 2"x6" of construction grade spruce. If ripping a single 2"x6", use the best lengths for the gunwales, the next best for chines, cut around the flaws in what is left for the frames.

Don't skimp on the quality of fasteners, choose only corrosion resistant materials. Use ugly lumber but keep the fastenings sound. If you are planning the sail option you can find all the blocks and eyes needed at the hardware store. I got fancy and used the cheapest fittings I could find in a marine supply catalog.

I could not find anything suitable for a one-piece mast so I laminated one up out of the finest piece of construction spruce I could find. Starting with a 2"x6", ripping it in half, flipping one side end for end,

Building the Budget Swamp Bateau



and gluing it up with nails on eight inch intervals. My father-in-law showed me how to taper and eight-side it using a technique he learned in his youth for making logging sled tongues. If you get a chance you might want to gather up some old logging sled tongues for the next 4th of July, 'cause when they let loose they make a hell of a bang! On our third trip out we were dismayed in fifteen knot winds with gusts. The break was midmast, short, and located at a swirl in the grain where it ran perpendicular to the length of the mast. The glue held, so don't take this as a condemnation of laminating. Learn from my experiences and don't use any old spruce for a mast.

I didn't want to go the distance for Sitka, so I started making inquiries around the area. I now have a secret weapon in mast-making materials. My brother-in-law is a cabinet maker, and he had some tulip in storage and offered me a hunk in exchange for some logsplitting labor. I have no idea how this will work in the long run, but it has an amazingly straight grain, came in a twenty foot length and three inch thickness, tooled and finished much better than the spruce, and did not warp or twist once tapered (as the spruce had). I used gloss spar polyurethane varnish for the second mast, the first was done in Deks Olje 1 & 2.

The tulip mast is much heavier than the spruce, but being a lug rig the mast itself is short and the extra weight should not be a problem. Instead of eight-siding this one was squared, tapered from 48" above the base, and rounded on the edges from two feet above the base to the tip with a half inch radius router bit. The tulip mast is a foot longer than the spruce so I could have the option of getting the boom up above head level when the conditions allow. The point of all this is that you needn't rely on the conventional sources for your mast lumber. Call or ask around for a piece of fir or what have you in the proper length.

I used fir "Colonial" handrail for the yard & boom with slight alterations, (tapering and profile changes to lighten and improve looks). Some handrail sec-

tions have splices in them, you should reject these. The fir came out beautiful after finishing with Deks Olje 1 & 2. The yard endures a lot of strain, so be especially careful in selecting an absolutely sound piece of stock for this. Mine split at the halyard eyebolt due to a flaw in the wood and had to be repaired. I used no hardware to attach the sail to the spars. Get yourself some dacron clothesline and drill a 1/4" hole about an inch in from the ends of each spar. Lace the head tight to the yard and the foot is left loose from the boom. This system saves the costs of fasteners and reduces weight aloft.

If you are unfamiliar with epoxy, and believe me you are going to use epoxy, your first step in boatbuilding should be to order one of System Three's \$10 sample kits. The pamphlet that comes with the kit provides all the information you will need regardless of the size of your project. If you are building the minimal Bateau rowboat version it also contains enough epoxy to complete the boat. The \$10 is refundable on your first order. Two tools which simplified the epoxy work immeasurably were an "S" paint roller frame and a Disston cabinet scraper. To wet out the surfaces with epoxy I cut a seven inch yellow foam roller cover into two or four equal lengths. The 1-3/4" sections fit my frame at it's tightest setting, allowing me to smear out the epoxy quickly and evenly. The scraper puts a fine finish on the epoxy (and plywood) with a minimum amount of effort. This was one of my most used tools.

To protect and seal the outer plywood skin I coated all surfaces below the water line with epoxy. Over this I spread three layers of porch enamel for UV protection and to pretty it up. My choice of paint was a floor & deck enamel made by Kyanize Paints of Everett, MA. This product has an alkyd base and is urethane fortified, which means nothing to me but sounds good. More importantly, I found a one pint can of it on the discount table at a local paint shop.

Mr. Hall suggests making a sail out of a plastic tarp and provides the instructions

on how to do so. I thought on this long and hard before deciding I would have a sail loft make me up one in dacron. I ordered a sail from Robin Lincoln of Center Harbor Sails in Brooklyn, ME. The resulting sail is a work of art and sets perfectly.

Departing from the plans, I built a push/pull tiller arrangement to allow more freedom of seating when sailing, and because I was curious as to how well it worked. The helm is so light on this boat that the rudder mechanics allow plenty of design freedom on the part of the builder. Keep it simple and cheap. Brass rod & screw eyes, scrap plywood and framing strips plus a little imagination will do nicely. This said, I'll tell you that I went all fancy again and bought a set of bronze gudgeons and pintles from Jamestown Distributors.

Plan ahead for cartopping. A boat of one-hundred pounds requires a surprising amount of strength to be lifted to head level. Often this is complicated by the shape of the hull and the vehicle below it. Don't expect your wife to suddenly become a female Schwarzenegger. To get some idea, try lifting a Sunfish (with the owner's permission of course). By using an oar tied to the front grill of my truck as a pivot I am able to load and unload my Bateau alone. This required the addition of a fore-peak "deck" with a hole just large enough for the oar handle, which also strengthens the stem and provides a lifting point for portages. I added a narrower one to the stern, without the hole, for the same reasons.

Gary Hall has inspected my Bateau and chides me for straying away from the simplicity and economy of his design. He's right. I invested dozens of extra hours of labor and too many dollars into a boat I could have built for \$200 in a couple of weekends. A true economist could turn out a rowing Bateau in one weekend for about a hundred dollars. What did I gain? I have a boat I am proud of that sails well and rows smartly, and will live a longer useful life than one I had slapped together.

I experimented with some concepts and materials I was curious about and can now test them under various conditions: a push/pull tiller, the balanced lug sail, epoxies, paints and finishes, etc. I'm very happy with my choice of first boat project and highly recommend that anyone interested contact Gary for more information. Consider one of his Bateaus before you invest two years of your free time and the kids' college money on a different project. You'll be sailing or laying out duck decoys in the time it would have taken you to build the framing jigs on most other boats.

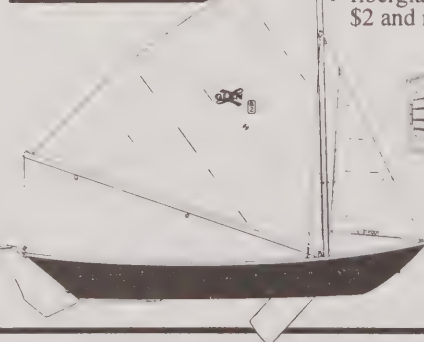
12' and 16' Balsam Swamp Bateau plans are available from: Gary Hall, R.D. #8, Box 82, Binghamton, NY 13901, (607) 648-9791.

A \$10 Epoxy Trial Kit is available from: System Three Resins, Inc. P.O. Box 70436, Seattle, WA 98107, (206) 782-7976.

For tools and fasteners mentioned in the article: Jamestown Distributors, 28 Narragansett Ave., P.O. Box 348, Jamestown, RI 02835, (800) 423-0030



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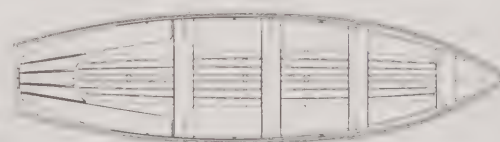


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"Presto 14" Rowing/Sailing Garvey

By Joe Dobler

I well remember my first camp cruising adventure. I had built my Snipe #1117, under a tree in Pensacola, but then I got a job with the Bogalua Paper Company and moved to Louisiana. The friendly owners of an inactive lumber mill on Bayou Lacombe, on the north shore of Lake Pontchartrain, allowed me to tie up to their dock. It was a good spot, private and protected, and close to the lake.

My old friend (then my young friend), Brister Pierce and I decided to take a cruise across Lakes Pontchartrain and Maurepas to the mouth of the Amite River where we would camp for the night and return the next day. We took on our sleeping bags and some groceries and headed west. There was a good breeze from the east and we made good time. In what seemed like no time we had covered the twenty miles across Lake Pontchartrain, six miles through Pass Manchac and eight miles across Lake Maurepas to the Amite mouth. We did not find things as we expected. There was no land. The area was under water.

Lake Pontchartrain is not your average lake. It is about thirty miles across its long dimension and about fifteen feet deep in the middle. In proportion, if you had a lake two miles across it would be a foot deep. A protracted wind piles the water up on the lee side. The low lying swamps are flooded.

We built a small fire of twigs in the crotch of an oak tree to warm our dinner. We bunked in the boat. The Snipe had a fairly narrow foot well in the deck. It widened out a little below, but not much. It was tight, we had to sit up if we wanted to turn over. The mosquitoes were pretty bad, too. We survived. I was convinced that camp cruising is the way to go, but it helps to have the right boat for it.

The next morning dawned foggy with no wind. I fired up the Neptune Single and we were on our way. Aided by the compass, we found Pass Manchac and had an uneventful trip back.

Since that time I have designed a goodly number of camping cruisers and personally have done a fair amount of camp cruising. I think I know a few of the answers. The basic requirements are decent bunks and provision for stowage for, and easy access to, the necessary gear and supplies. Shelter is of course, a necessity. Some people like to build cabins on very small boats. I think that is a mistake. I saw a guy building a cabin on a Star boat once, honest. Fabric covers give more useful room and do not reduce the adaptability of the boat to uses other than camp cruising.

Back near the start of the line I have my eighteen footer, which I launched in 1954. Among others, it has cruised the San Juan Islands and Canadian waters, Flaming Gorge Reservoir, Colorado River lakes, Jackson Lake and rowed down the Snake River in Grand Teton N.P. It has



Camp cruising in the Dobler 18 in an earlier time on Lake Havasu.

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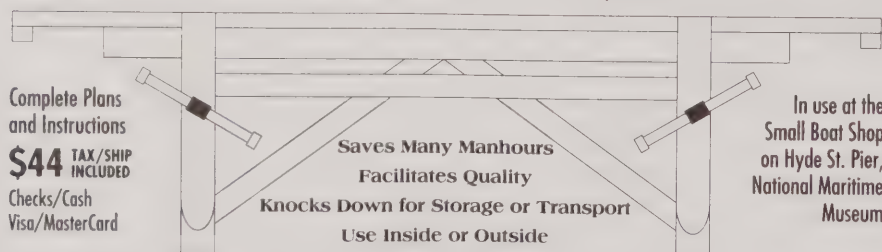
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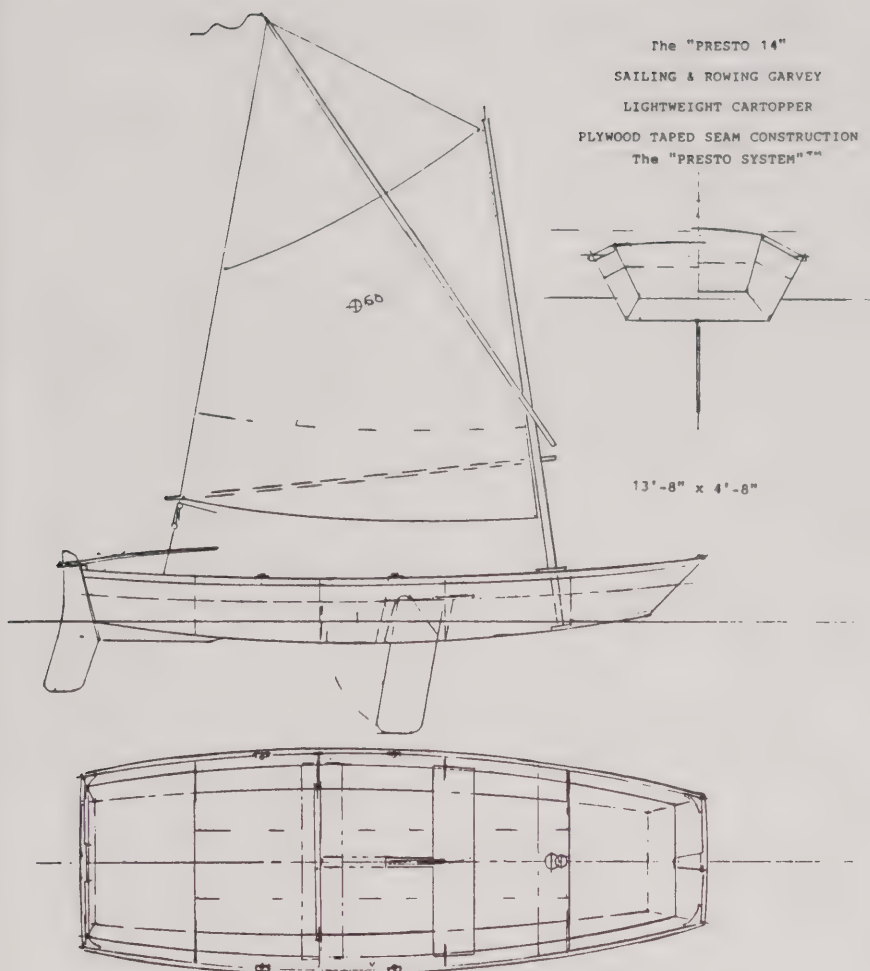
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been and still is a very useful and satisfactory boat.

At this end of the line I have the "Presto 14", which is a cartoppable camping cruiser. It is taped seam plywood, built by what I call "The Presto System" (tm), which goes beyond anything previous for quick, easy and simple construction. (This is the "presto" of the magician who makes the unexpected appear before your eyes, not of the Ralph M. Monroe "Presto" modified sharpie).

It started as a 13' 8" by 4' 4" garvey type rowing and sailing skiff, which I think would make a very useful boat for casual rowing and sailing. It is open except for integral seats and bulkheads in the ends, which provide torsional rigidity and form flotation compartments. However, when considering its possibilities as a camping cruiser, I made a few changes. I increased the beam by six inches to 5' 2". There is a seat-level deck about 4 1/2' by 10', providing space for seating, sleeping or lounging. A 16" wide footwell is covered by raised floor boards for sleeping. A portable galley box-rowing seat made to fit in the well may be equipped with wheels to make the Dave Camell "Yankee Roller Rowing Rig" for sliding seat rowing. A bow deck about three feet long replaces the bow seat and provides dry stowage for light stuff. It has a coaming for attachment of the tent, which will cover the rest of the boat.

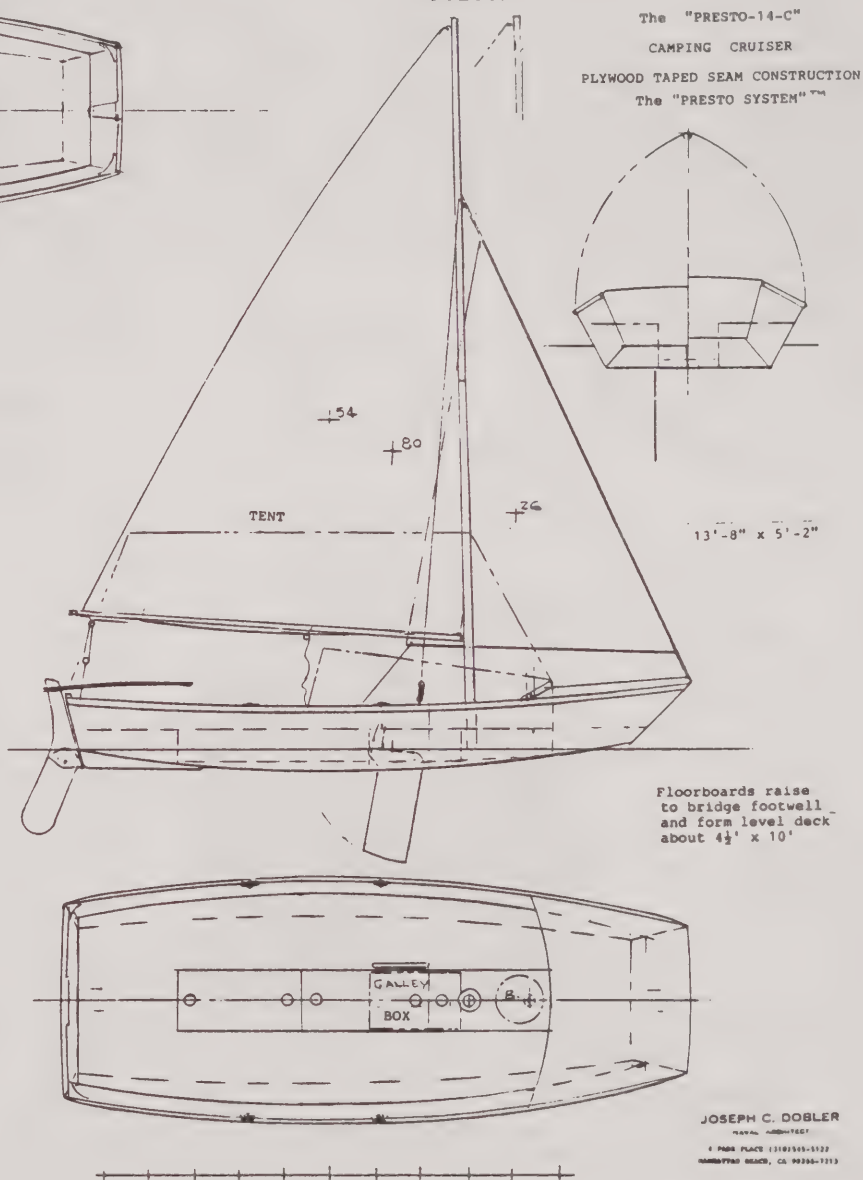
Two inch foam plank bonded to the underside of the deck will come to about 7 1/2 cubic feet or 450 lb. flotation. This will exceed Coast Guard requirements and provide a large margin of safety.

A single spritsail rig and a sloop rig are shown for the respective versions. The sloop has an alternate mast position to make it a cat rig. The spritsail rig, perhaps somewhat enlarged, would be OK for the camp cruiser. Various other rigs may be used, depending on personal choice.

Both versions may be cartopped. Weights will vary depending on materials used, but I would estimate 100 lb. and 150 lb. minimums. Cartopping is fine for short hauls, and long hauls if the car does not become crammed with gear. A trailer might be preferred with the cruiser, since it would have a lot of gear. Also, on a long trip, it is convenient to be able to pull into a campground with your own bed and shelter in place.

With sailing and rowing as options, other propulsion would seem superfluous, but either boat would go well with a small outboard motor. On the cruising model, compartments for batteries on either side of the well amidships would make an electric motor, with all its advantages, a practical option and provide some ballast where it will do the most good.

Plans and instructions covering both models are \$50 from the writer, Joe Dobler NA, 4 Park Pl., Manhattan Beach, CA 90266.



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GOODBOATS & CHIPMUNKS

Readers may remember that I've been saying I was offering kits of the Goodboat and of the Chipmunk Canoe. I was trying to get somebody to make me prove it. And now somebody is, and I have, more or less. John Canning, in San Diego, is presently building the kit for the new lightweight, 3-ply, 16' Goodboat, which I developed last spring.

Yes, 3-ply, instead of 4-ply. Red cedar interior, and two layers of 1/20" Sitka spruce outside. The 16 footer idea came partly out of the threat of the user fee, and partly from the fact that quite often, potential buyers express a preference for a shorter boat. I designed it to have the same 24" tumblehome transom as the early version of the 17' Goodboat, which now has a 21" transom, and the same 42" beam, but I've changed the sheer line, deepening it a little forward, straightening it a little aft. Nothing much.

Mr. Canning reports that he can make sense of my wordy instructions and the thing is going together much faster than he thought it would. I was greatly relieved that the shipping went well, with no damage, and cost the minimum. It's a weird package, the two hull halves, one nested inside the other, the long parts bound inside them, the whole wrapped up with carpet foam and stretch film, with some rope handles to help the truckers take care of it.

I've just developed two new length/versions of the Chipmunk canoe, a 16' and a 15'. We're making these normally in three plies. They're plenty strong, and quite light. The sixteen,

sheathed and coated, but without rails and seats, weighs 41 lbs. It's a comfortable 32" wide, with a shallow arch bottom midships going to deadrise ends. It's certainly a snap to build from the kit, we build them that way ourselves.

The 15 footer is going to be an ultralight, only 2 plies; the model looks good. It will be an enjoyably crank little solo canoe, with 29" beam and some vee in the bottom even amidships. With all these Chipmunks I am going for almost no rocker; they will turn well without it; but any builder can easily introduce rocker by the way he trims the centerline edges of the panels.

With my helper, Bob Johnson, a fresh graduate of the Landing School, I'm making up a shipment of Chipmunks for Kolumbus, a boat and accessories dealer in Munich, which is also the Piantadosi distributor for Austria, Switzerland, and Germany. We're finishing a 17 footer with a C-class sail by Douglas Fowler, single leeboard and rudder a la the Goodboat. Inside that will go the kit panels for a 16' lightweight; then a finished 16' lightweight, and inside that a finished 15' ultralight. All this is supposed to go by air, 4 boats for the price of 1, I hope.

Aw, we aren't busy. But we've got two more new Goodboat orders, two to redecorate, and some guideboats and a Buyc boat and a centerboard sailing Old Town canoe to restore, so I guess we're still in business.

Mason Smith, Adirondack Goodboat, HC01 Box 44, Long Lake, NY 12847. (518) 624-6398.

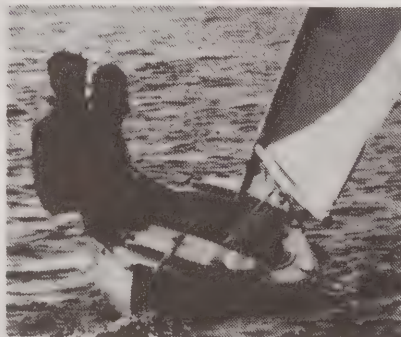
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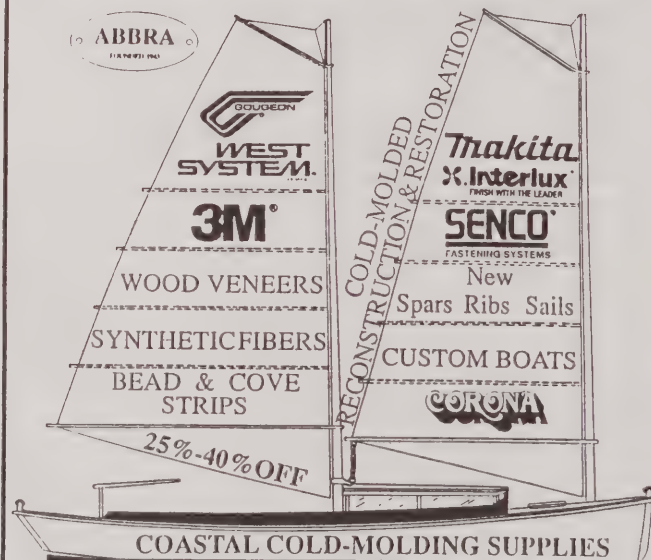
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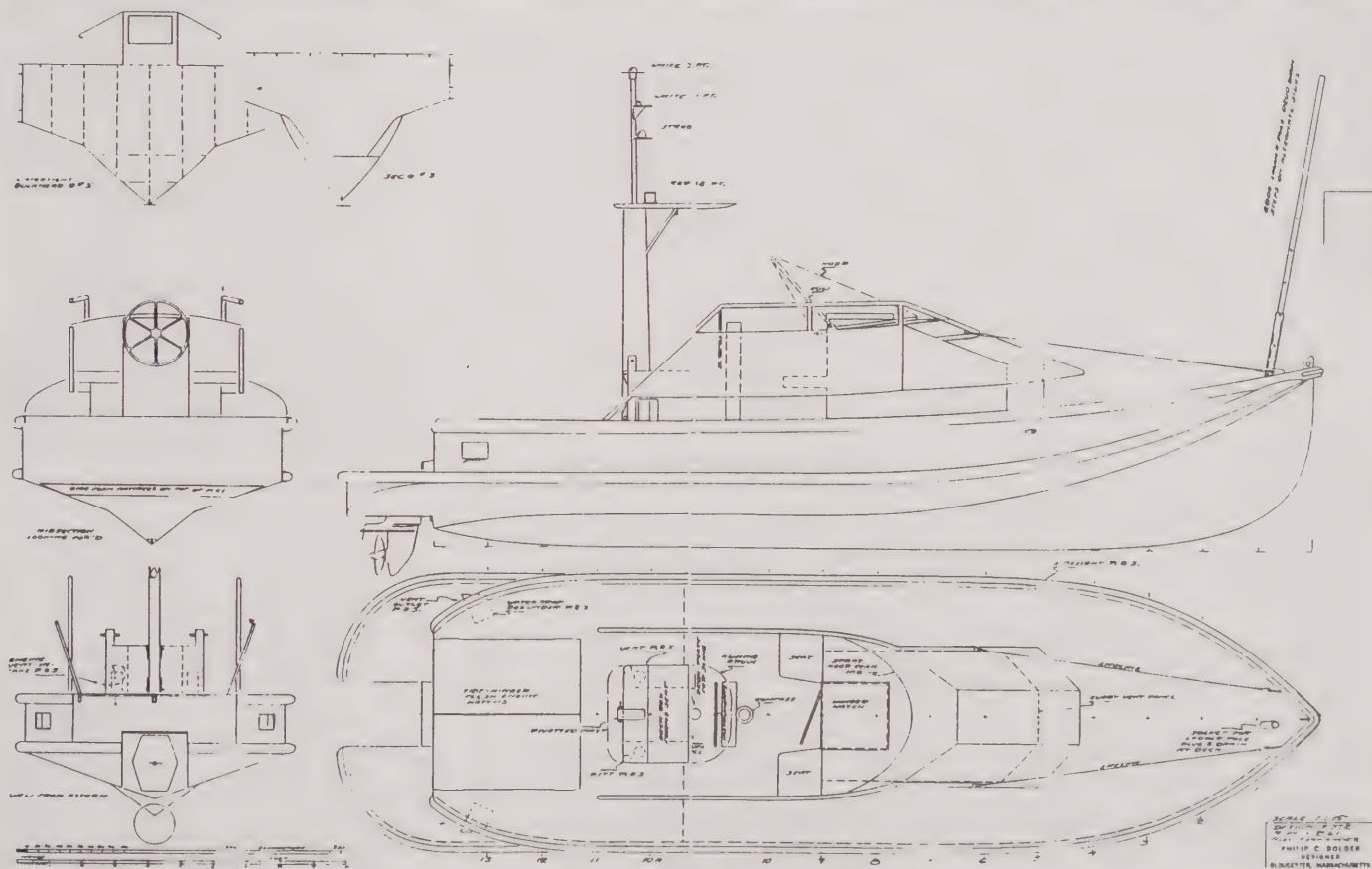
Aluminum Diesel Launch

DESIGN #332

9.14 m. x 2.59m. (30' x 8'6")

Winninghoff Boats built this aluminum diesel launch for Alex Fernandez, a pilot for San Juan, Puerto Rico. She had to run alongside a ship making 15 knots in rough water, to let Alex jump to or from a ladder down the ship's side. The double-deep-vee hull was similar to some lobster boats and bass boats Winninghoff was building at the time, but with the stern ex-

tended and rounded in to carry the weight of the Volvo diesel and protect the I-O drive as she peeled away from a ship. The shape did not show any vices up to her top speed, upwards of 20 knots. I don't know how much more speed a displacement canoe body like this could stand, but it gave her good rough water action and control.



Twice a day for years the tide flooded in, adding a couple of more layers to her shroud of silt until only a few wooden stubs projected above the slick brown bay bottom at low tide. To all but Sam she was only a memory. She had become as insubstantial as the delicately etched tracks of the sandpipers. The museum photos of the 1901 launching in South San Francisco, show a smart vessel with blurred flags whipping at the masthead. Several formally attired people pose stiffly on deck. Each woman holds a broad-brimmed flowery hat with one hand while the men, wearing derbies bow into the wind. The choppy waters that covered the vast oyster inhabited bay flats flash in the background. The "Governor" was constructed to join the "President," the "Commodore," and other prestigiously named oyster plungers of the Morgan Oyster Company fleet that operated on San Francisco Bay.

After years of oystering, pollution ruined the industry, and the "Governor" was converted into a tug. At the beginning of World War Two she was stationed on nearby Suisun Bay at Port Chicago which in 1944 was the scene of the worst home front disaster in the U. S. with 320 men killed in a munitions explosion. Although the "Governor's" transom was blasted off, she was soon returned to service and continued working into the postwar years.

The "Governor" was a contemporary of Joshua Slocum's "Spray," and although the "Spray" was smaller, both were broad, shallow draft vessels, capable of sailing in thin waters. The "Spray" was the first boat to circumnavigate the world with a crew of one. Sam had read Slocum's account, and had been inspired.

So every day for a year Sam Anderson came at low tide and shoveled black muck out of the sunken hull, and every day the waters of the bay rose again, and with mocking effortlessness redeposited much of it. A determined man with only a shovel worked against the forces of tide moon and sun. Sam was a young man then, and only a young man could conceive of or succeed at such a task. After about a year of shoveling, Sam bucketed out the slurry of the previous high tide, and nailed enough patches over the bigger holes so that when the tide returned, the "Governor" floated.

Throughout the year, Sam had been busy elsewhere when the tide was in. He now had a family, and they moved aboard the old vessel. Sam built a wall of paneled Victorian doors all around the Governor's rail, and, roofed over, she became a cozy home. During the winter rains their old coal range warmed the cabin, and work proceeded on the deck in the shelter of the temporary house. Sam and his young family lived aboard happily, anchored off Strawberry Point.

For exercise there was always pumping which Sam did for several hours a day throughout the second year. It often seemed to him, as he forced the handle back and forth, that every molecule of bay water had been through his old pump at least once. It became a contest of cast iron against flesh and blood. Hour after bone wracking hour Sam worked the pump, and eventually his arms began to look like Popeye's.

Sam Anderson & the "Governor"

From "Sausalito Stories" by Derek Van Loan

Finally a space became available on the old Marinship ways at Gate Three. Spouting water like a hyperactive whale, the venerable "Governor" was towed down the waterfront and up onto the sloping wooden platform. Now Sam would could devote more of his energy to rebuilding.

For over seventy years the timbers of the old "Governor" had been evenly supported by water or mud. Now that she was out of her element, Sam had to prop her up carefully to preserve her shape. First he raised her above the normal range of tides by placing a series of wooden wedges between the ways timbers and her keel. With wedges and timber posts along the sheer he raised her. For days Sam walked around his vessel popping one wedge after another with his big sledge hammer. An Egyptian pyramid builder would have instantly recognized the technique.

Now began the really hard work. The fir planking had lasted well, but the oak framing between the planking and the inner ceiling had rotted. The iron fastenings were rooted in wooden mush, and the "Governor" was as flexible as a dishrag. One side at a time, first forward, and then aft, the thick wooden planking was peeled back. And over a period of several years the oak ribs were replaced. Several boys grew into adulthood helping Sam with this phase of the project.

They liked the forests of northern California locating oak trees with the proper crooks to fit the old boat. They cut down trees and hauled them to the boatyard where they shaped the crooks with axes and adzes. Great smoothing slicks were used for final fitting, and ancient mauls were used to drive home the spikes. And when the old hull was finally refastened, a half mile of seams were caulked. Old-timers came around and offered advice, some of it valuable. But most of the skills learned by the "Governor's" saviors were learned the hard way.

A boatyard can be dangerous in the best of conditions, and Sam's budget didn't always allow him to create the best of conditions. He did the best he could with what he had. The boatbuilder, after all, mounts an audacious challenge to the forces of nature. Only the best and stoutest timbers will do for a ship that is to go to sea. Such planks are made supple through the use of steam in the traditional boatyard. The old waterheater at Gate Three became a steamboiler. It worked for awhile, but one day with the water low, and the fire high it was unable to withstand the pressure of the steam that rapidly built up. The boom of the safety valve was hardly noticed in the chaos of the explosion that followed a few milliseconds later. The welds around an end fractured, and in one blinding instant a hundred pounds of tank and piping was launched from the firepit.

Its trajectory was a marvel because no one was hurt. But as a consequence a safer, non-pressurized method of steaming planks was developed.

Progress was retarded by the need to maintain what had been already accomplished. Hours were spent scraping, repainting, and oiling. Areas of incipient rot sometimes had to be cut out and new wood carefully joined to old. And, dedicated as they were, workers could not live on fresh air alone. There were discouraging times when no progress was made while Sam's team worked on wooden fishboats and yachts.

Eventually the old "Governor" was relaunched and floated high and dry again on the bay. She had been a single-masted catboat but Peter Bailey who was later to work as a rigger at Mystic Seaport before returning to build the "Bertie," and Sam decided to rig her as a schooner and to split her rig into smaller, more manageable sails. They lined out masts in the traditional manner. Days of hewing and piles of wood chips later the masts were ready for iron fittings and then for stepping. Miles of canvas were hand sewn into a gaff foresail and a big gaff main. Spars were turned and finished, and rigging wormed, parceled and served. A formidable bowsprit, complete with dolphin striker and gammon iron, was added. Foot ropes were rigged to the bowsprit shrouds, and everything was done in a seamanlike way.

To most modern yachtsman, handling a big gaff-rigged schooner with no engine would be a ridiculous amount of work, but to the crew of the "Governor" it was a vacation. Once they were heading home from a placid afternoon sail when, unnoticed by the crew, the wind switched direction. Usually she was handlined and warped upwind into her berth at Gate Three. On this day, however there was no stopping her as she drove under full sail up channel to a landing that was softened only by a fleet of dinghies which were crushed between the big schooner and the solid pilings at the end of the channel. A week of dinghy rebuilding commenced on the following Monday.

When Friday came, a keg of beer was ordered, and on Saturday morning the great sails would be raised. Breakfast and lunch were drunk and silly decisions were sometimes made. On another occasion the tide book was misread, and the seventy year-old "Governor" with several innocent guests aboard was sucked out the Gate at dusk by a five knot ebb into a rising winter gale. The "Governor's" bones were severely shaken as they beat into fearsome seas for three days. From when they were swept beneath the Golden Gate Bridge, day and night, they pumped for their lives. Almost hourly seasick crew members had to dive into frigid bilge water to clear debris from the pump intakes.

Even without alcohol there is a natural anesthesia that warms memories of cold screaming winds and mountainous seas that can draw a sailor back again to try his luck. Soon after nearly sailing the "Governor" to the bottom of the ocean, they began refitting for sea. The crew recaulked the decks, repaired the mast boots, battened the hatches, oiled the spars, and overhauled the blocks. They rated the

chronometers and learned how to navigate with an old brass sextant and sight reduction tables.

This time when they went out the Gate, they were ready! For all but Sam the passage to Hawaii was uneventful. For Sam it was the culmination of a lifetime of dreams. It was the vindication of years of his own superhuman effort. It was a tribute to the intelligence of generations of ship-builders and sailors who contributed to evolution of the wooden ship. A successful Pacific crossing proved that the ideas of thousands of men were still alive. And the "Governor" sailed grandly into Hilo Harbor after months at sea.

"Sausalito Waterfront Stories"

By Derek Van Loan

Epoch Press, P.O. Box 3047, San Rafael, CA 94912

\$9.95 + \$2.50 S&H

Derek Van Loan has lived on the Sausalito, California, waterfront for some twenty years and this little book gathers together many of his observations of life on there over that period. Derek has contributed a couple of articles to our pages in bygone times, most recently his "Winter on Richardson Bay", a story which has subsequently found its way into this book.

I felt the best way to present to you the appeal of Derek's writing was to excerpt a chapter, and I chose the following as perhaps one of the best of the "stories" to be found in this book. Epoch Press is Derek's own small enterprise, and so all the proceeds from sale of his book end up with him, not the usual reward for an author.

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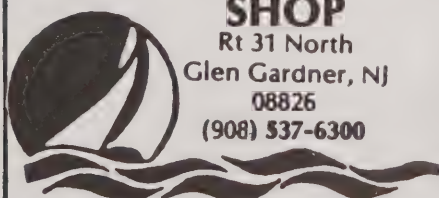
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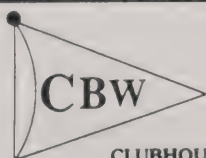
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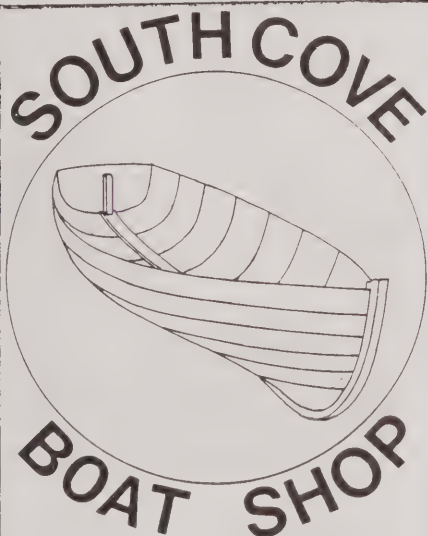


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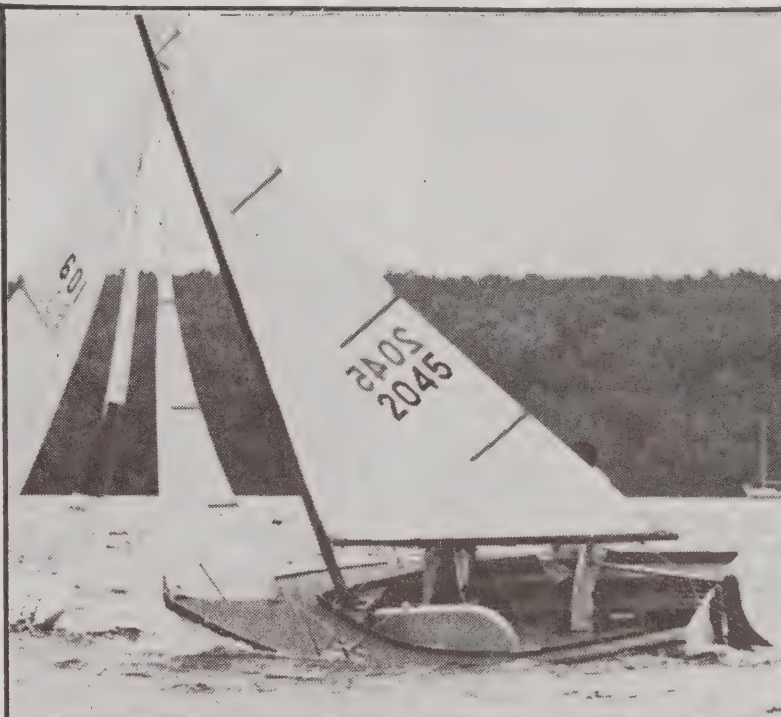
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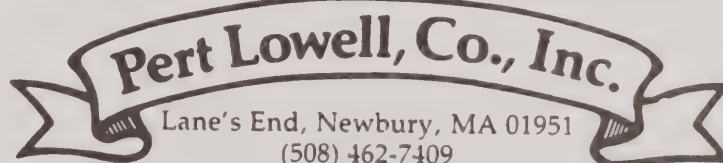
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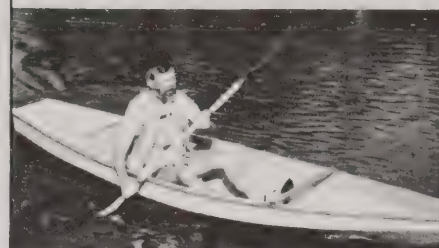
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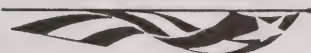
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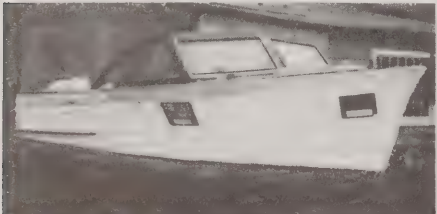
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17' CHRIS CRAFT MAHOGANY IB RUNABOUT, '42 "Special Runabout" (not a barrelback) in nd of compl restoration. Mostly compl w/all major components, missing some detail items. Full details & factory origin report on request. This is a major project for professional or experienced amateur restorer knowledgeable about mahogany runabout construction & equipment. \$2,000 firm.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9pm best. (13)

17' FOLBOT "SUPER" 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 snap-on spray deck, two take-apart double paddles, custom interior cockpit storage racks, non-folding transport cart. Red deck, white hull. Vy stable w/38" beam, weighs about 85lbs. Vy comfortable but slow compared to solo kayak. \$750 firm.

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ULTIMATE ULTIMATE YACHT, open water rowboat "Pogy", 18'x4'3", see "NQ" #34, w/trlr, oars, etc. \$4,500. JOHN GARBER, Amherst, Ma, (413) 549-4432 aft-eve. (13)

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17' CANOE by Mores, pre-1915, vy nice lines, project for winter. Have new canvas. \$800. BRIAN QUINN, Rowley, MA, (508) 948-2168. (13)



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).

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16' CLASSIC OLD TOWN CANOE, '49 classic, exc cond, nds minor cosmetic repairs, painting seats caned. \$1,500. Proceeds go to Georges River Land Trust, Rockland, ME.

CRAIG TEN BROECK, Washington, ME, (207) 845-2642 aft 6pm. (13)

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19' LOWELL SAILING DORY, cedar planked, copper riveted, steel CB, steel kick-up rudder, marconi rig w/ jib. Gd cond, professionally blt, 10 yrs old. \$1,395. BILL MURPHY, Kingston, NH, (603) 642-7489. (13)

9' DYER SAILING DINGHY, FG, exc spruce spars w/fitted canvas bag, store within boat. Vy gd cond, \$995.

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1940'S OLD TOWN RUNABOUT, compl, orig cond, nds restoration. W/ trlr, \$1,600. 1940's Johnson Sea Horse 7.5hp, mint, running cond, \$500.

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DICK HARRINGTON, 288 Forest Rd. (P.O. Box 445), Hancock, NH 03449, (603) 525-6644. (13)

KLEPPER AERIUS I KAYAK, in need of restoration. Compl frame w/bad skin (sponsons okay). Frame nds refinishing, refurbishing, skin needs replacement (age unknown, new skins may not fit older frame) or do-it-yourself fabrication. Can ship UPS. \$200 + UPS. BOB HICKS, Wenham, MA, (508) 774-0906. (13)

18' WHITE LAPSTRAKE OB RUNABOUT, '56 compl in gd cond w/orig 35hp electr start Gale Buccaneer OB, fwd wheel steering & controls, orig Holsclaw trlr, full canvas, cushions. Maine lake boat never in salt water, third owner since new. Nds cosmetic refinishing, paint, varnish & OB tuneup servicing. \$2,000 firm. BOB HICKS, Wenham, MA, (508) 774-0906, 6-9pm best. (13)

THAYER PICKLE. 11-1/2' FG. Completed by Bob Booth in '92. Mint cond, new sails, woodwork, etc. Nothing to add, all set to sail. My work schedule has prevented me from using it but twice. \$1,000. **MARCIA SESSIONS,** 7705 Saratoga Ridge Ct. #302, Springfield, VA 22153, (703) 455-7415, leave message if I'm out. (19P)

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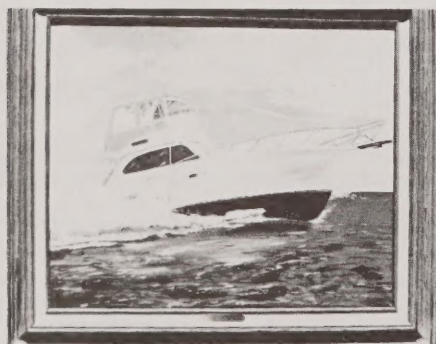
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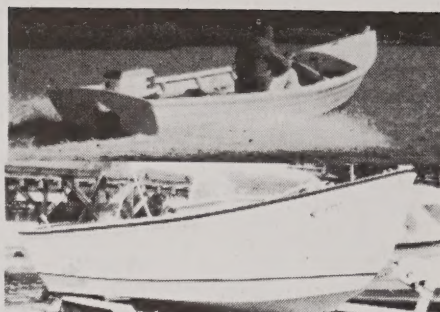
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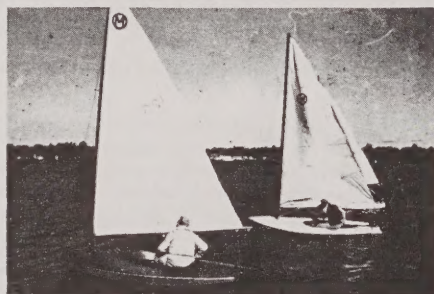
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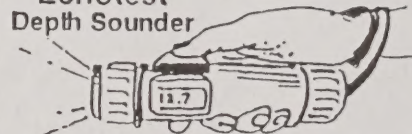


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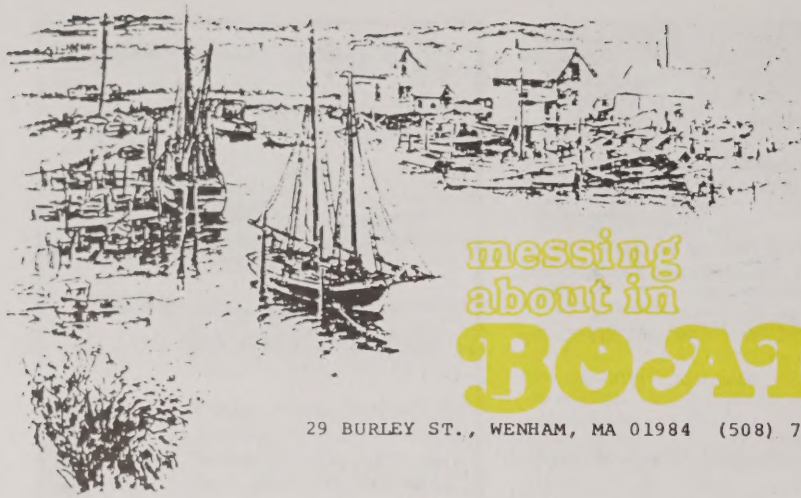
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