

Special Feature This Issue
The Oarmaster Trials



messing about in BOATS

Volume 11 - Number 14

December 1, 1993

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messing
about in

BOATS

Volume 11 - Number 14
December 1, 1993

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Our Next Issue...

Will feature the much delayed coverage of last summer's Wooden Canoe Heritage Association Assembly, two views from Sue Audette and Hugh Horton, along with Hugh Ware's annual tugboat muster report, this time two musters, in Boston and in Seattle. Rich Santa Coloma tells us how he utilized public transport (trains) for shuttling when cruising on the Hudson in his Elver in "Bivalve on the Hudson", and we'll get the two short tales, "Ferries to the Flea Market" by Burt Van Dusen and "Last Sail Before Winter" by David Bolduc fit in. Roger Rodibaugh's season ender vignette, "Autumnal Equinox Sail" is timely too so it should make it. Phil Bolger's design for a 45' schooner will be accompanied by Donn Kaylor's design for "Scamp" a 16' minimalist rowing shell. And a major project report begins (it will be serialized) as Robert Hoge tells us about building Phil Bolger's quick and easy speedboat, a sort of 1920's cigarette boat in "The Three Greatest Lies". And there'll be more of "What You Are Building" of course.

On the Cover...

Ideal conditions prevailed for this year's Oarmaster Trials held in Hyannis, Massachusetts, and organizational improvements made the results more meaningful for any traditional rowing enthusiast. It's the feature story in this issue.

Commentary...

In the October 15th issue I enthusiastically reported on the Gloucester schooner "Adventure" and what the efforts of her owner/volunteers are directed towards. I didn't quite get the complete essence of the vision her people have, however, and one of them reminds me of this in a letter in this issue. The vision is to keep alive some understanding of how it really was once for the fishing port of Gloucester and its people. "Adventure" provides a "living" artifact and focal point for this goal.

Not long after I had gotten enthused about this boat and what she represents, and told you all about it, I was reminded about another aspect of those days of schooner fishing, when the Essex Shipbuilding Museum in Essex, Massachusetts, invited me to a press conference announcing their impending acquisition of the famed Story Shipyard where many of those Gloucestermen were built. The Museum, another volunteer effort, has been slowly growing since its establishment in 1976 despite cramped quarters in an old schoolhouse. Its inception came about when some people realized that the last traces of the town's shipbuilding days were slipping away. Oral histories and actual artifacts of an industry that ended about 1937 needed to be saved for future awareness of this town's part in this schooner fishing industry.

One of my earliest boating articles published was a report on the Essex Shipbuilding Museum that ran in "National Fisherman" in 1978. Since my introduction to what this represented I have been attracted to its goals and in the April 1, 1991, issue I ran a cover story on the arrival of the old schooner "Evelina M. Goulart" in Essex, through efforts of many volunteers, including businessmen who donated much payroll time and equipment to get this "largest" artifact home to Essex. Despite many misgivings about the merits of bringing home an old relic, its now here and awaits a permanent location where it can be properly set up to illustrate how the schooners were built. It's not a candidate for restoration afloat but rather will be a "how they were really built" static display.

"Evelina M. Goulart" can never inspire the enthusiasm that sailing or working on the "Adventure" can. Yet the two vessels are uniquely placed to enhance one another's existence. One can give you the experience of being at sea on a Gloucesterman and illustrate how it worked in the fisheries, while the other can show you how the builders of these vessels made them so they'd do what they had to do. With the two separate efforts only a half-dozen miles apart, they seem to offer, in my view, some of that synergism that benefits both to a greater degree than either could gain alone.

A major aspect of the "Adventure" which appealed to me was the "real thing" nature of the boat, she was a working boat all her life and still is, with no pretenses to being an elegant recreation of some fantasy. The "Evelina M. Goulart" is also the "real thing", albeit in rougher shape, but

even more original inside than the "Adventure" as she never went into the dude schooner trade. Despite being mainly a powered dragger, she was still built exactly as her sailing predecessors had been. So the concept of setting her up with one side opened up to fully reveal the internal construction seems exactly right to me.

Bringing the museum collections and the "Evelina M. Goulart" together on the actual grounds of the Story Shipyard has a poetic rightness about it that's hard for romanticists to resist. When you stand there and look at that tiny tidal "creek" into which 150' schooners were routinely launched, you have to admire the determination of the men of that era to make a living despite location, rather than because of it. The choice of Essex for shipbuilding 300 years ago was based on the nearby timber stands, not on the ease of access to the sea.

So here we have these two fund raising campaigns right next door to one another, both with admirable goals and much volunteer support. They will both need financial help not only from all of us everyday folk who sign on as members and volunteers, but also from those caught up in the meaning of these efforts who have greater assets from which to draw some sizeable financial contributions. They have no direct connection with one another and don't contemplate any as I understand it, but they do cooperate during tourist season with the Gloucester Museum to present a triad of attractions intended to illustrate Gloucester's fishing heritage.

I discussed when reporting on the "Adventure" how much I was drawn to becoming active in her future but had to realistically assess how I could best do this given the time constraints my magazine publishing places on me. The same applies to the Essex Museum's efforts. I can support both with modest membership contributions, and may yet figure out how I can volunteer in some useful way for both. A believe they are both vital parts of this slowly emerging awareness of Gloucester and Essex and their shared heritage in America's greatest fisheries tradition, an awareness that must be encouraged and made a permanent part of the local historic ambiance.



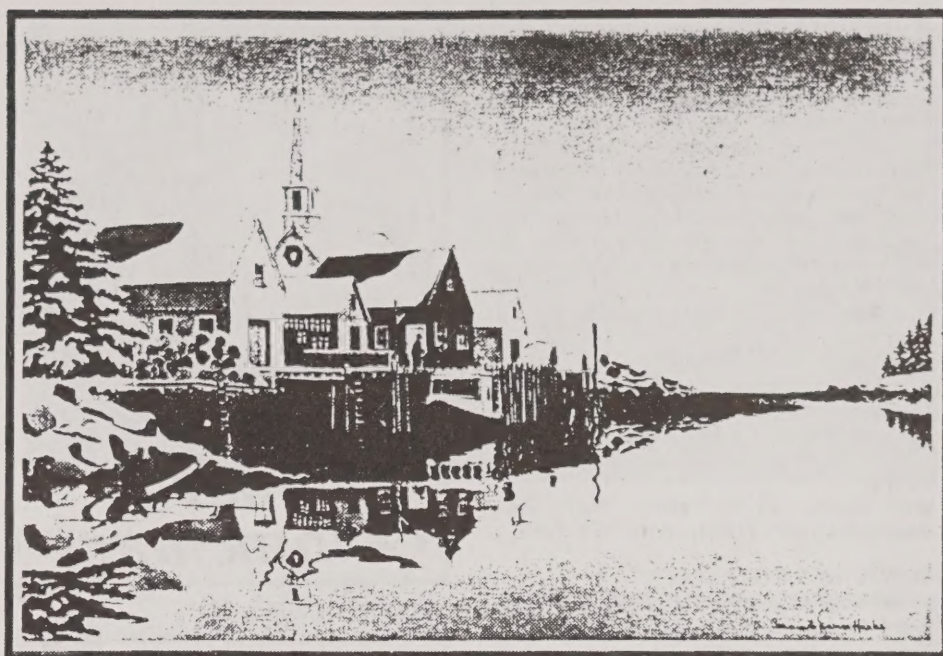
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IF THEY ARE SMALL

I enjoy the comments and descriptions on new designs and on the building and sailing of them. Rowboats too, or anything for that matter if it is small.

As owner of most of Phil Bolger's books I find him to be a very stimulating and thought-provoking individual. His designs have many interesting features and ideas but, boy, are they ugly. I have always enjoyed his designs and comments just the same.

Bob Bock, Pacific Grove, CA.

HOW ABOUT GLASSPAR?

Does any reader know anything about Glasspar boats? I understand there is a club for the GS or GP 14's, ski boats. The Glasspars were apparently very sturdy boats.

Bob Estes, 2978 Valley View Rd., Annapolis, MD 21401, (410) 573-5289.

WESTY WAS A GREAT GUY

I was extremely surprised and interested to see the steam launch by Weston Farmer in the October 1st issue. I recall when he designed it ("Feeble"). He was an old friend, we worked together at ELCO in Bayonne, NJ, before WWII and later at the Annapolis Yacht Yard designing PT boats during WWII. He was a great guy.

I'm a retired naval architect and yacht designer, I spent the last 42 years of my career with Sparkman & Stephens in New York.

Henry Uhle, Allentown, PA.

SAILING PENGUIN WITH PRIDE

In a late spring or early summer issue you published a short article about a man restoring a 12' Penguin in his garage. Well, I met him this summer sailing the boat in Essex, Connecticut. He did a tremendous job on the centerboard trunk and transom and he sails that 100 pound hull with great pride.

Alfred Curran, New Britain, CT.

COMPACT LITTLE BOATS

Your September 15th commentary about compact little boats that can handle serious water and provide comfortable ac-



Your Commentary

"PRACTICAL JUNK RIG"

I saw a couple of classified ads looking for "Practical Junk Rig". It's out of print, overpriced, and damn near impossible to figure out. I got a copy through the St. Louis library inter-library loan program from a Florida library. Anyone wanting the book would be better off writing to the Junk Rig Association, 373 Hunt Pond Rd., Titchfield, Fareham, Hants PO14 4PB, England (where else?).

Marc Pauls, Riverview, MO.

CAMPER CRUISER APPEAL

The appeal to me of these smaller boats is the ease of handling possible, probable trailerability, and fantasies of single-handed gunkholing adventures about Puget Sound. There is also a certain "sweetness" about a boat scaled to accommodate one or two, it seems to "fit", not unlike a particularly comfortable coat one likes to wear.

Jack Baker, Seattle, WA.

commodation certainly describes the "Great Pelican 16". She is capable of shallow water cruising, with her centerboard up draft of 4", on to cruising in rough coastal waters with extra outside ballast on the centerboard.

One owner has sailed his modified "Great Pelican" from San Diego to Hilo, Hawaii in 32 days, staying dry all the way. Another has his registered in Canada as a commercial fishing vessel working hazardous waters off Nova Scotia. And for many years the owner of "Great Pelican #3" enjoyed sailing adventures in the Gulf of Mexico.

Add to these few examples of "Pelican" versatility her roomy capacity for crew and stowage of gear, trailerability, and reasonable building budget and you'll agree that the "Pelican" is a formidable bird.

The smaller "Pelican 12" has been established as a one-design class since 1960, while the "Super Pelican 18" gives even more room and cabin options.

Low budget yachtsmen should remember that small is beautiful and the seas are wide.

Muriel Short, San Francisco Pelican Boats, 203 Hawthorne Ave., Larkspur, CA 94939, (415) 924-0685.

WHY MOST OF US GO CANOEING

Mississippi Bob Brown seems so intent on getting the most out of his single-bladed paddle that he has lost sight to why most of us go canoeing, to experience and enjoy wilderness. Clicking along at over 6 mph to cover 75 miles in 12 hours of non-stop paddling sure isn't conducive to savoring wilderness. As backpackers say about mileage baggers; "they cover a lot of ground but they don't see much country."

Here on Florida's sinuous and beautiful blackwater streams, we like to paddle in a way that is in harmony with the rhythms of nature. That way is what Bob calls paddling on one side, bow paddler selects the side (stern paddler goes to the opposite side), bow paddler sets the cadence, bow paddler initiates the turns, and stern paddler provides the power to make the turn happen. When running a straight course, the bow paddler only does power strokes while the stern paddler does power strokes interspersed with occasional corrective strokes. We one-siders also like to average out the wear and tear on our muscles, so every 15 or 20 minutes we switch sides on the bow paddler's initiation. All of this requires no verbal commands. The stroke action is smooth and rhythmic with a minimum of splashing.

I sure would hate to head down the Econlockhatchee River with Bob and his high speed cohorts barking out a chorus of huts and steering commands from the stern, not to mention the constant splashing of paddles going from side to side. Any self-respecting wildlife will be long gone when confronted with this ruckus. It would only take a few minutes on the Econ' for Bob to find out why the bow paddler initiates turns down here. The water in most of our streams is the color of tea and Bob's canoe would be impaled on a submerged cypress knee before he saw it from the stern! Bob's technique may work for racing or going straight as an arrow for hours at a time over big water but Florida's delightful, winding streams put a premium on maneuvering skills rather than power skills.

I'm a silver bearded paddler with many miles of one-sided paddling under my keel and my partner and I foresee no problems exploiting this technique on through our GoldenYears. Each passing year brings a greater appreciation for the wonders of nature, an appreciation that is more easily indulged at 3 mph. than at 6 mph.. Come on Bob, throttle back a little bit and start enjoying the scenery.

Douglas Spahr, Cocoa, FL

REFOCUSSED

I'm glad to read about your renewed commitment to focus more on "Messing About in Boats", not that I'd noticed any unfocussing, but I know it is easy to become involved in too many projects and activities which can cut into time needed to fulfill those with the highest priority.

I like the Tom Shaw safety column, it's good to keep this topic in our minds when we're out on the water, and I especially enjoy the "What You are Building" pages.

Tony McGarry, Seattle, WA.

STALLIONS OF BARNGAT BAY

Here's a photo of six A-Cats, the stallions of the Barnegat Bay catboats. They were originally built in the 1920's, and after several decades fell into disrepair and near extinction. Fortunately the interest and generosity of Mr. Nelson Hartranft and Mr. Peter Kellogg revived 3 of the 4 remaining boats and a 5th was built in 1980 by Dave Beaton & Sons. In 1990 the Philadelphia Maritime Museum built a 6th and presently #7 and #8 are being built by Beaton and the Philadelphia Ship Preservation Society respectively.

The boats measure 28' LOA, 48' mast height, 600 square feet of sail. A thrill to ride in a good breeze.

Cynthia Wesson, Point Pleasant Beach, NJ.



WHAT'S TO INSPIRE KIDS NOW?

Thanks for running my father's 1941 photo of us kids playing in and pumping out our Fisher's Island "Scadooie" on the August 15th cover. An old pal came over from Fisher's Island and claimed the "Scadooie" looked different, however. Now I have to find out, but how? These charming little club boats have all gone in favor of speed rockets. Only in Bay Head, New Jersey, do they still retain their duckboats. What is there now to inspire kids to, as Ratty liked to do, "just mess about"?

Jim Mitchell, Noank, CT.

NO TIME NOR PLACE TO BUILD

I wish I had the time and workshop for building boats. Your section "What You Are Building" is a fine part of your great magazine, it brings together the dreamers and the doers. Unfortunately most of my building experiences date back to several rowboats and a 15' Snipe built in 1932-35.

Nowadays my boating is limited to a fiberglass Laser, a plastic Javelin, a Sunfish, an Alden shell, a plywood pram, and my homebuilt canvas covered canoe I made for my daughters in 1960.

Ward Bell, Sea Cliff, NY.

CRAZY BOAT EVENTS

Out of my fax machine today came your recent piece on "crazy-boat" events. Thank you and right on. Of those addicted to this disease, I am clearly one of those with the terminal vein.

I just came back from running the Wooden Boat Challenge in Charleston, SC, in support of their new Maritime Festival and in an effort to spread the hybrid of this pursuit, the one-design, professionals only, cash prize, run for the world record which now stands at 2:59:55 and resides in Charleston with two cabinet makers named Brian O'Neill and Arthur "Shorty" Mead. Now there is a run-on sentence as my English teacher turns in his grave.

Anyhow, having competed twice in Newport and twice in this same event in Norwalk, I was addicted and have never given up. The opportunity two years ago in Newport to do it again was the first step to the establishment of the new world record. Charleston was step two and conversations with Jim Miller at "WB" this week confirm that it will happen again at the Wooden Boat Show in Maine this summer. The former record holders are ready to defend and Amanda Brooks, my contact at Guinness, is waiting for the results to come in from enough events to satisfy her parameters to print the record.

Unlike the crazy events, this mirrors the real world of the professional with speed, and quality both being measured for the title with the water race being added for an overall trophy over and above the race for the world title. There is no limit on tools and full shops are recommended although from watching the race in SC I realize that the circular saw may be the answer to speed although quality may suffer.

Time will tell as all those in Newport felt that two hours is not out of reach when everybody uses the tricks of everyone else.

Also this week I got a call from SIKa who wants to get back into this all and make it a major focus of their marine effort. I need to get a proposal to them and we will see what happens, but I am sure they will continue to be a main part of something they started.

My motivation you ask? Simple, I love this event. It pulls together everything that makes my boat float. I love tools and building and of course boats. I also love to show in public that anyone can build a boat from simple materials with few \$, minimum talent and have a lot of fun. Phil's Teal is about as straightforward as they come. This is the boat and the project that can bring parents and children together or neighborhoods or whatever.

More and more I am spending my extra time at Hurricane Island and am coming to be more convinced that the kind of education that happens around a dynamic project like this is the direction we need to go because the profits are high and long lasting. Lance's influence here in my life are clear. At 17 he was my instructor at Hurricane Island and he has yet to stop teaching.

Enough of this carrying on. Suffice it to say that this event is still an infant and the benefits are everywhere for everyone from the sponsors, to the builders, to the public, to the children, and to all those who will sail in these boats now and in the future, I am committed and this will grow.

I thank you very sincerely for your part in it and your support. I will keep you updated.

Rob Dwelley, Westport, MA.

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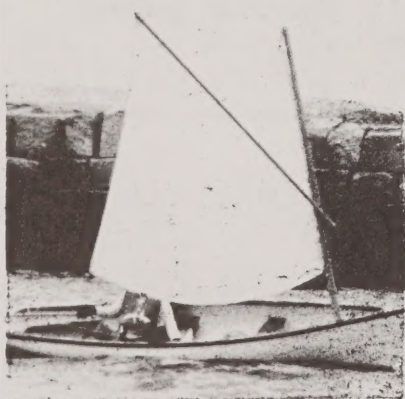
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I FELL AND I CAN'T GET UP

Try this on a nice warm day. Put a friend at the helm of your boat and have him take it near a beach or a dock. Then, with the engine shut down, put on your PFD and go over the side. Next, try to get back on board.

Could you do it? The answer may well be "No." It can be all but impossible for a person in the water to get back on board many recreational boats, even with the help of willing crew members. Think what this means if you have a man overboard situation, or if you are called to rescue somebody in the water.

There are simple and inexpensive solutions. One is to carry a boarding ladder. Your boating supply store will have several styles, including some that fold up and take very little space. Or you can build your own

from PVC tubing. Another answer is to purchase two or three folding steps that can be secured to the transom. You will frequently see them on ski boats. They are inconspicuous and don't cost much, but they could, quite literally, be a life saver.

Don't be like the little old lady in the commercial who cries out, "I fell and I can't get up." There is no 911 telephone number to call when you are at sea: the rescue squad may be a long way away. Make sure that your boat provides a safe and stable means of getting on back on board from the water. Have all members of the family practice until they can board with ease and know just where the hand holds are.

Make sure they know before they go.

Happenings

SPECIAL NOTICES:

For events requiring advanced arrangements.

MARCH 18-20:

Maine Boatbuilders' Show. Portland Yacht Services, Portland, ME, (207) 774-1067.

JULY 29-31:

Wooden Boat Show. Hinckley Great Harbor Marina, Southwest Harbor, ME, (207) 359-4651.

ONGOING EVENTS:

EVERY SUNDAY MORNING:

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

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.

THROUGH SUMMER '94:

History of New England Yachting Exhibit. Peabody Museum, Salem, MA, (508) 745-1876 XT 3183.

Steam & the Sea Exhibit. Peabody Museum, Salem, MA, (508) 745-1876 XT 3183.

Luminist Maritime Paintings of George Curtis Exhibit. Peabody Museum, Salem, MA, (508) 745-1876 XT 3183.

EVENTS NEXT TWO MONTHS:

DECEMBER:

Boat Finishing Classes. Lowell's Boatshop, Amesbury, MA, (508) 388-0162.

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.

New Year's Day Hangover Row. Cape Cod Vikings, Bourne, MA, (508) 378-2301.

JANUARY 2-8:

Fine Woodstrip Construction Course. Wooden Boat School @ Center for Watercraft Studies, Buffalo State College, NY, (207) 359-4651.

JANUARY 5 - FEBRUARY 26:

Lapstrake Planking Course. Arey's Pond Boatyard, S. Orleans, MA, (508) 255-0994.

JANUARY 9-15:

Building the Maine Guide Canoe Course. Wooden Boat School @ Center for Watercraft Studies, Buffalo State College, NY, (207) 359-4651.

JANUARY 10-15:

Wee Lassie Building Course. Lake Champlain Maritime Museum, Basin Harbor, VT, (802) 475-2022.

JANUARY 23 - FEBRUARY 5:

Strip Planking the Wee Lassie. Wooden Boat School @ Feather Canoes, Sarasota, FL, (207) 359-4651.

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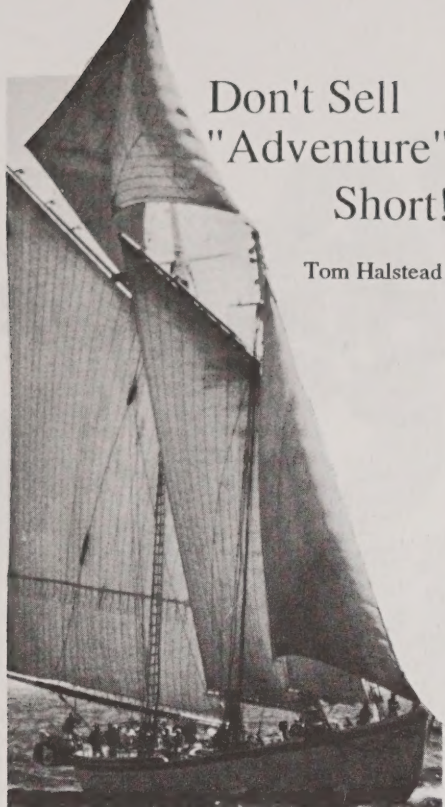
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Don't Sell "Adventure" Short!

Tom Halstead

As a long-time friend of both "Messing About in Boats" and the schooner "Adventure", on whose Board of Directors I served during the first five years since she returned to Gloucester, I was delighted to read the admiring, nay, loving, article you wrote about this great schooner in the October 15th issue. I think you sell the vessel and her mission short, however. Given a strong base of support, which is growing steadily, she has the potential to make a major cultural contribution to the region.

"Adventure" stirs the juices of everyone who sets foot aboard her. From the minute you step off the gangway you know you're walking the decks of the Real Thing. "Adventure" is no replica like the "Bluenose II", or lavishly restored museum piece like the "Lettie G. Howard", but a genuine, honest-to-God Gloucesterman, the last of the tough, hard-driving blue-water vessels that once sailed out of Gloucester, winter and summer, to gather millions of tons of cod and haddock from the cold waters of the North Atlantic.

"Adventure" followed in the wakes of thousands of schooners that sailed from this historic port for more than three hundred years, voyaging far offshore to launch their dories, small boats manned by hardy men who worked from dawn to dusk, setting and hauling their trawls in every weather, returning to the schooner at the end of the long day to pitch their fish aboard the vessel's deck, then hauling themselves aboard to split, gut, and ice down the catch before baiting up their trawls in preparation for the next hard day at sea. They might get a hot meal and a little sleep before setting out again. The lucky ones sometimes earned a little money. Most died poor or broke. The unlucky ones froze to death if their dories went astray in a blizzard or heavy fog, or were lost if the schooner herself went down with all hands as too many did, swamped in a gale or driven onto a lee shore. Hapless Gloucestermen, both schooners and fishermen, have left their

bones in the sands from Sable Island to Eastern Point.

"Adventure" was one of the lucky ones, losing hardly a man other than her first captain, the legendary Jeff Thomas. His successor, Leo Hynes, went on to make "Adventure" the greatest money-maker of them all, earning over \$3.5 million in the next twenty years.

"Adventure" set her last trawl in 1953, and then there were no more working dory trawlers.

But here she is, back in Gloucester, decked out in fisherman black and bending a suit of sails much like those that drove the working fishermen of the last half of the last century and the first quarter of this. The same A. P. Stoddard wheel spun by Jeff Thomas and Leo Hynes still swings her rudder; the deep grooves worn in the deck next to the wheel mark where their seaboots were planted. There are scars in the underside of some of the deck timbers amidships, left by pitchforks heaving cod and haddock into the fishpens below. In the galley a big cast-iron wood-burning Shipmate stove still warms the fo'c's'le and makes the coffee as it did nearly 70 years ago. "Adventure" is a survivor, a living monument to the bygone days of fishing under sail. She has a lot to teach us and our children about the way Americans once made their living, and brought fame and fortune to the port of Gloucester and New England.

And that's where your article went somewhat astray. You wrote that "Adventure's" "ultimate role will be carrying passengers for hire for sea education purposes and youth sail training." But that's a role any schooner could play. "Adventure" has a more important mission.

Once re-certified, she will certainly spend some time taking passengers sailing for hire, but "Adventure's" Board of Directors committed themselves two years ago to a priority purpose of "education of the public on Gloucester's maritime heritage, on the history and practice of fishing under sail, on the recovery and preservation of the marine environment and on practical seamanship training." Over the long run there's a plan to develop "Adventure" as a dockside educational facility, valuable to the scholar and appealing to the tourist, with fishing and fish processing equipment and facilities on display, along with interpretive materials to provide an attractive, informative exhibit.

Still, there is nothing to match the thrill of standing on "Adventure's" heeling deck, offshore in a breeze of wind. I went out on her last sail this year, on September 19th (a week after you did). It was a sparkling autumn day. The northwest wind was blowing about ten knots as we made sail off Ten Pound Island and hauled the yawl boat up into her davits; it built all day. By the time we were well out of Gloucester Harbor it was nearing twenty knots, and we had the rail well down as we thundered past Halfway Rock. Still carrying topsails, we came about off Nahant, and Capt. Tim Lord gave me the wheel for the long close reach back to Thatcher's. Lord, what a feeling! That vessel was alive! She was running like a freight train, doing close to eleven knots

(she's been clocked at fourteen). A bone in her teeth, she drove her bow into the oncoming seas, drenching the passengers who had ventured too far forward; the wake frothed by the lee rail and bubbled off astern. The weather runner was taut as a bowstring as the topmast bent under the strain. Tim decided it was time to take in the topsails; two crew members sprang aloft to do so and I could feel us fall off a knot. Still we thundered along. I could feel "Adventure's" past and her future vibrating through the soles of my feet and the spokes of the old Stoddard wheel.

Readers, seize this once-in-a-lifetime opportunity! Get aboard the project to rebuild "Adventure" and help bring her back as a living, breathing symbol of America's maritime heritage! Stop by the State Fish Pier in Gloucester next Sunday for breakfast aboard, sign up as a member, volunteer to help with maintenance and restoration, and bring along your friends, lots of them.

I see I've been long-winded, and probably repeated a lot of what you've already written, but there's something about "Adventure" that makes you want to be sure people know just how it is. Besides, this is another issue, and maybe not everyone saw the first write-up!

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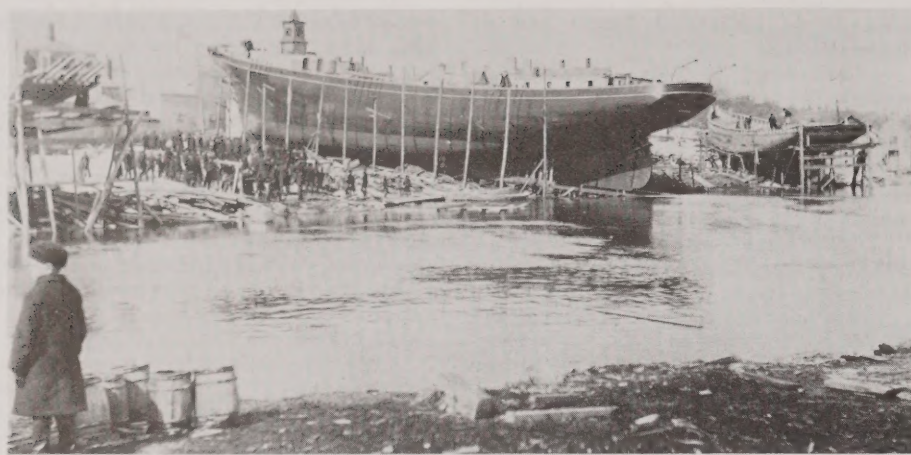
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Three masted schooner "Warwick", largest vessel built by Arthur D. Story, on the ways in 1891.

SAVE OUR SHIPYARD!

By Bob Hicks

No sooner did I get into print with the story on the Gloucester "Adventure" in the October 15th issue then I received an invitation to a press conference in nearby Essex, Massachusetts, at which the Essex Shipbuilding Museum was to announce the impending acquisition of the famous Story Shipyard in that community. In that yard, currently operated as Cape Ann Small Craft, thousands of Gloucester fishing vessels were built over several generations, with the last major builder Arthur D. Story building in the heyday of the famed Gloucesterman schooners. Arthur's son Dana, a well established historian of the days of building wooden ships for the Gloucester fishing industry, was unable keep the shipyard going in its traditional way and after years of operating it as a typical contemporary boatyard, sold it to the present owner of Cape Ann Small Craft, Joel Thomas.

The museum is presently located nearby in an old schoolhouse where volunteer curator Jim Witham has managed to fit in an amazingly effective presentation of artifacts relating to the bygone shipbuilding industry of this tiny community. The acquisition of the Story Shipyard will permit eventual moving of the museum into larger quarters located on the actual site of a significant part of Essex shipbuilding, and will permit placing on permanent display the "Evelina M. Goulart" as an exhibit of the original construction traditional to Gloucestermen. The museum presents its case for its "Save Our Shipyard" campaign as follows:

"The Board of Directors of The Essex Historical Society and Shipbuilding Museum of Essex, Massachusetts, have launched "Save Our Shipyard," a fund-raising effort for the purchase of the former Story Shipyard.

To Peter H. Spectre of "Wooden Boat" magazine, the Old Story Shipyard is "the greatest shipyard in one of the greatest shipbuilding towns in North America". For those who know the history of Essex and the development of the American fishing schooner, the Story Shipyard is hallowed ground. It is one of the oldest continuously operated shipyards in the country. From this yard and an adjacent acre (originally set aside for shipbuilding in 1668 by the town), hundreds upon hundreds of vessels were built. From sturdy

little Chebacco boats and pinky's, to Grand Banks Gloucestermen and the great racing fishermen, they all had the unmistakable mark of an Essex-built work-vessel. They were magnificent in their grace and beauty.

Shipbuilding in Essex began in the middle 1600's to satisfy a local need for fishing craft. Early vessels were primarily built for use by their builder. By the late 1700's it became common practice to build a new vessel each winter, fish her during the summer months and then sell her in the fall. Gradually, captains from other ports came to Essex to contract for a new vessel. By the 1840's, Essex no longer had her own fishing fleet but had turned to year-round shipbuilding exclusively.

From these beginnings, there grew an industry so specialized it became unique in maritime history. By the 1850's, over 50 vessels a year were being launched from 15 shipyards and Essex became recognized worldwide as North America's center for fishing schooner construction. Most of Gloucester's fleet was built in Essex, and the town so dominated the industry that all major U. S. and Canadian fishing ports had Essex-built vessels. One out of every 28 wooden vessels that flew the American Flag was built in Essex. The shipyards of Essex probably launched more two-masted vessels than any other town in the world.

In 1976, The Essex Shipbuilding Museum opened in a two-room schoolhouse leased from the town. Its sponsor was the Essex Historical Society, a tax-exempt, non-profit Massachusetts corporation founded in 1936. Since it opened, the Museum has enjoyed steady growth and its collections contain over 7000 rare shipbuilding artifacts, photographs, tools, plans, documents, half-models and rigged ship models. Most of these have come from the attics, basements and barns of Essex. In 1990, the Museum was given its largest shipbuilding artifact, the Essex-built fishing schooner "Evelina M. Goulart". She is now proudly displayed at the town landing, very near where she was originally built in 1927.

The "Evelina M. Goulart" is one of just a few Essex-built vessels that survive today. In 1990 she returned to Essex as a fitting tribute to the shipbuilders of Essex and the vessels they built. She is now placed very near the spot where she was

originally constructed in 1927 by A. D. Story. She was designed by his son Jacob. Her owner was Manuel Goulart of Gloucester.

The "Evelina M. Goulart" is a "transitional" work vessel, built at the end of the age of sail and the dawn of motorization. She is a true schooner, built in the same manner and tradition as her all-sail sisters. But she exhibits rare design modifications dictated by the advent of auxiliary power and modern fishing methods.

Originally rigged for swordfishing and outfitted for dragging, the "Evelina M. Goulart" worked the rich North Atlantic for fifty-five years, fishing from Nova Scotia to the Carolinas. She twice held the record for the most swordfish harpooned on a single voyage. During World War II, she served as a sub-spotter for the U. S. Coast Guard.

In the late 1940's, her bowsprit and rigging were removed and a permanent pilothouse was built over her cabin. Her rails at the bow were removed to the deck and she was fitted with a steel "whale," (later replaced with the wooden whale which is now painted white). In the 1980's, she was abandoned at her pier in Fairhaven, Massachusetts, and allowed to settle to the harbor floor. In 1989, her fine lines were recognized by Robert Douglas of the schooner "Shenandoah". He had her raised, patched and prepared for the tow to Essex as a gift to the Essex Shipbuilding Museum.

Only five Essex fishing schooners survive. They are the "Ernestina", ex-"Effie M. Morrissey" at New Bedford, the "Lettie G. Howard" at South Street Seaport Museum in New York, the "L. A. Dunton" at Mystic Seaport Museum, the "Adventure" at Gloucester and the "Evelina M. Goulart". Of those vessels, the "Goulart" is the only one that retains her original forecastle, fishhold and transom.

The members of the Board of the Essex Shipbuilding Museum see the availability of the Story Shipyard as a rare opportunity to expand the museum at a historic river-front location. Future development will include expanded educational programs as well as enlarged display and research facilities. For more information, call 800-496-YARD, 508-768-7541 or write to The Essex Shipbuilding Museum, Box 277, Essex, MA 01929.

SAVE OUR SHIPYARD!

The Essex Historical Society and Shipbuilding Museum needs your help to purchase the former Story Shipyard for future use as a working shipyard and museum.

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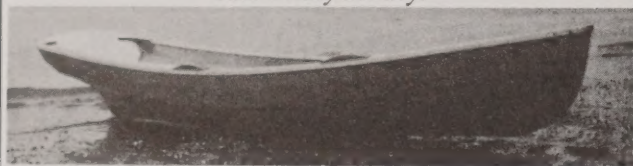
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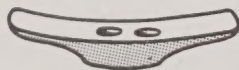
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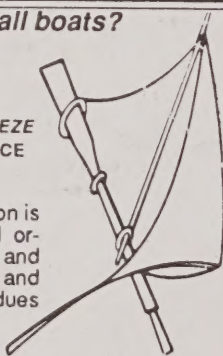
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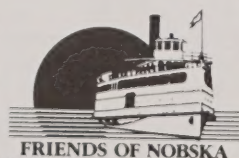
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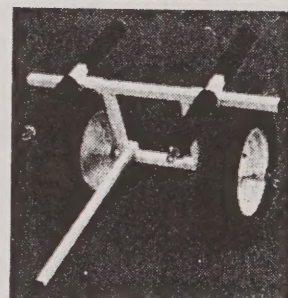
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The 1993 Oarmaster Trials

By Bob Hicks

The Oarmaster Trials came closest yet this year to accomplishing its objective, the comparing of a variety of oar-on-gunwale rowing boats, with speed the determining factor to be measured in a series of round robin sprint races. Speed is the major delineator of how well a boat moves through the water. With mild, flat conditions, windage was removed as a factor, and with a manageable number of fifteen boats, split into three divisions of five each, a program of round robin heats and a three heat round robin final between the three fastest boats and the three fastest rowers was possible.

Andre DeBardeleben, who has commented at length on our pages about this recreational rowing subject, was a happy man, for his twelve year old design "Sockeye" came up the top overall boat for the day. Andre videotaped the ongoing front running of the ultra-light strip-built double ender, and its closest contender, his lightweight Whitehall style "Skua", and almost apologetically explained, "well, they asked me to bring it." With "Skua" turning in the second fastest accumulated time in the heats, but racing in the same heat as "Sockeye", Andre could smile broadly and still not overwhelm the final as only the winners of each division went into the finals.

The dominance of Andre's two designs in speed paid some tribute not only to his designing and building skills but to lightness, for they were the two lightest boats at 79 lbs and 95 lbs. And they were the two narrowest boats at 33.5" and 40", and two of the six longest waterline boats at 15'. That they might not be so good to use in rough seas with their low freeboards and narrow beams was not tested, but several other entrants also had similar possible limitations for when the going gets tough. Given the parameters of the event, Andre's Middle Path designs were outstanding.

The pictorial array of the boats entered and the chart of their specifications will give those of you interested in such things plenty to investigate. The spread from a 79 pound rowing canoe to a 342 pound sailing dory over 15 boats mostly concentrated in the 113-188 pounds range but the waterline lengths were all much closer ranging from 12'-15', except for the 8' Herreshoff pram. Last year the odd boat out was a high sided heavy Banks dory that was an awful handful in the strong winds. This year it was a short yet heavy (9th heaviest) pram. Nobody could make it go, only the 319 pound Marblehead skiff was slower in accumulated time.



Weigh in, the Rangeley Lake Boat from Mystic Seaport gets balanced on the scales by Vikings members Mike Orbe (left) and Bernie Smith.



Waterline length is measured in this floating jig with an oarsman aboard.



Lineup on the beach.

Start of a heat, an 18' Seabright Skiff (foreground) and the Crawford Gunning Dory neck and neck with the Salisbury Dory Skiff close behind.





The Middle Path fleet, "Sockeye" in the foreground and "Skua". These two were often together in every heat regardless of who was rowing.



Rounding the turn, at left Shep Wilbur, the only woman participant, putting in her best effort in "Sockeye" for a third place in this heat and an 8th in total accumulated time..



The Herreshof pram was the slowest boat understandably and Steve Clark just poodled along on his turn, saving his energy for the boats he could do best in.

Overall top rower Bob Powers pulls over the line in the Monument River wherry.



What about the rowers? Much of the interest in who was the fastest rower obviously is limited to those involved and their immediate friends, families and followers. Worthy of more general notice, however, is that several of them were also designers and builders of their boats. In addition to Andre, who did not get to row either of his own boats, there was Art Poole with no fewer than three of his modified Seabright skiff designs, all of which he had built. Art got to row in two of his boats, and this might have helped him to the win in his division. And there was Jon Aborn whose Monument River wherry is his own concept, the underwater body of a Piscataqua River wherry on an ultralight plywood hull. Jon did not get to row in his boat either.

The final brought together the three division winners and boats. Andre's "Sockeye", the fastest overall in the heats, Aborn's Monument River wherry, the 4th fastest, and Poole's Seabright Light, the 5th fastest, were round robin raced by Dan Noyes, the fastest overall in the heats, Bob Powers, the 4th fastest and Poole, the 7th fastest. Obviously the heat placements impacted on both boats and rowers. As scorekeeper Frank Durham stated in the official results, "evening out the boats and the rowers among the divisions was a goal, not an achievement."

Bob Powers heartened all of those no longer in the full bloom of youth by besting the youthful Dan Noyes, and the somewhat less youthful Art Poole, in the three final round robin heats. Noyes won the first heat, Poole the second and Powers the third, each in "Sockeye". But his third heat winning margin of 35 seconds was decisive for Powers.

Winning designer/builder Andre DeBardeleben (left) and winning rower Bob Powers talk about the boats, what else!



Designer/builder Art Poole, here in Jon Aborn's Monument River wherry, had three boats entered, all his Seabright Skiff based creations.



Shep Wilber came up from Mystic and decided to be the only woman participant sort of spur of the moment, here she is in the Whisp.



Fred Meda left his specially rigged Alden home and "jumped" right into the competition. Fred said afterwards he wants to get into this sort of rowing action, he liked the boats and the people. A paraplegic for over 20 years, Fred is a superbly fit rower.



The top rower in the top boat, Bob Powers and Andre DeBardeleben's "Sockeye".

"Sockeye", the overall winning boat, is a twelve-year old design with obvious canoe characteristics. Andre referred to it as his "rule beater" but said he was asked to bring it, so...



Commentary on the Results

By Frank Durham, Scorekeeper

One of the characteristics of the Fixed Seat Open Water (FSOW?) circuit is the diversity in boats and rowers. It is rare to have as many as two identical boats in a race, and thus it's hard to decide whether any given result is due to the boat, the rower, or the conditions. This can be a bug or a feature, depending.

The Trials try to isolate the performances of boats and rowers. The basic theory is to collect a number "n" of boats and rowers, and have "n" races, each rower moving to a different boat for each race. Results for each boat and for each rower are accumulated, and (presumably) the rower with the best total time (in all boats) is the winner, and so for the boats.

As the event has grown, it has been necessary to cut it up into divisions (sections) to reduce the total number of races to be run and to cut down on the crowd at the finish. This would be of no consequence if we could be sure that each division contained a perfect cross-section of both boats and rowers, but we can't (even if we didn't have to deal with last-minute substitutions). So we ran (this year) three sets of "mini-trials", and a final set with the winners from each of the three. Finalists rowed 8 races, all others 5.

Some information is lost by this. There is no way to be sure that the number 2 boat in Division III was not in fact faster than the winner from Division II as the totals seem to suggest, but it isn't fair to say that it was, since it was rowed by different people. Likewise for rowers.

To get the thing over with in a day, races must be relatively short. This means we are testing the ability to do short sprints, which is not what most FSOW racing is about. We are also implicitly testing flexibility, as each rower must com-

pete with at least "n-1" boat/oar combinations which aren't his. Probably any given rower is not the same in the first heat as he is in the last, but we can't guess what kind of factor applies, or even in what direction (fatigue or "second wind"?).

The subject of oars has not gotten the attention it deserves. Andrew Steever ("Oars for Pleasure Rowing; Their Design and Use", Mystic Seaport Museum Publications, 1993) says that oars should be tuned for the rower and the boat; naturally what we get more often are oars that are either expendable or are very strong. My personal feeling is that the Rangeley Guideboat would have made a much better showing if its oars had been designed for racing in it rather than for repelling boarders. (I don't think we should blame the Seaport; they can't treat their equipment as expendable, and we're lucky that they sent two boats.)

In case there may be someone who has not encountered the "Monument River Wherry" type in his studies of small craft, this is Jon Aborn's design, a V-bottom double ender built this year. The Monument River, he tells me, used to be where the Cape Cod Canal now is, at Jon's very door, so to speak. "Sockeye" and "Skua" are two of Andre DeBardelaben's creations, both strip built. The former looks like a canoe, the latter like a slender Whitehall. The "Sockeye's" advantages are lesser weight, narrower hull, and wider spread.

I'm tempted to play with the numbers, trying to find correction factors and so on, but I'm not sure it would mean anything. Anyone wishing the raw data in a machine-readable database format should contact me.

Frank Durham, 70 Hayden Rd. Hollis, NH 03049.

Statistics

Here are the total times, in the preliminaries only, in the order fastest to slowest. Remember that comparisons across divisions are not valid; evening out the boats and the rowers among divisions was a goal, not an achievement.

ROWERS

1. Dan Noyes	26:46*
2. Steve Woll	27:27
3. Jon Aborn	27:43
4. Bob Powers	28:52*
5. Russ Smith	30:00
6. Ed McCabe	30:29
7. Art Poole	30:32*
8. Shep Wilbur	30:54
9. Peter Corbett	31:24
10. Steve Clark	31:37
11. Cliff Punchard	32:09
12. Mike Cushing	32:10
13. Fred Meda	32:19
14. Mike Orbe	33:13
15. Andre DeBardelaben	39:49

* Division Winners

BOATS

1. Sockeye	26.12
2. Skua	26.52
3. Seabright Light 18	29.02
4. Monument River Wherry	29.09
5. Seabright 18	29.17
6. Delaware Ducker	29.39
7. Piscataqua Wherry	30.22
8. Seabright Light 16	30.36
9. Adirondack Goodboat	30.40
10. Whisp	30.43
11. Rangeley Guideboat	31.25
12. Crawford Gunning Dory	31.51
13. Salisbury Dory Skiff	32.59
14. Herreshoff Pram	36.36
15. Marblehead Skiff	40.01

BOATS LISTED BY WEIGHT

Sockeye	79
Skua	95
Delaware Ducker	113
Rangeley (MSM)	113
16' Seabright Light	116
Crawford Gunning Dory	118
Whisp	124
Adirondack Goodboat	125
Herreshoff Pram	127
18' Seabright Light	137
Monument River Wherry	148
18' Seabright	155
Piscataqua Wherry	188
Marblehead Dory Skiff	319
Salisbury Dory Skiff	342

BOATS LISTED BY WATERLINE LENGTH

Herreshoff Pram	8'6"
Crawford Gunning Dory	12'0"
Seabright Light 16	13'6"
Delaware Ducker	13'8"
Whisp	13'9"
Marblehead Dory Skiff	14'3"
Piscataqua Wherry	14'4"
Salisbury Dory Skiff	14'5"
Rangeley Guideboat	14'6"
Monument River Wherry	15'2"
Seabright Light 18	15'5"
Skua	15'7"
Sockeye	15'7"
Seabright 18	15'8"
Adirondack Goodboat	15'10"

The stats were handled by Frank Durham on his laptop computer, reading the screen in the bright sun took some squinting.





----- Boats -----

#	description (owner)	LOA ft in	LWL ft in	Weight lbs	Beam in	Spread in
1	Crawford gunning dory (Woll)	14 10	12 0	118	48	45
2	Delaware Ducker (S. Clark)	14 11	13 8	113	50	45.5
3	Adirondack Goodboat (M. Smith)	16 11	15 10	125	43.5	42.5
4	Marblehead dory skiff (MSM)	14 2.5	14 3	319	54.5	48.5
5	Monument River wherry (Aborn)	16 11	15 2	148	44	49.5
6	Herreshoff pram	9 11	8 6	127	47.5	43.5
7	Piscataqua Wherry	16 9	14 4	188	51	52.5
8	16' Seabright Light (Gould)	16 1.5	13 6	116	50	48.5
9	18' Seabright Light (Poole)	18 3	15 8	137	51.5	50
10	18' Seabright Light (Powers)	17 8	15 5	155	52	52
11	Skua (Middle Path)	16 2	15 7	95	40	40
12	Sockeye (Middle Path)	16 0	15 7	79	33.5	41.5
13	Rangleley (MSM)	14 7	14 6	113	41	37.5
14	Whisp (White, RIRC)	15 6	13 9	124	44	43.5
15	Salisbury dory skiff (Cushing)	17 2	14 5	342	54	51

"LOA" = Length OverAll; "LWL" = Length WaterLine (measured with a rower aboard;
 "Spread" is the distance between oarlocks (center to center).

By Marty Cooperman

The wind was beginning to whistle through the shrouds. I was leaning out as far as I could, feet under the straps, one hand countering the weather helm with the tiller, the other clutching the uncleated main, when the gust hit. My eyes, glued to the gunwales, watched as water sloshed over them and into the boat. Frantically I shook the mainsheet free from my grasp, spilling enough wind for the boat to ever so slowly right itself. With the main starting to flog, I yanked back on the sheet to reset the sail. My fingers were twisted and sore and my arms fatigued from constantly pulling in and releasing the mainsheet. My stomach muscles complained from the hiking out. Mercifully the channel changed direction and I could slack off on the sheets and relax for a few moments until the wind hit us again.

It was six months ago when I read about the cruise, two weeks in Georgian Bay. A year before that I had called Peter Duff to ask if I could participate in the Martha's Vineyard cruise with my 10' O'Day Sprite and was wisely turned down. This year I had my 'new' 14' Javelin, "Chicken-of-the-Sea", and was invited to go.

Spending much of my time fixing up the Javelin left little for testing it. One weekend cruise in Lake Erie sharpened up my awareness of how little space there was for storage, and I packed for this trip accordingly. Thus it was to my astonishment when Dovekie after Dovekie arrived at the quiet wilderness marina at Snug Harbor with huge laundry baskets and giant coolers full of snacks, fresh fruits and vegetables. It seemed that they had harvested their entire gardens for this trip. Tomatoes, melons, carrots, onions, a cornucopia of produce was laboriously being unloaded from vehicles and painstakingly stored in the Dovekie bins.

If backpacking is sparse and canoe camping comfortable, Dovekie camping is extravagant. On my Javelin I had no choice but to pack as though for a backpack trip. But before the trip was over, I was to profit mightily from the prodigious quantities of food the Dovekies brought aboard.

It took me only eight hours to drive from Cleveland to Georgian Bay. Most of the Dovekies came from the east coast with fourteen-sixteen hour drives. It puzzled me why people with such good access to the Atlantic would come so far to sail here. I'd always looked at the Great Lakes as good practice grounds for learning to sail and waited for the opportunity to put my skill to use on real salt water. And instead, real salt water people came here.

"You can't swim in the ocean without getting all full of salt", was one comment. "You have to carry all your drinking and washing water with you or dock frequently to refill", and, "After a few days the salt gets into your bedding and everything's damp", were others. "It's not so crowded here and homeowners aren't always chasing you away". Well, maybe these weren't just practice grounds. Maybe this was the real thing after all.

Georgian Bay consists of spruce, pine, birch and rocks. It also consists of public Crown land and cottage land and we did our best to avoid the latter. Franklin

A Week With the Dovekies



Island, a few miles beyond Snug Harbor, had a wonderful anchorage, known to a select few as "Lost Bay". Last year I was shown this secret place by the Trailer Sailors and got to savor the seclusion and the wild blueberries growing on the hill-sides. Leading the way in I was dismayed to find that a host of large cruising boats had taken the best sites and that "Lost Bay" had been decidedly found. Dejected, we sailed down an arm of the bay that narrowed to an apparent end. But poking in further we squeezed between narrow rock walls and over a very shallow "bar" and found ourselves in a lovely anchorage that no one save a canoe could negotiate. We had it all to ourselves.

Sailing between the mainland and the offshore islands the next day was delightful. The Mink Islands lay several miles to the west and stretched north some four miles paralleling the mainland. I was most pleased to discover that "Chicken-of-the-Sea" was able to keep up with the Dovekies; it's disheartening to get left drastically behind.

Poking into nooks and crannies, the Motes in their Shearwater hugged the island shores trying to find a private place for us to camp. It was not to be. The Minks were apparently cottage land, a flag or dwelling announcing private ownership everywhere. I developed an urgent need to make for shore to handle some bodily functions that would otherwise have been better accommodated in a porta-potti had I the room for one. Driven by a strong sense of urgency, I slithered between myriad rocks and ledges with only a few feet to spare, finally coming upon a small island with no dwellings. With no time for proper anchoring, I roughly beached the boat on a flat rock and ran to the interior clutching my toilet paper.

Much to my surprise, upon returning, I found the entire fleet, including the large Shearwaters, following that tortuous course among the rocks and anchoring nearby. They must have assumed I was leading the way to another "secret" anchorage. Two young sea kayakers from a nearby cottage paddled over and were most

interested in our boats. But soon thereafter came two motorboats with a different mind-set. "Private property", yelled one, roaring into our anchorage at high speed and waving us frantically away. It was a sad introduction to cottage land and we had little choice but to up anchor and away.

It was a bit humiliating being ordered off their land as though we were deliberately trespassing; there were no indications of ownership on the island. Some of us took it hard, some stoically. I felt a sharp pang of disappointment. It was just these rigid, hard-nosed attitudes I had come here to escape. Not until several days later did mock cries of "private property" cease emanating from our group, when we'd make landfall on some rock or island.

Another mile up the chain of the Minks we found a fairly barren group of low rocks called Raper Island where no one objected to our presence and where we decided to spend one night. The weather had other plans. Joining us at this point were the Paysons from Illinois, flying a jib on their Dovekie in order to catch us. They had shown up a few hours late at Snug Harbor and spent the night at another fine anchorage on Franklin Island less than one quarter mile away but not connected by water. They thought they could hear us over the trees. Such are the convolutions of the landscape up here.

Settling in for the evening, the Meladone's precociously bright eleven year old son Damon, (a.k.a. Demon), dropped over for dinner, and a row to a nearby island where half the group had collected for a raft-up. Misunderstanding the nature of a raft-up, we had eaten our dinner before joining them. We'd get that straight next time.

The mosquitos are normally fierce around dusk, but this night a breeze sprang up to hold them at bay, and I looked forward to bedding down on a high rock. This, partly because I enjoy sleeping out in the open and partly because my Conestoga wagon type tent is such a nuisance to set up on my boat. I had also taken along a mesh fabric tent that my

wife had hastily sewn together the night before I left, but the velcro wasn't placed just right and it sagged and gaped in the most inconvenient spots.

Around one in the morning the breeze turned fierce. My flapping groundcloth awakened me from my high perch. Bright flashes of lightning in the distance along with an ominous black cloud overhead that soon obscured the remaining stars, convinced me that even an inconvenient tent was preferable to a thorough soaking or an electrocution.

In the dim beam of my flashlight I stumbled over boulders and tripped and splashed across ledges until I got to what I hoped was my craft. An hour later, flashlight gripped uncomfortably in my teeth, the miserable tent was finally secure. To its credit it withstood some strong winds although the rains delivered only a few drops at dawn. Fooled again.

By morning it was clear we were headed nowhere. Whitecaps were roaring over Georgian Bay and we were protected by only these low islands. Peter Duff chose not to proceed. I found this out by rowing downwind to his Shearwater, getting the word, and then struggling inch by inch back upwind to my anchorage, barely avoiding the numerous rocks lurking below. Given that two of the boats contained children and my "Chicken-of-the-Sea" was perhaps half as stable as a Dovekie, Peter's choice seemed best for us all, although I'm sure the Shearwaters could have easily stood up to both wind and waves. The half of the group near my anchorage took the news stoically, rushed for their snacks and congregated on the rocks:

The day was spent getting to know those at our anchorage. I was next to a fine flat rock which got to be known as Marty's living room, as one after another of the group came by to chat. During the get-to-know-you's the Meladone's mentioned having moved from Vermont to the Washington D.C. area for better job opportunities shortly after Mary McGuire told me about moving with her family in quite the opposite direction, from the Philadelphia area to Vermont for the tranquility.

Seeing the rather limited meals I was subjecting myself to, the Paysons kindly invited me to dinner on their boat. It was there I was introduced to Charles' inventions. A loop-line anchor system allowed them to reel their anchor from the cockpit to the bow before setting it, like an old-fashioned laundry line. A metal pan filled with 120lbs of lead bricks on a pulley allowed them to shift ballast to windward as needed. On their old Dovekie, originally lacking side seats, Charles had rigged up some lawn chairs as comfortable fold-up seating. I ate my dinner while relaxing in one. It's great fun to see an engineering mind at work. Especially while enjoying Evelyn's fine fare.

After another night the wind diminished and we headed back towards the mainland and the inside of the big islands on a beam reach. Soon after the wind picked up and before long I was hove to and reefing. I had not actually tried these maneuvers before and was pleasantly astonished to find that they actually worked.

Pulling into a protected cove we rafted together for lunch. Hoping the wind had

moderated, Ted and Maggie motored upwind up the narrow channel. It was suggested that I try to sail that channel to see how difficult it would be. It was difficult and a portent of things to come. I ran the 50lb. steel centerboard aground in the mud and had to "dismount" in order to free the boat.

Shortly thereafter, Ted and Maggie came charging back with reports of a squall on the horizon. We dashed back to re-anchor and set up tents, and in the scramble I began to appreciate the expensive 5kg Bruce anchor Peter recommended I buy. It looked ridiculously large on my small boat, but as the Javelin sailed itself about while I tried to get the sails down, the anchor's timely bite into the mud below saved me from a close encounter of the granitic kind. It was not the last time I was to be saved by the anchor and it became my "crew" at numerous hazardous and embarrassing moments.

The end of the squall meant we could sail again and we had a fine reach in gusty winds to a protected bay. But not before I nearly rammed Ted and Maggie's boat while trying to raise the sails. There must be some technique to doing this single-handed.

I decided to change to a smaller jib, kindly given to me by Elliot Wilcox from his old Mirror dinghy, which performed the role of storm jib very well, and along with the reefed main gave me some semblance of control over the boat. But not much.

Several Dovekies had reefed by now and it was illuminating to see one that was not, with Christina and Tut aboard showing not only their windward leeboard and their bottom but, startlingly, a bit of their leeward leeboard as well as they heeled drastically in the gusts. They're high spirited folk, well up to the fun of seeing just how far they could push the boat. At least Christina was. Tut seemed to be staggering from side to side as they tacked, yanking on leeboard handles, desperately clutching the gallows and dodging lethal runaway watermelons while attempting to comply with Christina's frantic urgings to "come to the high side!"

Tut's personality changed as the trip progressed. He's a salesman, with a salesman's finely honed sense of humor which generates a quip a minute. Some are terrible, others hilarious, but all are worth hearing. After bashing around in the boat for several days, Tut was to pay brutally for his role as active crew and live ballast with sore muscles in every part of his body. In place of his jokes, I became accustomed to his loud groans as he stepped ashore, or moved about, as a new set of muscles he had not previously known existed made their painful acquaintance.

This time I got the idea of rafting up just right. The Motes deftly maneuvered their Shearwater by engine until all six boats were lined up enabling their crews to step ashore. Back on board, I had dinner compliments of Ed and Mary McGuire, whose two children, Tyler and Abby, five and eight years old respectively, later showed a fine hand at the oars on their inflatable dinghy. After offering to clean the dishes I disgraced myself by spending so much time putting up my netting tent that the dishes were long since done. I think I

owe them a dishwasher on the next cruise.

The next morning, clambering over the high slopes, I spotted Leo and Sandy, with Peter and Maggie Duff as company, sculling back from a visit up a narrow, winding meadow with a large rock face rising dramatically from it. It was, I thought, the most beautiful scenery of the whole trip, this perhaps because amongst the stark landscape, the softness of the rare meadow was a special pleasure.

I was shortly to get a lesson in boat handling. Striking out from our anchorage I soon found the wind as brisk as yesterday and was happy to have left my reef in.

With the boat heeling sharply it was almost impossible to spend any time looking at the chart. I had to memorize what I could before we left and hope that my memory would serve me well. Others had less luck at navigation. I later heard that Tut had spotted a prominent black can in one of the channels only to approach and discover it was a discarded refrigerator on a rock.

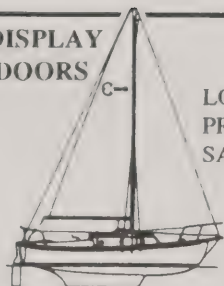
I waited for Leo and Sandy to take the lead and then Ted and Maggie. They seemed to have taken the wrong turn at an island, but when I remarked this to Ted he assured me he knew where he was headed. Puzzled, I changed course and joined the main group. Soon I was again furiously tacking amongst narrow channels with a vicious 20-25 knot headwind. My already sore hands were beginning to crack open with the wetness, but there was no respite. About an hour later the two "lost" boats reappeared. It seems they had read the wind right and took not only a better point of sail but also an open bay to traverse, while the rest of us bashed about in the narrows.

But even they had to negotiate the remaining channels. Never having raced, I am none too sure about reading the wind. As I tacked from side to side, I noticed Ted and Maggie pull away dramatically, as I remained stranded in a windless pocket. It seems racing strategy suggests that one follow the wind, whereas I was determined to tack to the last inch of water despite being turned ninety degrees away and left in a dead calm blocked by the trees. As Ted and Maggie started disappearing around bends I began to think that perhaps there were some fine points of sailing I had better learn.

The channel finally turned dead downwind the last mile to Pt. Au Baril Station, a small hamlet that provisions cottages and boaters alike. It was here I was to suffer my most humiliating moments in small boat mis-handling. Finally catching up to Ted and Maggie on my most favorite point of sail, wing and wing with my broomstick whisker pole, I was invited for lunch when we landed. I gratefully, but prematurely accepted.

The wonderful downwind run seemed to go on for quite a long time. A bit too long. By the time I had decided to round up into the wind and drop sail, I was tangled up with some docked boats on one side of the narrowing channel. Releasing the mainsheet and using my clever invention of rolling up the jib against the forestay, I was amazed when I looked up momentarily to find myself sailing directly for one of the docked boats. Letting go the jib I flung myself to the stern to yank the tiller over. Dashing back to the jib, I wound it up once

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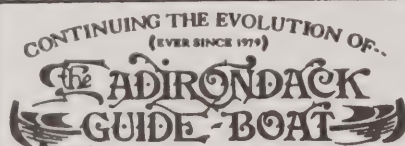


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again and secured it. By this time the mainsail had jibed, narrowly missing my head and I found the boat sailing for the nearby opposite shore directly into a cliff. Once again, a frantic rush to the tiller averted disaster.

Finally, I got the boat headed into the wind and began to drop the mainsail, only to have the boat sheer off, the fierce wind pin the partly lowered main against the shrouds, and the boat head straight for a menacing looking dock with a powerboat tied to it. I noticed this perhaps forty feet from impact. There was no time for the tiller. I yanked the shock cord tie down from the anchor, grasped the stock and desperately flung the 11lb. Bruce overboard with its chain and a handful of line. Thirty feet...twenty feet...fifteen feet... I pulled as hard as I could on the anchor line and it held, with the boat ten feet upwind of the dock.

I'm not quite sure when my heart resumed normal beating, but as I began to size up the situation, it started looking bleak. If I put up the sails and raised anchor, I had about three seconds to get underway and sail clear of the nearest dock. Another hundred feet downwind was an even larger dock with about twenty boats alongside. Even if I managed to fend off the first dock, I was going to make an awful mess when I hit the second. I was stuck. With such lack of control over the boat, I could see myself, main partly raised, the windage causing the anchor to lose its grip, driving down on the first and then the second dock, with the sound of splintering fiberglass accompanying me. How was I to get to Pt. Au Baril Station? How was I to get anywhere? Would I have to wait 'til freeze-up and walk ashore?

The Payson's came by and anchored nearby, chatting about my predicament and unwittingly providing me with a solution. The solution soon puttered up in the form of two elderly ladies in a small motorboat, come to admire the Payson's Dovekie. I quickly inquired as to the possibility of a tow and they were nice enough to offer one. They towed me clear of the first dock, then the second, and then, as I pondered whether they had forgotten that I was attached, took me clear over to the far side of the harbor where they pointed to the "No Wake" sign and said I'd be safe. I inquired about the depths and was reassured that it was very deep on this side of the harbor.

When they dropped the tow rope, I kindly thanked them, then rowed all the way back across the harbor to the Payson's, picking up one of Evelyn's kindly proffered sandwiches on the way. I finally dropped anchor with over one hundred feet of scope just where I should have had I had my wits about me the first time. Then I lay back in the boat to ponder what had gone wrong.

The Payson's eventually raised anchor and rowed into town, but not before I caught a photo of Charles, gingerly straddling the slippery foredeck with an anchor completely engulfed in the largest mass of weeds and mud I have ever seen. With evident distaste, he set it on the foredeck and dropped below to row clear of the nearby docks. Later, I saw them row out into the teeth of the wind, Charles making pretty fair headway against the ever powerful

gusts, as they headed for that night's anchorage, I knew not where.

Several hours passed as the Dovekies made their way among the shops of Pt. Au Baril Station and I dozed, read and tried to figure out how to handle the boat by myself. On Lake Erie there are no real anchorages and I had never raised or lowered sail in strong winds while anchored or in confined circumstances. I kept thinking of the line from one of Arthur Ransome's children's books: "If not duffers, won't drown. If duffers, better drowned", and passed the afternoon in an unpleasant frame of mind.

As the shadows lengthened, I spotted the Dovekies getting underway from the town dock. I prepared to raise sail and fend off the nearby landscape, when Ted and Maggie motored by, offered a tow, which was gratefully accepted by me, in lieu of lunch. They explained that Peter Duff had met a cottage owner who was fascinated by the Dovekies and Shearwaters and invited the whole group to anchor at the dock by his cottage a mile away.

When we arrived at the dock below the cottage, half the crews were bathing in the warm waters. I took the opportunity to ask Ted just how one handled a small daysailer when raising and lowering sail. I suspected he had quite a bit of experience, and got some sensible advice about what to do with the rudder, centerboard, mainsheet and tiller.

That evening I received not one, but two invitations to dinner, one of which I had to decline. This hospitality was becoming embarrassing as I had little to offer in return except some humorous stories about my sailing misadventures that day. Christina and Tut hosted me for dinner, and while aboard a distant motorboat caused a wake that eventually rocked the Dovekie sharply. The wonderful salad that Christina had labored over and that was now marinating in a large frying pan, slipped off its perch on the cooler, tipped sideways, landed splat against the white side of the Dovekie, and slithered down the wall. Tut and I dashed to save what we could and managed to slop most of it back into the pan with our hands. Expecting a harsh epithet against motorboats from Christina, I was delightfully surprised to find her laughing away. What a nice attitude. Tut, with his usual quick sense of humor, dubbed it wall-dorf salad.

The next day, Tut, searching for the porta-pottie, had to inform Christina that the lid had disappeared along with much of the contents. She had a good laugh over that one too, while scrubbing out the boat.

We had an invitation to visit the cottage for breakfast coffee, and congregated in our host's living room with a fine view of the channels. Over coffee many conversations came up in which I caught a few snippets. Mary Meladone told me about the travails of being a vendor of computer software. Being a user of software, I got a good insight into the problems my vendors must face. Harry Mote mentioned having designed and, I think, built his own large cruising sailboat, sailing for several years quite successfully. Ed McGuire talked about crewing on tall ships and Leo, I think, mentioned a relative who had worked at the Herreshoff yard. In such distinguished company did I spend the morn-

ing.

This was the day part of the trip was to head south for home. Christina and Tut, the Paysons and I were only out for a single week while the remainder were to continue north for another week. We had arranged to meet where the channel opened into Georgian Bay, but either miscommunication or some other problem intervened and we never spoke to the others again.

With the winds still strong, but less so, I shook out my reef, raised the big jib and headed west down the channel for the open bay, but not before sailing round and round my anchor again in the process. At least I was wise enough to keep clear of other boats.

Another few hours of channel tacking, torn fingers, sore arms and one "dismounting" when I ran the centerboard onto a ledge, and we were finally free. The Payson's anchored while Christina and Tut and I tied up to them to discuss the trip south. Near the mouth of Georgian Bay the wind seemed to diminish, and it dawned on me that the fierce winds were to a large degree the creation of the narrow channels. Evelyn passed me another sandwich as we poked our fingers over the chart and picked our route. It was a pleasure to mull over the various options and jointly make the decisions, but this was easier with just three boats to consider.

About five miles down the coast were the McCoy islands, a likely stop-over before the next day's sail back to Snug Harbor. As the channels opened out to the bay our point of sail moved from beating to beam reach then to broad reach. We had to be careful as we picked our way among the last of the ledges and I banged my centerboard several times due to inattention. But, what the heck. What's a 50lb. steel centerboard for, anyhow?

It was a distinct pleasure to be out in the open with the wind behind us and a far horizon in front. We all sailed in close proximity, the better to chat and take photos. Charles raised his arms in a look-ma-no-hands gesture indicating he had gotten his Dovekie to self-steer. Emboldened by

this, I fixed my tiller and found I could almost do the same, with a bit of adjustment occasionally.

Arriving at the McCoys, Christina, Tut and I decided to go between the two major islands, while the Paysons explored an anchorage on the east side. The finest anchorages of the whole trip awaited us. The McCoys were gorgeous. I followed one particular deep indentation in the rocks to a magnificent anchoring hole. Rounding the island and meeting up with the Paysons again we learned that their weather radio predicted headwinds for the next day, and reluctantly we decided to leave the McCoys and close the distance to Snug Harbor. These are islands I want to visit again.

With the Payson's doing superb navigating, we meandered around rocks and ledges towards the north end of Franklin Island, eventually landing in the crook of a small, well-protected horseshoe-shaped island. Scampering ashore we found a large, flat rock on the far side with a sweeping view of the McCoys and the open waters of Georgian Bay. It was here we chose our dining table for a last pot

luck supper. And it was here that Tut dropped the forks and spoons in the water and was seen first using his arm and then his toes in a desperate attempt to recapture the wayward silverware.

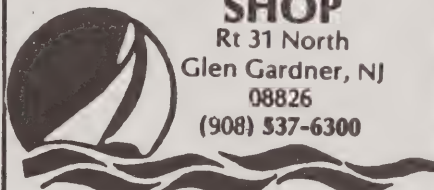
Our last day was just a morning. The southeast winds did not arrive and we drifted lazily into Snug Harbor to tie up and retrieve the boats. On the way in I spotted one of the Trailer-Sailors whose cruise was just beginning, sailing out of Snug Harbor. It was a most delightful cruise despite my foibles, made even better because of the fine company. I look forward to cruising with them again. To find out about the second week of the cruise, you'll have to read someone else's description.

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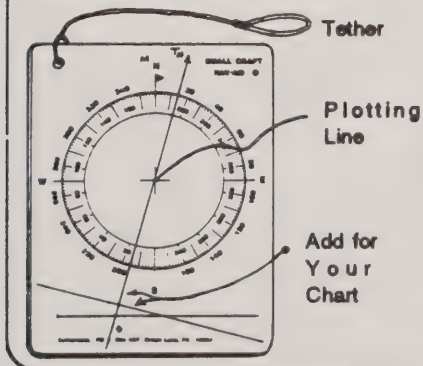
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All is well in San Diego. A major small boat gathering was held this fall and you will be receiving more on that soon no doubt. Our little groups are all doing well; Maritime Museum, Ancient Mariners and Southern California Small Boat Messabout Society (acronym "SCUZ-BUMS").

Everywhere I turn there are more old wooden boats being restored and finding new owners, and old designs being carved into new boats. I am especially delighted to see so many wooden schooners (from 12-120 feet) being put into service.

As you may know, we have numerous annual regattas here in San Diego such as the Billy Bones Classic Schooner Race, the Downwind Coastal Schooner Race, the America's Schooner Cup and more. In addition, the Ancient Mariners and SCUZ-BUMS keep the calendar busy with their regattas, wooden boat shows etc.

All's Well in San Diego

By Joe Ditler

The Maritime Museum just finished sailing the 130-year-old iron barque "Star of India" twice in conjunction with America's Finest City Week. The old gal really strutted her stuff. The first outing, August 14, she hit nine knots in 18 knots of wind.

We kept the nautical population of San Diego busy between sailings (the second sailing was August 22nd) with things like movies on "Star's" sails, an actor portraying Richard Henry Dana, sea chantey festivals, nautical demonstrations, etc.

I continue to row my own Whisp to

work daily from Coronado to the Maritime Museum (five miles round trip). Recently I was awarded a brand new Skimmer rowing craft by a Santa Cruz, California company for being, as they put it, "The Most Creative Commuter Of The Year."

They had read of my confrontation with an aircraft carrier one foggy morning in San Diego Bay, and decided that I epitomized the sport of rowing and their own credo of "commute, exercise and have fun while promoting rowing." I received a much ballyhooed wall plaque, and a \$4,000 Skimmer. I can't complain.

The Skimmer, while not wood, is a very nice, twin-hulled rowing vehicle that cuts 15 minutes off each commute. They tell me that, if I so desired, I could row circles around those nasty aircraft carriers that often block my commute. I have yet to try, but find no argument in the speed this boat achieves.

Commuting in a Rowboat

Joseph Ditler works in an office aboard the ferry boat "Berkeley", so it seems only fitting that he commutes by rowboat.

When Ditler, development director for the Maritime Museum on the Embarcadero, got fed up wrestling with the congested traffic on the Coronado Bridge, he came up with getting some much-needed exercise. He bought a small wooden boat and started rowing the 5-mile round trip across the bay three or four times a week.

Within two months, Ditler's weight had dropped from 189 pounds to 165, and his cholesterol count had plummeted 40 points. Turns out that, with a sliding seat, rowing burns about twice as many calories as running the same distance, "exercise from the toes to the ears," the 41-year-old Ditler calls it.

This winter's heavy rains put the rowing on hold temporarily. But just as Ditler was getting ready to do some necessary restoration work on his boat so he could resume rowing, a modern miracle occurred.

A Santa Cruz-based boat builder, Emmer Inc., called to say they wanted to give Ditler a new boat. It seems the company had heard about the morning when "an aircraft carrier snuck up on me in the fog," as Ditler likes to put it. Quick thinking and some crafty maneuvering saved the day. But with the new Skimmer, an ultralight, high-tech racing vessel, the Emmer representative assured him, "You'll never have trouble outrowing aircraft carriers."

Though Ditler claims his new boat rows like a rocket ship, chances are he won't be setting any speed records. Enjoying the serenity of his unusual commuting mode has become the best part for him.

When Ditler reaches home, he walks in the door smiling. "Halfway across the bay, I've left everything behind," he says. "There's no beeper, no fax machine, no telephone, no banging on my door, no deadlines. All of that just disappears. The only noise you hear is the water breaking off your hull and the dip of your oars as you put them in the water."



"As I pass the piers, the B Street Pier, the Broadway Pier and the Navy Pier, their wood pilings creak and cry out with different sounds, like a symphony warming up. Sometimes I linger there in the morning

and listen to their music while having my coffee and donuts on the boat."

Trish Clenney Brown, "San Diego Magazine", June 1993.

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Silly Little Boats

By Bob Wolfertz

Several years ago I discovered through the help of our friend, Bart Hawthaway, the joys and benefits of small lightweight canoes, "silly little boats", as he calls them. By the use of double bladed paddles and easy car topping arrangements my wife and I have enjoyed many inexpensive and hassle-free hours afloat. With the addition of an infant daughter to our family, two little canoes still met our boating needs. I simply placed Sara behind me, life jacket on and all, facing astern. After giving some serious instructions about where to stay and what not to do, we continued enjoying our sport for a few more years in two small boats.

Alas, came the day when she no longer fit! Having worked diligently at swimming lessons for several years my wife had all but drown-proofed Sara. It seemed time for her own canoe and chance to explore the "magic" of paddling about herself. But, how to fit three (3) canoes on a set of standard roof racks?

After some brain-storming Bart and I landed upon the idea of nesting canoes, two boats that would fit one inside the other. With this arrangement a third canoe could easily be positioned on the roof rack next to the nested pair.

Bart set about making us two fiberglass hulls; 10 1/2 and 12 feet. They are slight modifications of his decked 'Pack' and 'Nomad' model canoes.

Once in my shop I proceeded to finish off both hulls with wood rails, small decks, thwarts and foam floatation. On the larger 12 foot canoe I fastened the two thwarts to the inwales with carriage bolts and wing-nuts so they could be routinely removed and replaced. With a little bit of careful fitting the canoes nested together just fine. With the large canoe's thwarts secured in place the two can be turned over and lifted onto the car together. They weigh about 55 pounds, the smaller canoe tipping the scale at 20 pounds, the 12 footer making up the difference.

Besides winding up with what I consider to be a great pair of canoes, well suited for our needs, I found out how rewarding it can be to work on something that takes you out on the water yourself (giving full credit to Bart for the beautiful fiberglass work).

The author Henry Beston once wrote, "What has this memorial of the handicrafts which something made by the machine does not possess? The answer can be given in a phrase; it has life. The machine-made thing has the mark of the un-living device. The thing made by hand has the signature of the living spirit."

Three cheers for the 'silly little' boats!



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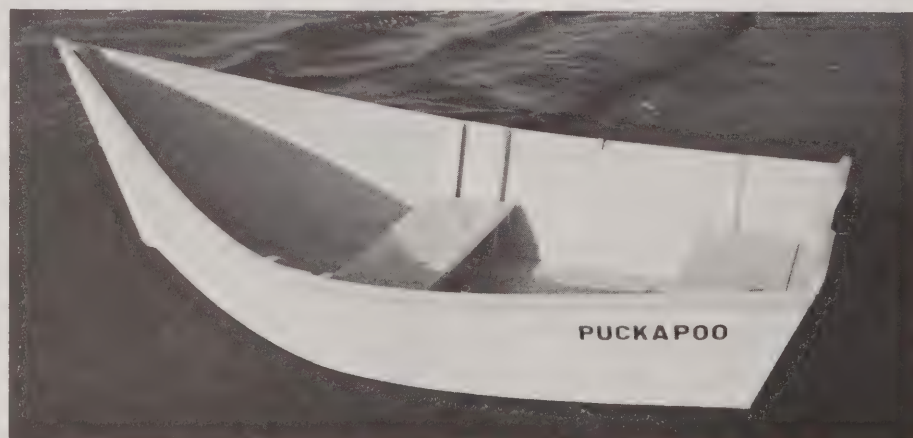
Here is a photo of our finally completed Jinni, a Phil Bolger design for an easy-to-build camper cruiser. The 6'4"x4' cockpit, roomy enough for sleeping, is clearly shown. Aft under the rear deck are flotation chambers at each side with storage space in the center which will accept the ends of the oars or the tent which fits over the cockpit on hoops.

Forward on the hull sides are the handles (not in the design) for hauling the boat up beaches or onto the trailer. The

mast is mounted in the open well forward and is restrained by the step and structure visible. This setup works beautifully in raising and lowering the mast.

Jinni is definitely at her best sailing, although she does move along well enough under oars in a calm. She is very fast in light winds but may be overcanvassed for the cold waters of Puget Sound. Common Sense Designs sells the plans.

Greg McMillan, 2929 Sheridan Ave., Port Townsend, WA 98368.



A STEP FORWARD

I know the vessel pictured may not be on the level with other boats I have seen in this "What you Are Building" section but, for a rank novice, it represents a step forward and, "I built it myself."

It is a "Tiny Tender", and, after reading what one reader had to say about marine plywood, I built it from 1/4" lauan floor underlayment. Maybe it will last a few years painted properly.

Two things I have learned from this project:

1. You cannot bend pressure treated lumber, no matter what the designer says. It breaks. Go to a sawmill and buy, for about \$1 a board foot, green 1" oak, no knots please. This will bend without breaking.

2. My time's cheap but so are stainless steel screws. Flathead #8 SS screws are about \$3.50 per hundred at any good hardware store. I would not use galvanized fastenings.

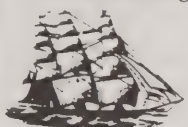
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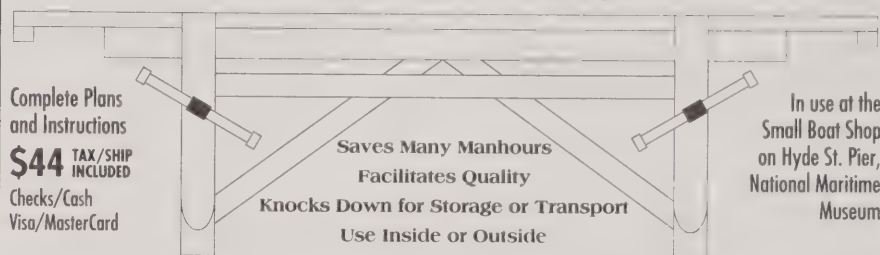
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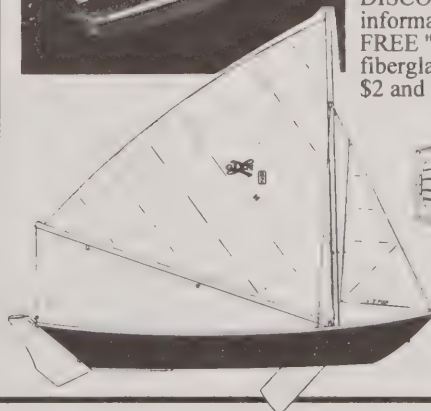
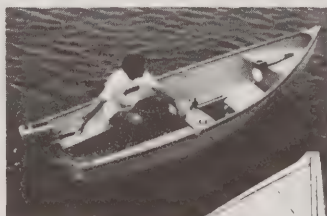
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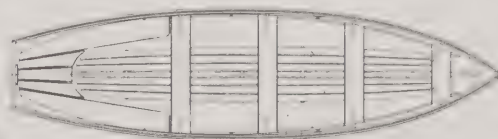


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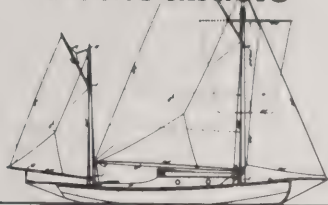
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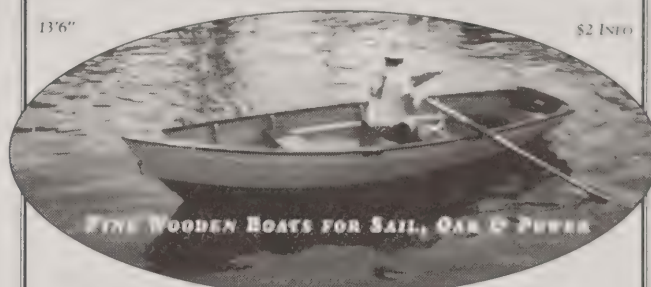
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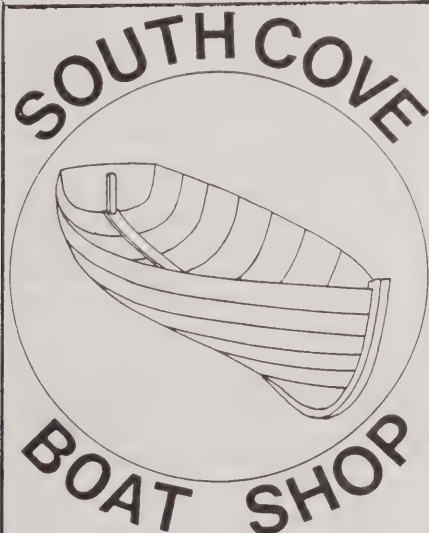
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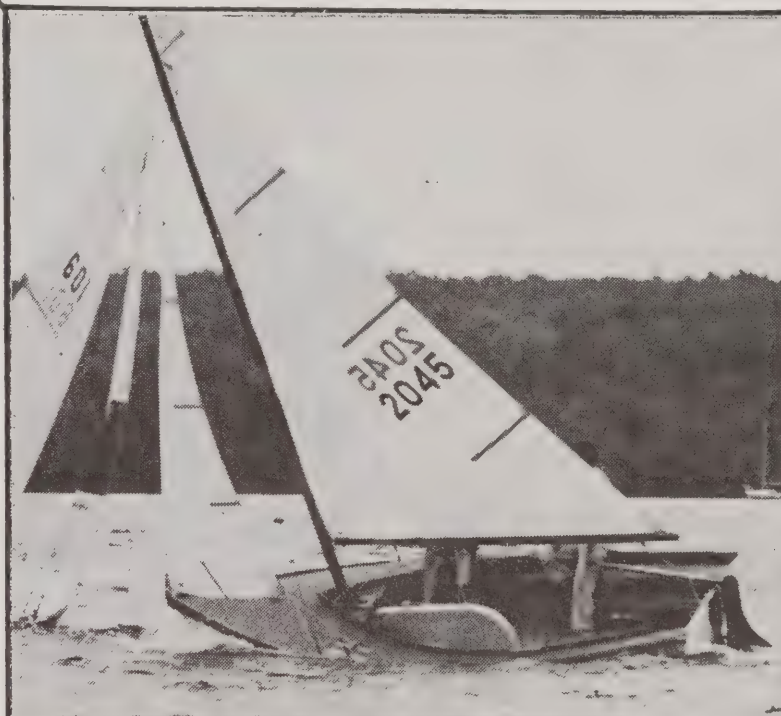
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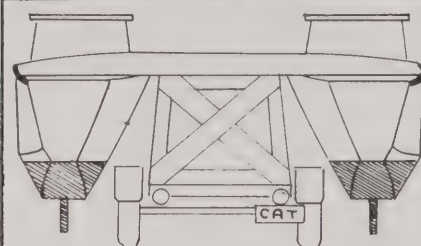
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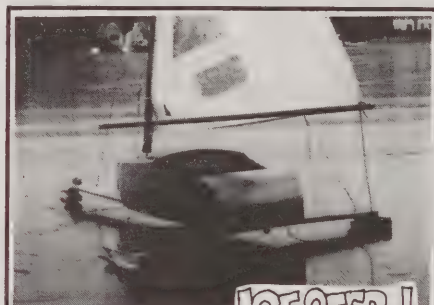
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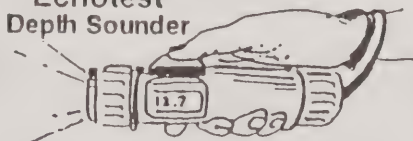
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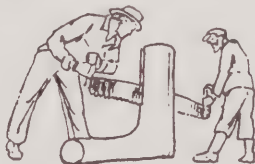
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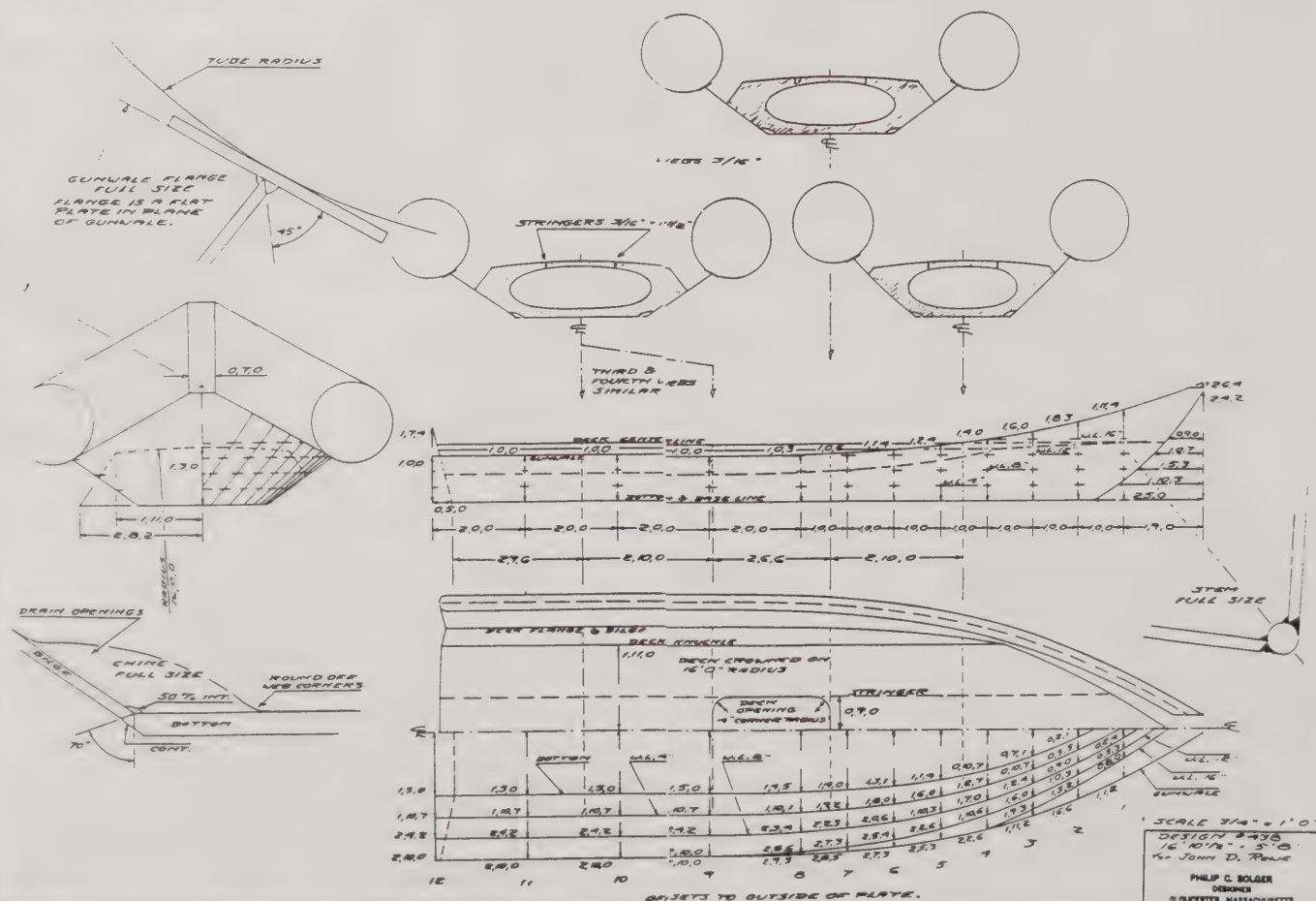
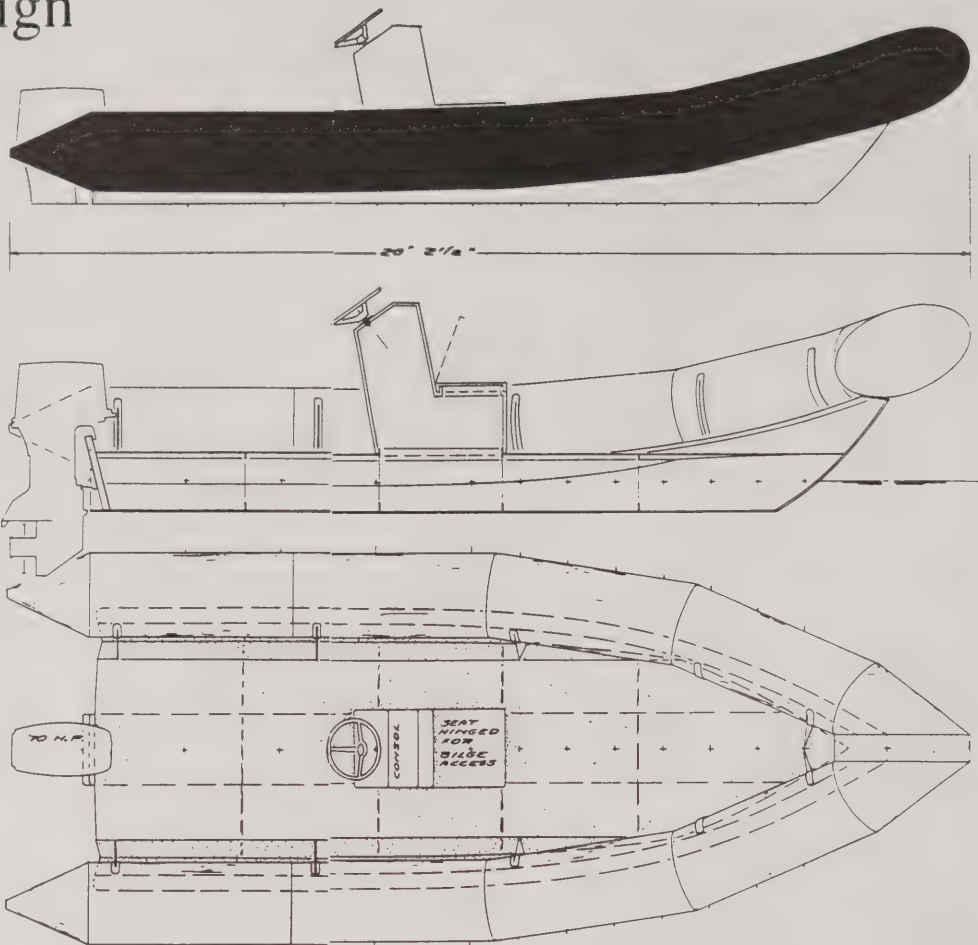
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Bolger on Design

20' Hard Bottom Inflatable

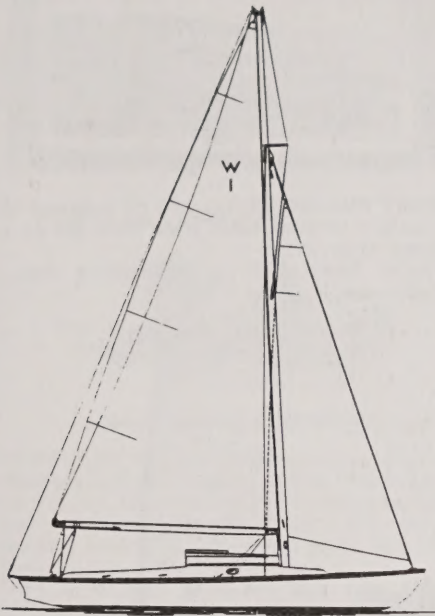
DESIGN #438 20'2" x 8'3".

John Rowe, a Chicago boatbuilder, built a couple of these aluminum-hulled hard-bottom inflatables a tenders to a tuna clipper. I was told they worked well. I talked over the shape with the coxswain of a Coast Guard hard-bottom inflatable. He said he didn't think that anything could pound harder than his deep-vee hull with spray strakes, so I went ahead with the flat-bottom shape which I thought would be faster and at any rate would sit upright on deck without special chocks. The constant-crown top of the metal hull was supposed to be quick to jig up for welding, and to shed water quickly with an overload.



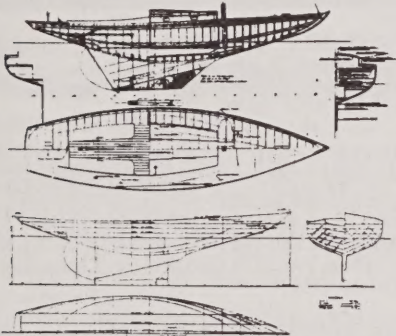
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FOR SALE



24'8"x18"x7'6-1/4"x2'3"x4'9" RALPH WINSLOW SLOOP. Class W CB sloop ca '38. Exc cond. 2,975lbs displ. 1,000lbs ballast. Cedar on oak, mahogany coaming, transom, hatch cover & trim. Self-bailing cockpit, cabin w/6'2" berths, bronze opening portholes. 37' spruce mast, 285 sq ft sail area. Compl set of drawings from Mystic Seaport Museum incl. Fast & able. In water in Hull, MA. Priced to sell by end of season at \$3,500.

JIM REINECK, Hull, MA, (617) 925-3312. (14)



28' SOUND INTERCLUB SLOOP "Aileen", 1926. Nevins blt, Mower design. The hot class on LIS, sailed by Cory Shields. Much history, etc. "Aileen" is now sailing but needs some rebuilding. Offers.

FULL SEA, Greenport, NY, (516) 734-7409. (14)

16' OLD TOWN YANKEE, '44. Half ribbed, nds canvas & slight rebldng of ends, otherwise grt shape. Gd winter restoration project. \$300.

BILL CONRAD, 107R Hillside St., Milton, MA, (617) 698-7649. (14)

PISCATAQUA RIVER WHERRY. Authentic reproduction, row & sail. Cedar on oak, dacron gunter rig sails, iron CB, 2 prs 7' oars, fitted cover & Cox high speed trlr. Just refinished inside & out. \$3,200.

RAY SOBEL, 166 Stevens Rd., Lebanon, NH. 03766. (14)

COMET #2044, blt approx '43. W/trlr, \$3,000. CURT JODRIE, Cape Elizabeth, ME, (207) 767-2906. (14)

16'E.M. WHITE CANOE. Nds repair & recanvassing. \$150.

CURT JODRIE, Cape Elizabeth, ME, (207) 767-2906. (14)

CLASSIFIED ADS ARE FREE TO SUBSCRIBERS FOR PERSONALLY OWNED BOAT RELATED ITEMS. EACH AD WILL AUTOMATICALLY APPEAR IN TWO CONSECUTIVE ISSUES. FURTHER PUBLICATION OF ANY AD MAY BE HAD ON REQUEST. A ONE-TIME CHARGE OF \$8 WILL BE MADE FOR ANY PHOTOGRAPH INCLUDED WITH ANY AD TO COVER THE COST TO US OF THE NECESSARY HALFTONE. NON-SUBSCRIBERS AND BUSINESSES MAY PURCHASE CLASSIFIED ADS AT \$.10 PER WORD PER ISSUE. TO ASSURE ACCURACY PLEASE TYPE OR CLEARLY PRINT AD COPY. MAIL TO 'BOATS', 29 BURLEY ST., WENHAM, MA 01984. PLEASE NO TELEPHONED ADS.



VIKING 140. 14'x6' w/10' cockpit seats six. Blt in Norway (FG).

Free-standing Norway laminated spruce mast & boom. Can be sailed as a catboat or sloop, rowed or will take up to 10hp OB. Swing keel, mahogany floorboards, almost new galv trlr. \$1,300 or BO or trade?

J.D. WATT, Winter Haven, FL, (813) 293-3408. (14)

17' VINEYARD CAT. Full keel catboat. Exc cond. Biggest little boat afloat. Pocket cruiser, V-berth, stove, sink, unbelievable cockpit. Dry, safe, go anywhere. Hull professionally rblt by Chris Stickney; new deadwood, stem, forefoot, garboards, ribs, floor timbers, refastened. New mast. Truly unique classic boat, turns heads in any harbor. See "Wooden Boat", May '90, pg 23. \$5,000.

PETER SPOLLET, Andover, MA, (617) 969-1150 days, (508) 475-6456 eves. (14)

DINGHY SALE. All gd-exc cond, \$150 ea. BEN BOOTH, Mashpee, MA, (508) 477-3200. (14)

INTERESTING FLEET SALE. 13' "Classic Charm" peapod, sailing model w/tanbark sail & spruce spars. Gd cond, \$550. 1982 Sturdee Cat, well maintained, upgraded, w/E-Z Load trlr, \$3,300. 16' antique lake rowboat, 3-plank livery model similar to one at Mystic Seaport, \$650. 16' FG Alden Appledore rowing model w/oars & Oarmaster, vy gd cond, \$1,300. 26' K-CB sloop ca 1920. Beautiful lines, vy tired hull, exc rigging, sails, bronze hrdwre, \$800.

BOB YORKE, Scituate, MA, (617) 545-3759 eves. (14)

27' SOLING SLOOP. All FG w/factory trlr. Weighs 2,500 lbs. Will plane. Lg fixed keel sloop w/open cockpit primarily for racing. Gd cond w/Harken hrdwre, anodized alum spars. Located in Marion, MA. Must sell, nd space, offers around \$2,400.

GERALD ROSEN, Newton Cntr, MA, (617) 527-7293. (14)

NEW JOHNSON 3HP OB. Never used, too heavy for wife. Sacrifice for \$400. Located in Marion, MA.

GERALD ROSEN, Newton Cntr, MA, (617) 527-7293. (14)

MELONSEED SAILING SKIFF, 13'8". FG w/spruce spars, teak trim, teak coamings, CB, rudder & cockpit grating. Blt by Crawford in '92. Extras incl '93 custom tanbark sail, classic bronze hrdwre & fittings. \$4,500. W.R. HOPKINS, Severna Park, MD, (410) 544-3071. (14)

CUT COPPER CLENCH NAILS. 7/8" long, 1 lot only, 5 lbs, \$29 delivered.

R. STEWARD, 4335 Lucera Rd., Jacksonville, FL 32244. (14)

OLD TOWN OTCA 16. Professionally restored winter '93. Newly caned seats w/added cntr seat for rowing. Removeable outriggers w/bronze oarlocks. Deck rings. Shaw & Tenney oars w/leathers. 2 paddles. Color burgundy. \$1,200.

MARK REVEAUX, Stony Creek, CT, (203) 488-1914, FAX (203) 488-0514. (14)

21-1/2' THOMPSON RUNABOUT, '72 Deep-V. High freeboard, flared bow, lapstrake. Mahogany cabinets, bulkhead, seats restored by Brooklin Boatyard. Teak floor, white cushions, new FG tanks & cover. Ailing 235hp Johnson free. Nds new transom. In Deer Isle, ME. \$2,500.

GEORGE ZENTZ, Concord, MA, (508) 369-8091 eves, (617) 489-3411 anytime. (14)

SWIFTY 12 SAILING DINGHY. Completed '92 from Shell Boats kit. Grey hull, red main, bright spars, '89 L'il Rider trlr. Both exc. \$800.

STEVE MC CLURE, S. Dennis, MA, (508) 394-6388. (14)

10' WOOD CANOE, to restore, \$300. Old Old Town cedar backrests, \$25 ea. 18' Old Town FG canoe, \$300.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (14)

BOLGER PLANS. Brick, 8' mega punt. Nymph, '8' dory pram. Oldshoe, 12' keel cat yawl. \$20 ea pp.

DON HURD, Annapolis, MD, (401) 263-5101. (14)

'84 FG PEAPOD. Hi-Liner Marine #120, Shaw & Tenney oars, yacht yard maintained. Can deliver in New England. \$850 OBO.

PETE CAMPBELL, Orleans, MA, (508) 255-4494. (14)

"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 aperitif 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)

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)

NEW 18' FG BARE HULL, Thayer "A Duckah". Make offer. 8' ply & epoxy child's kayak, \$75.

MARK NASH, St. Peters, MO, (314) 926-0895. (15)

RUNABOUTS, LAUNCHES ETC. 20' CHRIS CRAFT HOLIDAY, '54, sound but nds restoration. No engine, new custom blt trlr. \$3,200. '49 CHUCK WAGON HYDROPLANE, 48 cu in full race Crosley engine, compl restored on original trlr. Blt by late Chuck Thompson. Extra engine & parts. \$6,500. 15' DOUBLE ENDED LAUNCH, FG hull w/wood decks & seats. No engine, gd trlr. \$1,200. GRAY MARINE ENGINE Model 4-91-9000. \$300 or trade for guns. 10HP CHRIS CRAFT OB. \$400.

ROY ROYAL, Columbus, MI, (313) 727-7320 aft 6pm. (15)

14' GLOUCESTER GULL rowing dory, fast & light & looks grt. \$750, will consider trades.
BRUCE SCOTT, Brewster, MA, (508) 896-4048. (15)

14' GRAND BANKS DORY, double ended lapstrake, pine, oak & spruce. Grt shoal water fishing boat. Handmade spruce oars. Will consider trades. \$1,150.
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8' ROWBOAT, newly blt of redwood. Gd tender or kids' fishing boat. Varnished gunwales. \$375.
BRUCE SCOTT, Brewster, MA, (508) 896-4048. (15)

FLYING SCOT BARGAIN, in vy gd cond compl w/ 9hp Johnson, trlr & extras. A mere \$3,500.
LYNN HOFFMAN, Philadelphia, PA, (215) 848-4230. (15)

20' SHARPIE, '81, design from John Gardner's "Building Classic Small Craft". Cedar, oak frames, mooring cover, tent. Exc cond \$1,100. Trlr \$250.
SHAW BOSWELL, E. Brunswick, NJ, (908) 390-4762. (15)

19' MENCER CAT, '90, 5hp Seagull, interior cushions, ash wainscote, folding table on CB trunk, portable galley w/stove & sink, sail cover, lazyjacks, topping lift, boom crotch, opening port, tabernacle mast, anchor & rode, fenders, mooring lines, 2 mooring floats. No trlr. Asking \$15,000, may trade.
PAUL ROSSMANN, 25-C Broad St., Charleston, SC 29401. (15)

16'x30" 3-PLANK CANOE, 90+ yrs old, custom blt for racing. Bldr unknown, possibly Wm. English. Nds planking, gunwale repair. \$600.
GEOFF BURKE, P.O. Box 212, Chocorua, NH 03817, (603) 323-8702. (15)

10' DYER FLYER, telescoping alum mast, varnished seats, white w/yellow deck, sail is same. Restoration just completed. Exc cond, \$1,200. Delivery can be arranged.
GUY ZANNINI, Barrington, RI, (401) 246-0537, (401) 246-1856. (15)

15'2" NANCY'S CHINA, new, custom blt. Dark green w/white deck & cabin, tanbark sails, beautiful mahogany coamings, transom, seats, hatch & trim and all rigged in brass. \$6,500. Delivery can be arranged.
GUY ZANNINI, Barrington, RI, (401) 246-0537, (401) 246-1856. (15)

11'6" BOLGER CARTOPPER, white w/white & yellow sail, alum mast. Exc cond, \$550. Delivery can be arranged.
GUY ZANNINI, Barrington, RI, (401) 246-0537, (401) 246-1856. (15)

"SMALL BOAT JOURNAL", 47 issues, #22-#72, missing #41, #46, #48, #58. Plus 8 issues of successor "Boat Journal" & "Boating World". \$50 + shipping.
DIANTHA MORSE, Meriden, CT, (203) 235-9614. (15)

MAINSAIL, gd shape, 4 battens, 13'6"x8'3" w/1/4" rope slide on mast & boom, white dacron. \$75 + UPS.
J.D. WATT, Winter Haven, FL, (813) 293-3408. (15)

BOATS & SAILS. Dynamite Payson designed 12' plywood Fisherman's Skiff, \$400. Lake Oswego 15' lapstrake pulling boat, cedar on oak, \$1,200. Perfect Skiff 16' plywood daysailer (see "WB" #103, #111, #112), rig & sails incl, \$3,000. Also compl set of sails for 31' Friendship sloop, all in gd cond, sold individually or as set.

RICH HILSINGER, Wooden Boat School, Brooklin, ME, (207) 359-4651. (15)

NEW BOAT, 13'6" Amesbury Skiff, winner "Best Traditional Construction" at '93 Mid-Atlantic Small Craft Festival. John Gardner lines, cedar on oak, painted in and out, compl w/custom North River Boatworks hrdwre, Pete Culler style spruce oars (spoon or straight, your choice) & removable floorboards for easy maintenance. \$3,750. Can modify for sail or power. See our ad in "Boatbuilder" section this issue.
NORTH RIVER BOATWORKS, 6 Elm St., Albany, NY 12202, (518) 434-4414. (15)



16' WHISP, Redmond design, blt '86. Spars, dacron sail, handmade oars, rudder leeboard. Must sell. \$650.
VINCENT MC CABE, Massapequa, NY, (516) 541-0318. (15)

MELONSEED PLANS, O'Connell's Boat Shop version, w/ station molds ready to set up. \$55. Can meet buyer within 50 miles of Portland, ME.
HANS WAECKER, Cliff Island, ME, (207) 766-2684. (15)

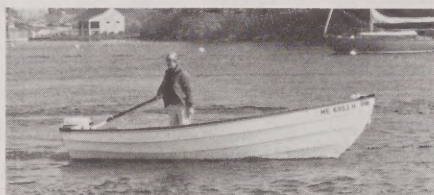
9'2" KEOWEE KAYAK, 30" wide, 36 lbs. Used one winter Nov 1 to Apr 1. \$300.
ARTHUR ZAHN, 238 Pearl St., Braintree, MA 02184, (617) 843-4585. (15)

FREE WOOD PUSSY SAILS, in poor but useable cond.
RICK FOSTER, Portsmouth, RI, (508) 994-6844 wkdays. (15)

READY FOR CHRISTMAS! Two boats; Lawley tender 9'3"; Herreshoff pram 10'. Both cedar on oak, mahogany seats & transoms. Pull & tow well.
GEORGE OVERBAUGH, Marlborough, CT, (203) 295-0693. (15)

ATOMIC 4 INBD ENGINE & marine gear for parts or rebuilding. Ideal winter project. Delivery available. \$475.

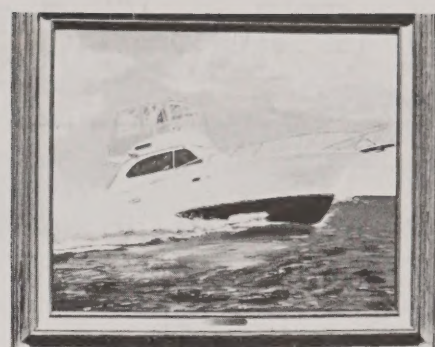
JAY FOLEY, Worcester, MA, (508) 753-2979 days, (508) 791-3933 eves. (15)



15' FG ENSIGN DORY, '87, exc cond. 6'4" beam, long shaft transom. \$1,000. 15hp LS Johnson OB, '85, bought new in '87. Yard maintained, exc cond. \$650.
STU & ELLEN DAWSON, Big Pine Island, Box 1113, York Hbr, ME 03911, (207) 363-7436. (15)

21' WHARRAM TIKI CATAMARAN, '85. 2 sails, Mariner 4.5, deck tent, OK cond, lying Chesapeake. \$4,500.
RICHARD BREEZE, Silver Spring, MD, (301) 587-6981 aft 7pm. (15)

BOATBUILDER SALE. 17' Rangeley Lake boat, cedar on oak, copper tacks, white pine trim, Mystic plans. 18' St. Lawrence skiff, 4mm glued laps, oak ribs, butternut & mahogany trim, vanished inside, red outside. 22' St. Lawrence skiff, sailing version, cedar on oak, copper tacks, butternut & mahogany trim, sprit rigged, centerboard, Mystic plans. 21' X-dory from C.D. Mower plans, white pine on oak, decked, racing dory, spruce spars, mahogany seats & trim. 16' skiff, outboard, plywood, ash frame, oak trim. Pictures available on request.
LARRY GILLEN, BUILDER, Kansas City, MO, (816) 454-1386. (16P)



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)



"PENCILBOX", 15'x5', 300lbs empty. Simple jigless constr. Plans \$25, info on 16 designs \$1.
JIM MICHALAK, 118 E. Randall, Lebanon, IL 62254, (618) 537-2167. (16P)

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)

BOAT PLANS, KITS, NAUTICAL GIFTS. New expanded catalog of boat plans, kits, hard-to-find hardware, etc. Send \$3 for catalog & plans for fun little 10' launch, "Irreducible", PPD.
SNUG HARBOR, 18970 Azure Rd., Wayzata, MN 55391. (1P)

BIRCHBARK CANOE BUILDING COURSE on Superior (Wisconsin shore), July 2-17, 1994, OR July 23-August 7, 1994. \$750 incl lodging.
DAVID GIDMARK, Box 26, Maniwaki, QU J9E 3B3, Canada. (EOI)

LONESOME BAY BOAT, a modern replication of a 16' 1912 Old Town "Double-Ended Boat". Fast and stable under oar, sail, paddle or small outboard. This is a perfect multi-purpose boat for the sportsman, camp owner and family. For its length it is one of the most versatile boats built today. Light and responsive, its classic early Maine styling and modern materials hull provide you with low maintenance and much pride of ownership. A wide option list enables us to custom build each boat to your specifications.
INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457, (412) 643-6001. (EOI)

ADIRONDACK GUIDEBOATS. The world's largest selection of guideboats and historically correct accessories available from one source. Dozens of models, paddles, oars, yokes, seats, hardware and gifts. Our new "Video Magazine" is now available. **INDIAN POINT GUIDEBOAT CO.,** 732 Midland Ave., Midland, PA 15059, (412) 643-5457, (412) 643-6001. (EOI)

CANOE/KAYAK PLANS. 16' wood/canvas, can be fiberglassed. Since 1962. Free information. **TRAILCRAFT,** 405 State Dept. M, El Dorado, KS 67042. (TFP)

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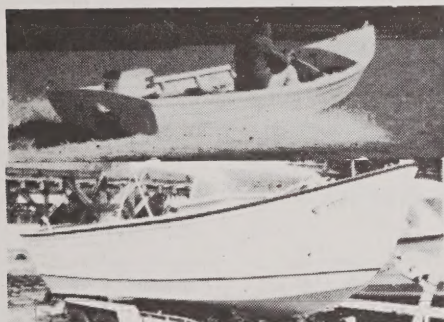
half so much worth doing



as simply meaning about in boats.

SILKSCREENED T-SHIRTS featuring original illustration and famous quotation from "The Wind in the Willows". Short sleeve \$17.50 (100% cotton, light blue or natural). Long sleeve \$22 (100% cotton, natural). Sweatshirt \$27 (50/50 gray). M,L,XL. Postpaid.

DESIGN WORKS, Dept. MC, Box 3394, Silver Spring, MD 20918. (TFP)



SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy, fast with low power, light, simple plywood lapstrake construction. Detailed plans and directions; no lofting. **SEA SKIFF 18** (photo above) featured in "SBJ" #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30. **SEA SKIFF 20** (photo below), the big offshore fisherman. 19'4"x7'6"x10" draft, 50-70hp. Plans \$45. Information on both \$1.

CAPEFEAR MUSEUM ASSOCIATES, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)



CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. **MUSEUM OF THE ALBEMARLE,** 1116 U.S. Hwy 17S, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

"SAUSALITO WATERFRONT STORIES", \$9.95 + \$2.50 s&h. **EPOCH PRESS,** P.O. Box 3047, San Rafael, CA 94912. (TFP)



16' SWAMPSCOTT DORIES. We've built 185 of these wonderful boats since 1976, and they have built a legend for their versatile performance, quality construction and beauty. They sail, row and motor. Rugged fiberglass hull, abundant teak woodwork, polished brass and bronze hardware and gleaming brightwork. A simple but elegant craft that lets you become intimate with the real pleasures of boating. Kits available. Video available, \$10. **CRAWFORD BOATBUILDING,** Box 430, Humarock, MA 02047, (617) 837-3666. (TFP)

TROPICAL HIWEDAY EFFICIENCY COTTAGE, KEY LARGO, PRIVATE BAY FRONT, ENJOY TROPICAL FOLIAGE & SUNSETS. RENT INCLUDES 16' DAYSAILER, TANDEM CANOE, HOT TUB, LAUNDRY FACILITIES. 4 PERSON MAX, \$395/WK, SAT. TO SAT. **KEY LARGO SHOAL WATER CRUISES,** KEY LARGO, FL, (305) 451-0083. (TFP)

ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available. **KEY LARGO SHOAL WATER CRUISES,** P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

A STROKE OF GENIUS



AMERICA'S FAVORITE ROWING SHIRT! Specially priced: T-shirt \$16.50. Sweat Shirt \$22.00. M,L,XL, Free shipping, MC & Visa. **WATERMARK,** Box 2732, Kennebunkport, ME 04046, (207) 985-4421. (TFP)

DELIGHTFUL WATER DOME, Key Largo, like having your own island! Spacious vacation studio with sundeck, afloat on Florida Bay. Includes sailboat, motorboat, spectacular views, privacy. Sleeps 4. \$595/week. **SHOAL WATER CRUISES,** Key Largo, FL, (305) 451-0083. (TFP)

"SLEEPER", 7'10" car-toppable sailing cruiser. Slps 2 below decks. Plans \$35, info \$3. **EPOCH PRESS,** P.O. Box 3047, San Rafael, CA 94912. (TFP)

CANOE LINES, PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip-built or wood/canvas construction. **FRANKLIN CEDAR CANOES,** Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

WANTED

TOWNIE SLOOP or similar traditional wooden sailboat in restorable cond.

MARK NASH, St. Peters, MO, (314) 926-0895. (15)

SAN FRANCISCO PELICAN in reasonable or restorable cond.

BOB ESTES, 2928 Valley View Rd., Annapolis, MD 21401, (410) 573-5289. (14)

SMALL ICEBOAT for son age 13, DN or similar. Also consider compact 2 person iceboat. Nd to hook up w/MA or NE iceboat club.

GERALD ROSEN, Newton Centre, MA, (617) 527-7293 collect okay. (14)

BOAT TRAILER for 20' sailboat, 2,000 lbs cap.

JOHN CHURCHILL, Rt. 4, Box 160, Morgantown, WV 26505, (304) 599-0114. (13)

PLANS SOURCE for Crosby catboats under 20'. **JONATHAN BIALEK,** Clarkson University, Box 3185, Potsdam, NY 13699, (315) 268-7825. (14)

USED DOVEKIE OR BIRDWATCHER, on west coast.

GREG MC MILLAN, 2929 Sheridan St., Port Townsend, WA 98368, (206) 385-5436. (14)

USED SAILDRIVE for wooden sloop, 3-8hp, or small inbd w/flexible driveshaft. Also "Wooden Boat" #10.

DAVE KELLAND, 884 Mass Ave., Lexington, MA 02173, (617) 861-8981. (14)

YACHTING SPEEDOMETER by Davis Instruments, curved plastic tube held in water to register speed. **JOHN SMOLENSKI,** 8 Lovers Ln., Grand Haven, MI 49417, (616) 846-6473. (14)

HOME STUDY COURSE. YDI Fundamentals of Small Craft Design or Westlawn School materials & planimeter.

DAVE HARROD, 17995 Montgomery Ave., Fontana, CA 92336, (909) 822-1736. (14)

WHISP PLANS, by Steve Redmond.

BILL DOWNS, 304 Old Nyack Tpke, Spring Valley, NY 10977. (14)

BEETLE CAT, wood or FG.

ERIC BENDER, 63 Margaret Rd., Newton, MA 02161, (617) 244-2676. (13)

SAN FRANCISCO PELICAN, or West Wight Potter or Glasspar (under 17'). Must be reasonable or restorable.

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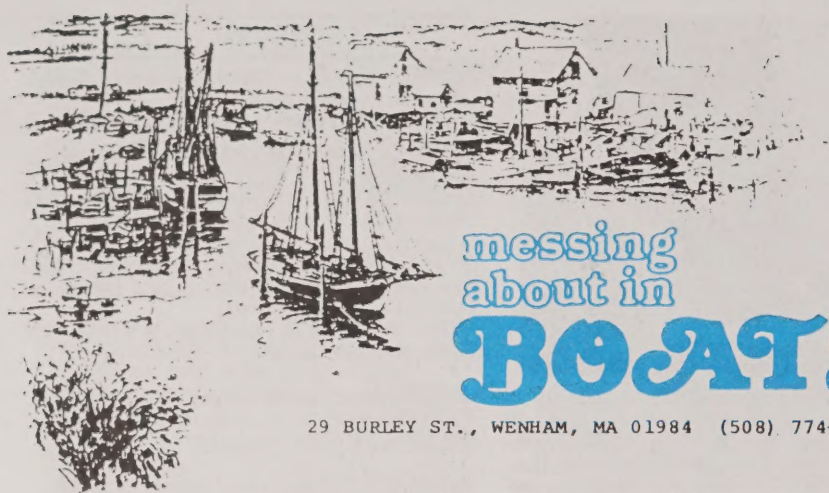
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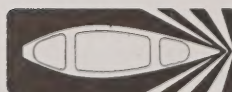
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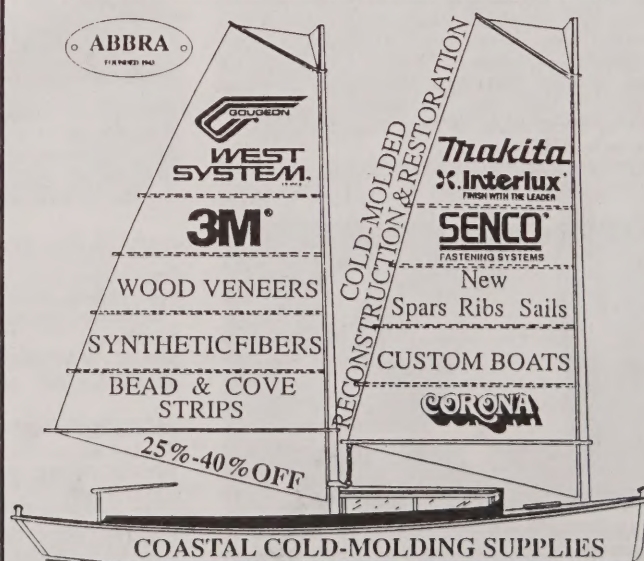
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