

Special Feature This Issue
"Tugboat Tales of Two Cities"



messing about in BOATS

Volume 11 - Number 15

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Our Next Issue...

Will finally catch up with the three season's end outing reports promised for season's end: Roger Rodibaugh's "Autumn Equinox Sail", David Bolduc's "Last Sail Before Winter" and Burt van Dusen's "Ferries to the Flea Market". We'll have one more on-the water event report, Annie Kolls' story of the "Giant 5-Day Messabout" held by the "Scuzzbums" of San Diego. Robert Hoge will bring us Part 2 of his "Instant Boats...the Third Greatest Lie?", and we'll also have Douglas McNary's report on building "Swashbuckler, a Microcruiser", and Russ Meade's solution for a "Conversation Barge". Since I just realized I'd run out of Phil Bolger's latest lot of designs, we'll bring you builder Jack Winninghoff's tale of building that Bolger aluminum diesel launch featured in the November 1st issue. Supplementing this will be Donn Kaylor's design for "Scamp...a Minimalist Rowing Shell" and Jim Michalak's discussion of two of his "Sailing Jonboat Designs". And if a vacant page is left over we'll slide in David Goodchild's detailed description of building 29 cent shell blocks.

On the Cover...

Hugh Ware is back in this issue with his annual tugboat muster story, this year about TWO tugboat events, in his "Tugboat Tales of Two Cities", so our front cover has a split-screen image of the recreational tug "F. Hopkinton Smith" in Boston and the 800 pound gorilla of the Olympia, Washington tugboat races, the giant U.S. Army training tug "Encounter Bay".

Commentary...

I guess you can see it's tugboat time again for us, every year we get to devote some major space to the subject of "messing about in tugboats". It all began for us when some people in Boston thought a tugboat muster would be fun, and the idea has grown into an annual reality here in Boston, with the main contest being the head-butting sort of thing. Out in Washington state the tugs are even more competitive, going for out-and-out sprint races at Olympia's Harbor Days". It appears from Hugh Ware's photos that some pretty big bow waves are pushed up out there in Olympia when thousands of horsepower are let loose to see who has the fastest tug.

This sort of thing where working people get together with their equipment to have a day of competition is nothing new, farmers used to have oxen pulls, horse team pulls, and today still have tractor pulls, pitting the basic characteristics of their working equipment, grunt power, against one another at county fairs. Tugboats butting heads are of the same genre, that's what they do for work, push and shove and of course tow. Tugboats engaging in sprint races are something a bit more advanced from this conventional working man's sport, it must be a sight to see, especially when the big boys take off, and really especially when that special water tractor out in Olympia, "Henry Foss" heads down the course sideways!

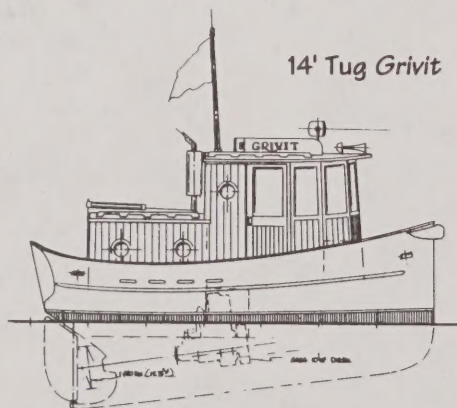
Hugh and his wife Joan got to take in the Olympia event this year now that Hugh has retired from his career and can devote more time to his particular messing about enthusiasm. Tugs are not readily at hand to acquire for pleasure boating, although a number of smallish ones are built for the

"tug yacht" boating public (a smallish niche in boating), and anyway, I get the impression Hugh really prefers the real working tugs. For a while I was cutting out any ads I saw for small tugboats in various classified pages I regularly read for boat- ing buys, and sending them on to Hugh, but this only built up a level of frustration for him since he is not in a position to buy such a toy.

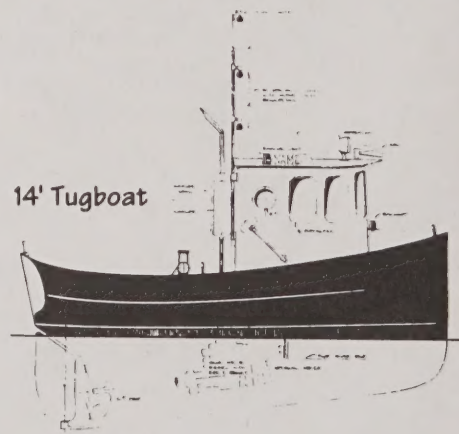
I do like tugboats myself, they're like tractors, with a basic appeal of utility that I find hard to resist. Fortunately, this particular preference is one of those lower on my priority scale, for to be infatuated with tugboats and wishing most heartily to have my own to drive around in would set up a level of stress I would not welcome. Being happy enough just trying to do a bit of paddling and small boat sailing saves me from developing an unrequited passion for a tugboat. But, what fun it would be to toddle out of the harbor in my very own toy tug.

The boat plan guys have not overlooked this particular niche and offer up quite a number of plans for home building toy tugboats. Jay Benford is one who comes to mind since his most recent catalog of designs turned up here recently with several permutations of this type. Benford offers a selection of "tug yachts" in the 30'-37' range, but more to my scale of tug dreaming are his 14' and 20' pocket tugs. Cast a glance at these, they kinda get you.

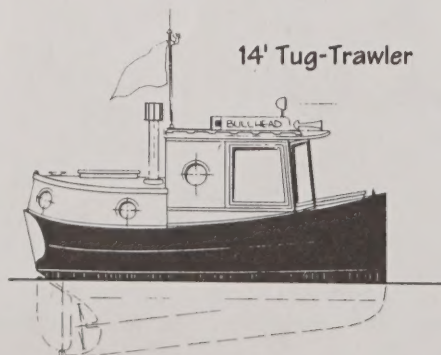
If they get you enough so you want to see more, you can get the complete building plans in the book, "Pocket Cruisers & Tabloid Yachts", for \$18 postpaid from Benford Design Group, P.O. Box 447, St. Michaels, MD 21663-0447.



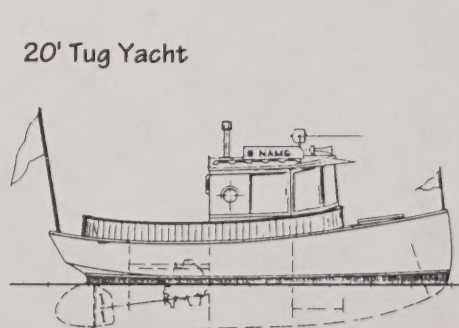
14' Tug Grivit



14' Tugboat



14' Tug-Trawler



20' Tug Yacht



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Contributed by Tom Shaw

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ACCIDENTS - WHAT YOU NEED TO DO

In this imperfect world of ours accidents do happen from time to time. Here are two examples: You are happily motor-ing down the Intercoastal Waterway when your vessel strikes a half submerged log. Fortunately, no one is hurt, but the repairs come to a little more than eight hundred dollars. Or, while you're out fishing the key nut on your propeller works loose and the prop drops off. Your mate tries to grab it before it sinks and cuts his hand in the process. A band-aid fixes the cut, but the new prop comes to just under a hundred dollars.

Now the question: What is your legal obligation in each of these situations? The answer is that you must file a formal written accident report in the first example, but you don't have to do anything (except replace your prop) in the second. There are definite legal requirements about boating accidents.

Federal law requires that you **MUST** report any accident with an injury requiring anything more than first aid, any accident that results in loss of life, any accident that results in the disappearance of any person who was on board the vessel; and you have just 48 hours to file that report.

You have ten days in which to report an accident which results in property damage of more than \$500, and, of course, any accident which results in the loss of the vessel. Some states set a much lower dollar figure on reportable damages. In North Carolina it is \$200.

What kinds of accidents are we talking about? It's a pretty comprehensive list: Grounding, capsizing, swamping, flooding, collision (with another boat or an object), sinking, fire, explosion or accidents resulting in injury.

"You mean," cries Bertie Boatowner indignantly, "that if I hit a piling and do \$550 worth of damage to my own boat, I have to report it?" All that does is compound my embarrassment."

And the answer is, "Yes, Bertie, that's exactly what I mean." If there is damage of over \$500, Federal law requires a written report and for very good reasons. The information in the accident reports you and other boaters file is used to develop safety regulations and manufacturing standards that make for safer boats. It is used for boating safety education programs. Finally, the information in your report is used to identify and correct a boating hazard that otherwise might be overlooked, pinpointing, for example, the need for an additional aid to navigation.

It's a good idea to carry on your vessel a little pamphlet called "You Are Responsible", available from your local Coast Guard Auxiliary. That brochure includes the boating safety hotline (800) number as well as an outline of the information needed if and when you file a Boating Accident Report. You may never have to use it but it is always good to "know before you go".

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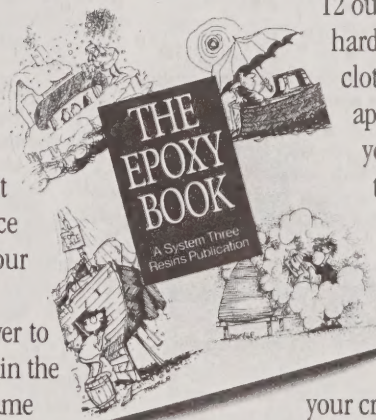
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PADDLING STYLE A NO-BRAINER

It's interesting to read articles by people who totally believe in their own way of doing things. Mississippi Bob Brown's comments in the October 1st issue about paddlers who don't switch is such a case. He concludes his article by stating that if his paddling partner hasn't switched after 20 strokes, "I quit." I know he was making his point, and now I would like to make mine.

To me paddling style is a no-brainer. You simply match your paddle to the canoe and that determines the paddling technique used. Granted that one must become skilled at two paddling styles but my eleven year old son handles this with reasonable success. The best way to learn what paddle and style to use with a certain canoe is simple.

The older classic canoes with wide beams and gunwales were designed to be paddled on one side using the "Northwoods" or "Through the Water Return" stroke. At the end of each stroke you rotate your top hand down, rudder the bow back to centerline and return the paddle through the water and start the stroke over again. When performed by a master this stroke has no beginning and no end, just a continuous fluid motion. Paddle thusly on one side for ten minutes and then switch to the other and this works all the muscles.

The modern narrow beam, narrow at the quarters anyway, canoes have a straight keel and are designed to bring the paddler close to the water and are narrow enough to allow him to switch sides without sliding from one side of the canoe to the other. With these the short, lightweight bent shaft paddles and the "Sit and Switch" style make sense to me.

To test this, take a Wenonah J-190 out for a paddle using an ash beavertail paddle, come back in and swap this for a Barton carbon fiber bent shaft and feel the difference. Then take the Barton and an 18' E.M. White out solo. That's like putting snow tires on Mario's Indy car.

I've paddled all the big marathon races in the U.S., run summer canoeing programs and in August did a 235 mile canoe trip on the Manistee River in Michigan with my 11 year old son. Trust me, match the canoe to the situation, match the paddle to the canoe and this will determine paddling style, it's a no-brainer.

Tom Tompkins, Virginia Beach, VA.



Your Commentary

ABOUT "FAVONIAN"

My compliments to Hermann Gucinski for a very nice piece, "Fond Memories of Favonian" in the October 15th issue. I have two questions that arise:

Was "Favonian" one of Crocker's original wooden Stone Horses built in the 1930's by Lee Shipbuilding in Harwichport, MA? The pictures look very much like those in Roger Taylor's chapter on the Stone Horse in "More Good Boats". Unlike the fiberglass Stone Horse produced by Edey & Duff, these early versions did not carry the raised deck all the way to the bow, but like on "Favonian", stopped it just forward of the mast.

My second question is about the motto of the British Seagull outboard. Isn't it, "The Best Outboard Motor for the World", rather than "...in the World"? I could be wrong, but I used a Seagull some 30 years ago to push a Herreshoff S-boat through Chesapeake calms and that's the phrase I recall seeing on the flywheel.

Again, thanks to Mr. Gucinski for sharing his memories of a well-loved boat with us.

Kent Mulliken, Chapel Hill, NC.

ANYTHING WILL WORK

In the October 15th issue a reader was looking for guidance for anchoring a small boat while fishing. In 30 years of small boating I have come to realize that anything will work if it is heavy enough. When anchoring a small boat you are not dealing with the physics involved in holding a large vessel with a very small weight.

Several types of anchors I have used successfully for my rowboats and ski boats are the following. If you single hand a 15lb or so mushroom attached to a small bow pulpit with the line running aft to a hand crank by the engine seat is by far the easiest to operate. To haul up just motor over the anchor and crank away. This rig is available from Bass Pro Shop, (800) BASSPRO. If you usually have a partner onboard and want a free anchor I suggest a 20lb piece of railroad rail or two or three pieces of 2" rebar about 14" long welded together to total about 20lbs. I have also used several rail plates tied together and a 3lb coffee can filled with lead with an eye bolt cast into the lead for the rode.

The only anchor I did not like was a 10lb naval anchor. It did not hold in any bottom I came across, the flukes seemed too thick.

John Kaufman, Enola, PA.

A GREAT GATHERING

John Ford and the staff of the Chesapeake Bay Maritime Museum and the volunteer steering committee and workers have created a great gathering of small boat people. I look forward to next year. If you can again make it down to St. Michaels I guarantee you a ride in my San Francisco Pelican.

Peter Balczunas, Carlisle, PA.

MEMORIES OF "ADVENTURE"

I want to compliment you on your article on the schooner "Adventure". I have fond memories of her. In 1974, as a high school graduation present, my folks paid for my week's cruise aboard her. She was indeed "Queen of the Fleet" and I still remember vividly the feeling of that big, stout hull and huge press of canvas heeling in the breezes of Penobscot Bay. Hopefully your article will call attention to the honorable project at Gloucester and stir up interest and support.

Roger Rodibaugh, Lafayette, IN.

AFLOAT!

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I WOULD LIKE...

To Pike Messenger who offered to write more about gundalows, I would very much like an article on gundalows. I would even like a book! I would also like more writing from "Spider" Venables, very novel and entertaining writing. I also hope that the "Damn Foole" goes on another cruise soon.

Dan Rider, Duarte, CA.

Editor's Comment: All should be fulfilled in due course. Tom now lives aboard a 25" Tartan, and the first of his new outlook tales is in hand and due for publication soon.

BATTERY POWERED RUNNING LIGHTS

Reader Tom Harison inquired in the November 1st issue for a source for battery powered running lights. These are available from West Marine stores, or call them at (800) 538-0775. Stern Light #70460 is \$13.39 and Combo Bow Light #370478 is \$27.50. Both run on two "D" batteries. Yeah, nothing is cheap anymore!

Jim Betts, Point Pleasant Beach, NJ.

GLEN L SLIDING SEAT

We noticed in the October 15th issue on the "Your Commentary" pages a letter about sliding seat plans, and thought you might not be aware that Glen L has full size sliding seat plans and patterns and hardware kits as described in the accompanying catalog listing.

Gayle Morris, Glen L Designs, Bellflower, CA.

WHAT A SHOCK

Out here in Pittsburgh, so far from the coastal rowing circuit, I eagerly awaited the results of the Gerrish Island race. What a shock it was to see Cliff Punchard's boat identified as a "homebuilt traditional single". This boat was neither homebuilt nor traditional. Cliff's boat, in which he also won his class in the Blackburn Challenge, was designed and built by Middle Path Boats. Let readers get the idea that they can build their own "Skua", plans are not available. The only way to own a "Skua" or any other Middle Path design, is to purchase a completed boat.

Congratulations to Cliff on an excellent racing season.

Andre deBardelaben, Middle Path Boats, Box 8881, Pittsburgh, PA 15221.

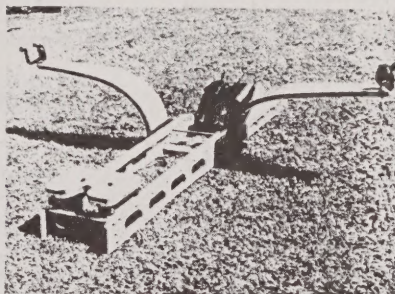


MELONSEEDS IN FLORIDA

Kari Bixler is pictured here keeping my Melonseed one step ahead of Jim and Chris Kilroy's on a run from

Knockemdown to Cudjoe Key in Florida last winter. Great little boats!

Mary Kilroy, Marshfield, MA (home of the Crawford Melonseeds).

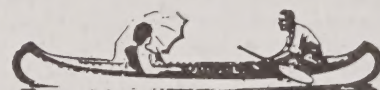


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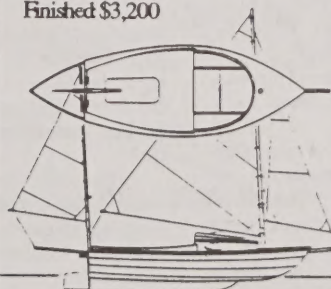
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Boston tugs at World Trade Center.

Tugboat Tales of Two Cities

By Hugh Ware

Photos by Joan & Hugh Ware

Introduction. There are several tugboat get-togethers each year in the US and Canada. Two of the better ones are the Boston Tugboat Muster in late August and the tugboat races held as part of Olympia (Washington) Harbor Days over the Labor Day weekend. We attended each event last summer and we report on both. Although quite different events, there were parallels, as you will see.

Boston: We are attending a familiar event. I know what to expect in Boston Tugboat Musters since I have reported on every one and I have been aboard a tug at every Muster except the first. The 9th Boston Tugboat Muster is, as usual, sponsored by the Port of Boston New England Branch of the World Ship Society. Attending this year are some thirty local tugs, plus several from the Cape Cod region and neighboring states. Most are working tugs but there are half a dozen or so tugs designed only for recreation, ranging from cute miniature tugs and tug-shaped boats to true small tugs that don't have to work. None of the tugs are particularly new but many are new to the Muster. The number of recreational tugs has doubled over previous years several made long trips to attend.

Olympia: It's all new to us. The 20th Vintage Tugboat Festival and Races are part of the Olympia Harbor Days celebrating the maritime heritage of the south Puget Sound area. More than 30 tugs have registered, about evenly split between elderly tugs, mostly retired and mostly used now as permanent or weekend homes, and newer tugs that have left their daily work for the Races. (One way of telling them apart is that the "home" tugs often have the rear of their superstructures replaced by sliding glass doors.) The average age of the entire fleet is about sixty years, with building dates ranging from 1889 to 1982. The Washington State Army National Guard has two landing craft here plus two large tugs, more on them later. Three tugs are from Canada. It is

hard to tell what is more important to the tug owners; it might be said that the social get-together is the main course while the races are the dessert.

The races are obviously an important component of Olympia Harbor Days; a city bus is labelled the "Free Tug Bus" and it is dressed nautically. Fringed blue Mylar panels between the tires represent the sea, while anchors, life preservers, and lines trim the bus's sides.

Boston: A Muster is basically a gathering of local tugs. They parade for the public and then compete among themselves. It is also a chance for a tug owner to host family and friends (business and otherwise) on the tug for a social gathering, often combined with a cookout on the tug's stern.

Olympia: Although I'd seen pictures of the Olympia Races, being here is a little different: Adding to my expectations is the buildup caused by a year's delay. We had intended to attend last year but health problems prevented the transcontinental trip. The tugs I see differ from East Coast tugs and need careful study. Still, I am a little dubious about races for old tugs; will it be like watching ketchup pour out of a bottle?

Boston: We (son Alex and I) are crewing on the small tug "Harbor Hobo" belonging to Dick Learned (absent) and my nephew, Mathew Ware, of Rhode Island. Mat, Alex, and I brought "Harbor Hobo" up from Rhode Island yesterday in a pleasant trip except for the adverse current in the Cape Cod Canal. Dick and two teen-

aged Russian visitors will take her back after the Muster. (We wonder what the boys will think of the trip.) Mat, by the way, is a Navy officer trained as a surface nuclear engineer and has served on the nuclear aircraft carrier "USS Enterprise".

Olympia: For the Races, we (wife Joan and I) are guests on Bill and Judy Maclean's 36' sailboat "Savage". He, too, is a nuclear engineer, now retired, who served aboard the nuclear-powered merchant ship "SS Savannah". With us is another Mathew, Matt Lyon and Judy Lyon, publishers of the Tugboat and Towboat Calendars. Matt, by the way, is a nuclear health physicist by training. I used to write manuals for atom-smashers....

Boston: We moored overnight at the Boston Fish Pier next door to the Muster location and wake to find the weather for the Muster is cloudy but otherwise nice. Boston Harbor is long, narrow, and busy with weekend boating and shipping. The Muster's assembly point is the World Trade Center, more familiar to oldtimers as Commonwealth Pier. It is halfway along the waterfront, not far from the palisadic backdrop of the Boston skyscrapers. Tugs are gradually coming in from home piers, a job, or local marinas in the case of some recreational tugs. Spectators are also assembling and will eventually fill the promenade along the pier end, which also holds booths of marine painters and other entrepreneurs, a pool in which to sail radio-controlled model tugs, and the organizer's tent. The organizers, God bless 'em, are, and will be, too busy to see much of the Muster. But Fran Collins, ashore temporarily from being chief engineer of a heavy-lift ship, will describe the "what" and "who" of the assembled fleet over the PA. We out in the tugs will unfortunately miss his learned and lively commentary.

Olympia: We visit the Olympia waterfront the night before the Races to check out the tug scene and its accompanying art-and-crafts show. Olympia is the state capital and the dome of the State House



dominates a small western city of gridded streets and low buildings while, miles away, Mt. Rainer towers above the ever-present conifers. The city is tucked at the very bottom of Puget Sound on Budd Inlet, a bay maybe four times as long as it is wide. The next community north, believe it or not, is Boston Harbor. The shore of Budd Inlet seem solidly lined with spiky conifers that differ somehow from the sharp triangles formed by the pines of Maine although a sawmill, a plywood plant, and large homes poke through here and there.

The waterfront consists of little more than a yacht club and a marina on the sides of a spacious (acres!) pier, largely devoted to piles of logs for export. One side of the pier is long enough to simultaneously hold three or four freighters. Much of the tug fleet has assembled at Percival Landing near the yacht club, forming a solid mass three or four tugs wide and perhaps a dozen tiers deep. Everyone is visiting. The Landing is surrounded on two sides by booths of the arts-and-crafts show. There, high-quality stuff is being eyed and bought. We buy a charming Betty Vestuto print of Pacific tugs painted on a NOAA chart of Puget Sound, plus a fossil-ivory sea otter pin. The official 20th Races' pin features the "logo" tug, "Western Navigator." (Each year's pin pins features the oldest tug present if it hasn't been featured before. "Western Navigator" is middle-aged, having been built in 1917.) Since we had spoken to its crew as it docked through the Ballard Locks in Seattle the night before, we buy a pin.

Boston: Shortly before noon, the Muster fleet is Blessed, and sets off on a nine-mile jaunt of Boston Harbor. Two big and stately fireboats lead as usual but a third fireboat flirts with the parade showing off its considerable speed. It is BFD's new fast-response boat "St. Florian II", all 30' of her. She proudly pumps her 1000 gpm as she tears along the parade's flanks. The long procession of tugs stretches out

Above: Olympia tugs "rafted up".

Below: Two cities welcome tugs. In Boston the crowd gathers at the World Trade Center; in Olympia the local bus system offers free transportation to tugboat fans.





In Boston from the top: "Yacht" tugs "F. Hopkinton Smith" (left) of Gloucester, Massachusetts and "Clyde C. Burbank" of Noank, Connecticut. "Harbor Hobo" (left) and "Shipside 9" team up to beat "Jenkins". Gallup's "Hawk" and Knowlton's "Adam J." go at it. Boston's fast response fireboat "St. Florian II" shows its stuff.

for a mile or more, big tugs in the lead, recreational tugs towards the rear. The little ones don't enjoy the choppy wakes but carry on bravely. The parade heads east, squeezing between the dredge "Super Scoop", still digging a trench for the third tunnel, and a large catamaran barge that lowers tunnel sections into the trench with great precision. Beyond Castle Island, the parade loops to port and steams up-harbor to Charlestown and the old Navy Yard. A stripped "USS Constitution" is barely visible in her rebuilding drydock but a large number of bigish sail-training ships have assembled for the weekend; "Lettie G. Howard", "Gazela", "Adventure", "Harvey Gamage", "Crowth Cromer", and others I can't identify as we pass. Then the parade returns to the World Trade Center. There, we will indulge in tug athletics but not racing, the harbor is too narrow and too busy for that.

Olympia: Most tugs have spent the night in the mob-scene raft of tugs, and visiting resumes in the morning. We step on Robin Paterson's "Joe" (listed as 45', blt 1942, 165 hp GM 6-71). Originally the "Joe Foss" and then the "Little Toot", she now forms a very nice home for the Patersons. Mrs. Paterson says they are worried whether they can stay with their old rival, "Reliable" (45', blt 1945, 225 hp Detroit - probably another 6-71) in the race later today. Spectators steadily stream in for the races and also for the arts and crafts. A pair of bagpipers play on the stern of "Sandman". They are good and the bagpipe melodies cut pleasantly through the crowd noises.

Noon is approaching and engines start. The 73' "Irene" (built 1902) has a 155-hp Atlas Diesel that goes a slow "taTUNK-taTUNK-taTUNK," and we dig out the camcorder to catch that wonderful sound. (That's not much power for a big tug and someone predicts she will, as usual, finish a brave but lonely last in her race.) Carefully pushing-off from neighbors, each tug tiptoes out of the dock area. Spectator yachts, ours included, also cautiously head for the race course.

The start is a mile or so out and the course runs for two miles down the middle of the harbor. Off to port is a mass of log booms. Most of the tugboats tie there until their races. The rest continue to the finish line. We slowly power down the boom photographing each tug. Then we steam up the backside of the boomed logs. (Some look as though they may have been in the water too long to be still useful.) A seaplane is moored there; soon it takes off in the calm water between the logs and the pine-covered shore. A harbor seal pops up to check us out. It's peaceful but, soon, it's race time.

Boston: The Muster athletics are primarily in the form of tug-pushes. Two tugs of roughly equal power butt nose to nose and push. Usually, one quickly wins but not always. Sometimes the two are equally matched, or so it seems at first (there's a certain amount of skulduggery, strategy, and tactics involved), and the decision is delayed. Sometimes the two can't keep aligned; then it's no-decision-and-try-again.

Olympia: The schedule calls for four main races: Small Tugs, Under 400 Hp, Over 400 Hp, and Ocean Unlimited, Also

scheduled are a Demonstration race and a Challenge race.

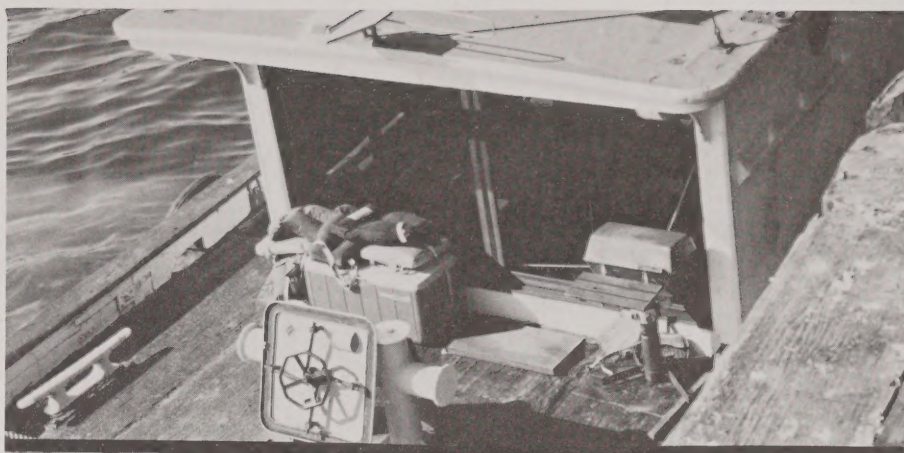
Boston: Mat loves competition so "Harbor Hobo" pushes against other small tugs. We beat some of the toy tugs. (Yes, a small Diesel can beat a 350 cu in Chevrolet engine in a Chris-Craft hull.) Then it's time for something a little bigger. General Motors builds the famous 71 series of engines using the same basic parts but in various multiples of cylinders. "Harbor Hobo" has a 4-71 (four cylinders). We push against "Shipside 9" (a 6-71) and lose, as one might expect. "Shipside 9" pushes against "Jenkins" (8-71) and loses. Kindergarten arithmetic now comes into play; the bigger number will win every time. Sometimes odd combinations of tugs are created, up to five small tugs taking on one big tug. We partake in a two-on-one, combining with "Shipside 9" against "Jenkins"; the 4+6 beats an 8. "Jenkins" had pushed against the push tug "Reliant" (two 6-71s, or the equivalent of a 12-71) and lost. Obviously, a push between "Harbor Hobo" (4) linked with "Jenkins" (8) versus "Reliant" (6+6) is indicated. The result should be a stalemate. But the various captains are sated and it never happens.

Olympia: We are about half a mile down-course from the race start, with Bill maneuvering the boat to provide four photographers with good angles. The Small Tug race with six boats is a beaut. "Joe" leads but "Reliant" is gaining as they pass us. They fade off into the distance, apparently still something like neck-and-neck. The radio tells us the winner; it is "Joe" in 9:56.19 over. "Reliant" at 9:56.64, a difference of 0.45 sec! These retired-tug races are something after all. "Joe" is given a checkered flag as winner, and proudly flies it.

Boston: Around us, other tugs are pushing. The Gallup fleet is busy. Ken Gallup, who has been my host at some of the previous Musters, has found plenty of work in helping clean up Boston Harbor, and now has four Rhode Island tugs in Boston, all spic and span in fresh dark red and black paint. One push is now an annual event. "Hawk", the first Gallup tug to come up from Rhode Island to the Musters, pushes against the similar "Adam J." belonging to Art Knowlton. Another Gallup tug, "Pat Garrett", pushes against Cashman's "Rachael" (ex-"Captain Eric"), while Gallup's "Capt. Tom" waits its turn nearby. And so it goes.

Olympia: The second race, with nine entries, is for Under 400hp tugs. Thor Larsen's "Clive" (age unknown) from Vancouver, B.C. wins over "Challenge" (built in 1890), and "Parthia" (1906). "Clive" has been beautifully rebuilt from the deck up, with the house vertically staved in T&G cedar boarding. "Irene", as expected, "taTUNK's" to last place, her engine seeming to turn no faster than during the earlier warmup. "Bayburn" is a DNF with a broken oil line; one of the winners takes her in tow.

Boston: Attending the Muster is a large tug I hadn't seen before named "Fournier Boys". I think she came down from Portland, Maine, for the Muster. Originally named the "Elizabeth Moran", she apparently dates from when Moran entered the long-distance towing and salvage



In Olympia from the top: Retired tug "Chickamauga" displays sliding glass doors on deckhouse. Bagpipe duet on Sandman". "Joe" (left) just ahead of arch rival "Reliant", winning small tug class by 0.45 seconds! Last place "Irene" in the under 400hp class "tunk-tunks" along.



In Boston from the top: Pushboats "Reliant" and "Innovator". Despite churning wake, "Reliant" lost, no contest. "Fournier Boys" (left) with 4,200hp bested "Vincent D. Tibbetts, Jr." with 3,000hp. Socializing on "Russell Jr." as seen from "Harbor Hobo". Family outing on "Pat Garrett".

game after the War and found the Dutch could do it cheaper. Prominent with her broad yellow stripe on a big funnel (built to duplicate the stacks of the big Dutch tugs?), she is reported to have 4200hp and thus the most power in the harbor. Towards the-end of the pushing frenzy, "Fournier Boys" pushes against Boston Towing's "Vincent D. Tibbetts Jr." (3000 hp). The obvious results, and Capt Jake Tibbetts (who, we presume, is at the wheel as usual in Musters) quietly takes his namesake tug "Vincent" back across the harbor.

Olympia: In the Over 400hp race, "Mary L." jumps out at the start and finishes in a fast 8:29.1 sec. Most tugs push a heap of white water ahead of them when at speed. "Mary L." is the only small tug I've ever seen whose bow wave curls away from the bow like a speedboat. "Danielle", "Panther", and "Redwood City" go by us just about even-stein. At the finish, "Redwood City" (8.59.78) edges "Panther" (9:00.02) by 0.24 sec for second. These races are close!

Boston: Push boats, also called tow-boats, have a rectangular box for a hull with piled boxes for superstructure, and pushing knees on the bow. Two attend this Muster. Sometimes during the Muster, "Reliant" has a "Boston Police Department" sign on it. Jokes are made about drug-pushing. (I make inquiries later and learn (1) that the sign is a leftover from a loan of "Reliant" to the BPD one day and (2) that policemen do not think the jokes are funny.) "Innovator" is a bigger pushboat. My son-the-engine-buff visits and reports her engine room is most impressive. I find the way "Innovator" steams down by the head as though toppling forward to be equally fascinating.

Olympia: The Ocean Unlimited class, the big tugs, has only three entries and "Pachena", another of the several ex-Foss tugs present, easily wins in 7:54.45 over "New Guinea", a Army National Guard LT (large tug), at 8:27.78, with "Shelter Island" last at 8:56.32. An interesting win because a recent article quotes Joe Manke (of Manke Lumber, which also owns "Danielle" (see Over 400hp race, and "Sigrid H.") as saying he doesn't know if "Pachena's" engine can deliver its full 1800hp with the size of wheel she is turning. Maybe it doesn't have to; "New Guinea" has only 1200 hp.

Boston: Some tugs continue to push but most of the Muster fleet has moored nose-in at the World Trade Center and socializing on the tugs is well underway. The spectators look on. Barbecue smoke from "Russell Jr." drifts across neighboring tugs. I wonder why Joyce Gallup prefers to host a party on the stern of "Pat Garrett" while, tied up alongside, her namesake tug, "Joyce Gallup", is practically deserted.

Olympia: The Washington National Guard has brought along a second large tug, "Encounter Bay", and large she is at 188' and 1675 tons! With gray superstructure and black hull, she is almost ominous. (Built in 1973 in Norway, she worked as a North Sea tug/supply vessel, then migrated to Australia to work on the Indonesian oil fields. A National Guard brochure mildly states that "her mid-life experience is a little vague" but I heard

that she came into the hands of the Guard because she was captured while drug-running. The Guard needed a large tug for training Water Transportation personnel, so....) She is also fast, easily winning the Demonstration Race in 7:37.63 after a slow start. "Mary L." betters her earlier time by 14 seconds to come in second ahead of "Elmore" (1890). Two Foss tugs are also in this race. The handsome museum-owned "Arthur Foss" (ex-Foss, built in 1889, and Tugboat Annie's "Narcissus" of the old movies in her earlier, steam-powered form) powers down the course in a straight line while the attractive water tractor "Henry Foss", nearly 100-years younger, uses her Voith-Schneider propellers to proceed, pivot, and pirouette, moving downcourse sideways, stern-first and nose-on, in the middle of a race, her behavior looks like an accident a'happening. Foss sends the "Henry" or her sister, "Wedell Foss", to the Races every year to put on these crowd-pleasing demonstrations.

Boston: Another Muster Mystery to puzzle me. Why does the Best Small Tug of a previous Muster still have nameboards that state she is the "A. B. Cenac, Jr." while, a few feet away, "C. E. Cenac Jr." is painted across her stern? Must find out some day what is her proper name.

Olympia: In the Challenge Race, "Encounter Bay" makes a better start and wins in only 7:15.70, while "Pachena" trims 8 seconds off her earlier time to beat "Henry Foss", which again does her dizzy-dance down the course. "Encounter Bay" at speed is an imposing sight and this is an exciting race for all watchers. The VHF squawks; the organizers are calling for an additional race featuring the winner of each race. Too bad. The spectator fleet is already dissipating. (This race is run half an hour later. We are too far away to see who won because we, too, have "dissipated" for a sail.)

"Henry Foss", however, stays in Budd Bay. Later, at sunset, we tug-nuts watch with semi-professional judgement as she helps the rival Crowley-Red Stack tug "Apollo" pivot and dock the log carrier "Ocean Empress". At one point, the "Henry", hanging off the freighter's stern, uses her Voith-Schneider propulsion to swivel sideways as a drag to the freighter's forward progress. The two tugs do a smooth job under the command of the Puget Sound pilot, who boarded many miles away in the Strait of Juan de Fuca between Port Angeles and Victoria, B.C. The docking is a tranquil way of ending an exciting day. I've learned something today: Olympia's Tugboat races have shown me that old tugs still can move.

Boston: As the Muster's festivities taper off into line-tossing contests and so forth, I spot a problem for fireboats that lead parades with sprays to the heavens. The Boston Whaler on a fireboat's upper deck has filled with some of that heavenly water, so out must come the drain plug! The resulting spout is a humorous touch on which to say farewell to yet another Muster, and a good one too.



In Olympia from the top: "Mary L." at speed, winner of the over 400hp class. Nearly dead heat between (from left) "Redwood City", "Panther" and "Danielle" for 2nd place behind "Mary L." "Redwood City" edged "Panther" by 0.24 seconds! A century spread of Foss tugs, "Arthur Foss" (left) built in 1889 and Henry Foss" (going straight for once) built in 1982. The monster tug "Encounter Bay" (right) moving out ahead of "Henry Foss" (left, going sideways) and "Mary L.".



Wooden Canoe Heritage Association Assembly

By Sue Audette

With the number of canoes in town, there was no doubt that the Wooden Canoe Heritage Association members had arrived at Paul Smith's but the only question left to ask was when would the rain stop? Canoes remained cartopped for the first couple of days of the Assembly held on July 21-25 at Paul Smith's College in the Adirondacks of New York, but by Friday, the skies brightened and the beauties were unloaded from their perches.

This year's Assembly was devoted to Old Town Canoe. Many of the three hundred and seventy five participants were proud to display their Old Towns or other wooden beauties. Some were for sale but most were restored classics there for spectators to o-o-ohh and a-a-ahh about. Those assembled discussed the trials of their labors of love in restoring each craft. The hours of painstaking work were evident throughout as the Old Towns, Peterboroughs, Carletons, Thompsons and more were inspected by those who love the wooden craftsmanship and artistry.

Three generations afloat.



Despite the early sog, many activities went on as planned. Stem bending, canvas applying, freestyle paddling, learning how to cartop your canoe, were a few of the many workshops offered to participants. This year's Assembly put an emphasis on hands-on; to get in and try it yourself. One such activity that was a tremendous success was the making of canoes with and by kids. This activity was conducted by Mike Collins of Fiddlehead Boatworks of Vermont. Mike had planned for the weather and all the construction took place under tents. The children who participated chose the size of canoe they planned to construct and were taught how to cut, glue, waterproof the seams and then fiberglass each craft. Drying time was a little lengthier than expected.

Daily the students checked their charges with the anticipation of the maiden voyage. That time finally came and the adults were as anxious as the new builders. A launch was held on St. Regis Lake that rivalled the launching of the Queen Mary. A toast and cheer went up from the crowd and the builders' faces shone with pride at their success as cameras clicked about. It was a tribute to Mike and his family for their patience and foresight in bringing this activity to the Assembly.

Another similar on-going opportunity was making your own paddle. Geoff Burke taught all of the many takers to rough cut and then finely tune and carve his or her own paddle. It was fun to watch would-be craftspersons at work as the piles of sawdust and shavings grew deeper each day.

Other Assembly offerings were as well received. On Thursday, Scott Phillips of Old Town Canoe presented a moving program called "Journey into Tradition". Phillips is a member of the Penobscot

Nation and in 1992, he and several other members of the tribe made a 420 mile journey upstream on the Yukon River. The slides that accompanied Scott's program were breathtaking and this "Sacred Run of '92" became special to all those who attended.

On Friday, the history of the Old Town Canoe Company was brought to life by Sue Audette in a program called "Legacy". Sue, who has been working on piecing together the history of the company for the last three years, explained why the time was right in Maine for a canoe company of this magnitude. She imparted the history of the area and its impact on the newly developing company.

Old Town's inception spawned other companies and provided a springboard for other enterprises. Old Town, Robertson, Wickett, Gray, Penobscot and Norumbega Park were all somehow connected and Sue was able to point out those connections. The story is a complex one and despite a lengthy program, she assured us that we had only scratched the surface of this giant in the industry. At the close of her program, the entire audience was on its feet in appreciation of her presentation and of the work she had done.

The final days allowed for special canoeing adventures on the area lakes. And of course, the traditional favorites of the WCHA raffle and the campfire on Saturday night were well attended. Finally canoes were reloaded on their perches and ropes and cords checked and rechecked as another Assembly came to a close. Those who attended (twenty percent were first timers) had much with which to be impressed; beautiful canoes, great water access, a great program coordinated by Mike and Margie Shannon, and many new friends. We look forward to seeing them again next year.



Waterfront activities went all all during the gathering.



Free style padding technique demonstrated.



Geoff Burke does his paddle making routine.

Mike Collins (left background) surveys the handiwork of his students in the "Kidkanu" building project.





Sailing canoes indulging in summertime breezes. Above, getting rigged. Below, Scott Lavertue in his father's "Ione", a replica of a W.P. Stephens design of 100 years ago built by William Clements, with 135 square feet of sail up and Dave Kavner's beautifully restored "Planet".



Gotta Love Those Sailing Canoes

By Hugh Horton

The Assembly in the Adirondacks of upper New York had a well thought out program and a great place to do it. Thursday, July 24th, Ron and I (Rice had to cancel) drove ten and a half hours across Canada to the St. Lawrence, and down to the hamlet of Paul Smiths in the Adirondacks. Ron's bread loaves included buckwheat and one with raisins, cinnamon, and molasses.

This was my first Assembly, and besides canoeing friends Mary Lou Greene, Tom MacKenzie, Ned Sharples, and others, I must thank Dave Baker, WCHA Historian, for encouraging me to attend. My main interest was and is the sailing canoes which were slept in and he had and has been helpful with research. Dave brought the rare book, Charles Neide's *The Canoe Aurora: From the Adirondacks to the Gulf*, published in 1885, and allowed me to read it over the weekend.

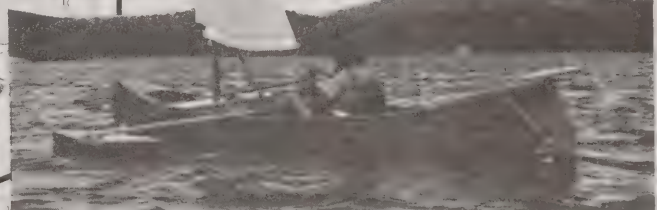
When the clouds and fog had cleared, this mountainous and well-watered region charmed us. It was obvious, then, why light canoes with sails developed in this area of few roads and inter-connected lakes and waterways, some separated by short portages. Each day was in the 70's and low 80's and had enough breeze to move the sailing canoes, particularly Bob Lavertue's "Ione," designed a century ago by W. P. Stevens and built by Bill Clements in 1986. She has 135 square feet of sail, Bailey rig, and blew by us all. *Sweet Pea's* meager 21 feet was the smallest by half. But it was the quickest, I'd say, to rig, set, strike and stow, afloat or ashore.

In addition to the scores of exquisite canoes and paddles and the grace of the free style paddlers, the most remarkable fact of this gathering was how new generations are included and encouraged. Three generations in a canoe were not uncommon. Fiddlehead Boatworks had kids building their own boats and double paddles which were finished and usable for the weekend.

As a new member I'm not sure of the primary thrust of the group's purpose, but my feeling is that "Heritage" in their name is more important than "Wooden." Other materials aren't scorned. New ideas are explored. I believe it's understood that if Rushton were building boats today, he would have used the most appropriate materials available to him for his and his customers' purposes.

Sweet Pea and I sailed in company with other canoes and had a tranquil Sunday afternoon solo ride. It was NE 3-8, mostly sunny, 80's, dry. We broad reached and ran an hour and a half from Lower St. Regis Lake, through the Slew to the leeward end of Spitfire Lake. The brisk paddle back upwind took only a third of the time.

Besides a new appreciation for single-bladed paddles, my understanding of sailing canoes and their development has improved, I think. I wish I could remember the names of all the interesting people. Their faces and bits of conversation have been mixed with images of paddling kids and grannies, and scenes of green foothills behind sparkling wavelets upon which sailing canoes are gliding.



"Bivalve" on the Hudson

When I finally made the decision to try a sailing cruise in the Hudson River, it wasn't easy for me to envision myself out there. I envy the blithe teen-agers who transverse large oceans, and wish that I had the same courage, or knew exactly where to get some. For me, the river was a big deal. I pictured passing barges rafted together three wide and three long, as big as city blocks. Freighters like skyscrapers, floating on their side. I would be contending with all this from the cockpit of our 20', 1300 lb. centerboard canoe yawl, "Bivalve". These formidable images loomed large in my imagination, along with the more mundane concerns, such as, "will my Peugeot wagon spit out all it's coolant on some long grade on the way to the marina?" But there come those moments when the desire to confront the unfamiliar overpowers the fear of potential disaster, and I went.

Besides checking out the Hudson River cruising experience, I wanted to try a method of sailing which I believed would enable me to go away with a minimum of planning, and so perhaps, go more often. By taking advantage of the railroad lines along the river, and starting from a marina within walking distance from a station, I felt I could avoid some of the pitfalls of river sailing. For one thing, it is usually easier to go one way, and then hard to get back to your car and trailer. Since I would take a train schedule with me, I wouldn't worry about how far I went, or what direction, or sailing back to my car. When the trip was over, I would tuck the boat into the most convenient marina on the appropriate side of the river, and make like a commuter back to the car. I wouldn't have to call anyone, begging them to come and get me. No frantic last day, mad tacking contest against wind and tide trying to get back to the starting point. I would have the freedom to leave at will, and return at will.

For my starting point I chose the town of Cold Spring. The town is only eighteen miles from home and the marina is a five minute walk from the train. Also, the members of the Cold Spring Yacht club have a reasonable launching deal. To use their beautiful concrete ramp you only have to pay ten bucks, then allow yourself to be verbally skinned with their acid wits. It seems that opportunity is enough incentive to pry them from their drinks, and out into the sunlight. As soon as I arrived they descended on me like jackals, beginning a verbal assault which would have withered Don Rickles and had him calling his mother to come and get him.

By Rich SantaColoma

"What is that supposed to be, Cleopatra's barge?", was comment number one. Then, in quick succession:

"Did you build it? Don't quit your day job!", and:

"Can I buy this from you? I could use the firewood"

And so on, the comments being interspersed with real and fictitious advice on launching, sailing, sports, the police, wind, weather, drinking and god knows what. Peer pressure got to me, and I allowed my better judgment to take a break while I followed their instructions for removing the boat from the trailer

"Back her up fast," I was told, "and slam on the brakes... she'll slide right off..."

All of my efforts to extol the virtues of "floating her off" were met with catcalls and derision. I followed the "advice", hit the brakes, and halfway off of the trailer the slightly protruding centerboard met a slightly protruding roller. I gritted my teeth and clambered in the cabin, sure that I would find the centerboard trunk had been peeled open like a banana, but somehow it had all held together.

The advantage to this near miss was that I was now immune to my entourage, and could proceed as experience had best taught me. I ignored their worst. In a short time I was left alone, the members bored now that their mouse had stopped twitching for them. They would occasionally look up from their table at me, checking my progress, then turn back to their beers, chuckling among themselves. By about 4:30, I sailed away in peace.

The Hudson River is deeper, in a way, than the hundred plus feet shown in some places on the charts which cover it. Below the water is another thousand and more feet of glacial deposits, descending to the bottom of an ancient ravine. Even though the water is too murky to see more than a few inches, the immensity of the hidden canyon below affects me. I imagine the slopes of the surrounding mountains continuing down, finally joining somewhere far below. It is the sort of thought which gives me shivers.

To cruise at the bases of Storm King and Bull Hill is an awe inspiring experience. They are only the stubs of mountains, worn down eons ago by miles of ice, but they still tower like stone guardians over the river below. Storm King bravely wears the scar of Route 9W, and the freight trains rumble by every so often, but this section of the river is mostly unspoiled, and spectacular.

I passed the ruins of Bannerman's Castle sitting in the vines of Pollepel Island. It looks all the more like a genuine European antiquity then their builder intended, because of it's present, decrepit state. I hope someday to overnight just

behind Pollepel, a good place to spend some Halloween, I think.

It is still a unique experience to me, to be sailing a cruising boat. With it's double bunk and miniature galley, this is a complete little home. It's a smooth bottomed, floating cabin with fins and sails, which can take me through these wonderful places and a shelter when I reach my destination. And yet it's only a few fashioned sticks and cloth and bits of metal, with the simplest bit of internal combustion technology strapped on for insurance. Amazing how little it takes to do so much.

I seemed to be moving along well, but thought I would check my progress before I passed the Newburgh marina. If I wasn't going to make New Hamburg, I wanted to know while I had another option. Checking my speed with two landmarks and the logarithmic scale on the chart, I saw my speed was almost six knots. I knew much of this speed was due to the tide, still being favorable, and with this progress I felt White's was well within reach.

It was dusk by the time I got to the marina, and only then realized that there wasn't necessarily anyone on duty to assign me a berth. Bringing a can opener occurred to me, but this didn't. I was too unsure of the river to be looking around in the dusk for a natural anchorage, so I brailed the sails, started the five horse Seagull, and headed into the marina.

There was a man standing on a dock in the gathering dusk, and I asked him if the owner was around. He told me I had missed him, but motioned me around one of the old barges which was used as a breakwater. We wrestled the Bivalve into the slip of a boater who was away for a week, and my floating cottage and I were safe for the night.

Sitting in the cockpit with a cool Samuel Adams, I listened to the slap of halyards on the masts around me, and wished that Cathy could have made this trip with me. She and I had explored places like this by car, and roamed their docks. One time, at the Wellfleet Marina on Cape Cod, we lay on the wharf and looked up at the stars. We imagined what it would be like when our boat was finished and we could sail into such a place. Now here I was and she couldn't come on the trip, and hear those halyards, the train roaring past across the cove, or the crickets.

When I awoke the next day the wind was stronger. It was just above white cap level, and this unnerved me a bit. I had heard that the wind was expected to reach 20 knots, and now I could believe it.



Although I was anxious to get back out on the water, I had my concerns.

I motored out of the marina and raised the sails out in the middle of the river. With both the tide and current against me now, I was only making two to three knots over the bottom. The wind strained the sails, so that I felt like I was going fast, but the shore only crept by.

I thought of waiting for the tide to change in order to make better speed, but decided against it. It occurred to me that if I had to sit anywhere until the tide changed, it might as well be in the cockpit of my floating home, doing two knots. Having made this choice, I realized how we can take values with us to places where they are no longer important, like the relative value of speed.

With great effort and a lot of money, the contrast in speed between the highway and the river can be smoothed. You can buy a boat which is capable of going as fast as your car is able to go on the highway. The boat can steer like a car, look like a car, smell like a car, and all that has been achieved is that you have traded asphalt for water, and done away with the dotted lines. Now you've lost, or actually hidden, an important thing, the "nature", or the "personality" of the river. But if you do the opposite, if you allow your values to change with your environment, the experience can be totally new. Why be so desperate to make everything familiar, to take away its unique nature?

The wind seemed to remain steady, until I was under the Mid-Hudson Bridge by Poughkeepsie. It picked that opportune time to increase dramatically, and throw in a series of large waves to chase me a bit. They were breaking around the boat's pointed transom, and hissing down both sides of the hull. The waves came on so fast that there was an unnerving moment of hesitation before the boat would rise up on them.

Although I suddenly needed a reef, I didn't think it was prudent to try putting one in while between the bridge's massive pillars. Far above was the dark steel structure of the Mid-Hudson bridge, rumbling and straining from the weight of a dozen tractor-trailers. I waited until I passed the second bridge, the railroad one, and by then had decided to lower the mainsail completely. With the boat pitching spasmodically, I tightened the mizzen, released the mainsheet and turned upwind. The mizzen should have held the boat in that position, and allowed the bow to pierce the oncoming waves, but the mainsail wrapped around the mast. This gave it enough windage to hold me broadside, in a kind of mini-broach. The boat had never rolled so much, but I didn't feel there was any real danger as long as I held on and got the sail down. I went on deck and beat the sail into submission. Once it was down the fore hatch, I jumped into the cockpit and resumed my course under jib and mizzen alone. Now that I was under the proper amount of sail, I began the luxury of breathing again.

Sailing under the two small sails gave good control, although I did have to make shallow jibes downwind to keep the jib full. Despite the omission of one hundred and fifty-four square feet of mainsail, the boat hardly lost any speed over the water.

It was really blowing now, enough to surf me down some of the bigger waves when the timing was right. I was enjoying myself more and more, as the knot in my stomach slowly untied.

I knew the true scale of those bridges now, and watched them receding into the haze behind me. It startled me to see what at first appeared to be a huge factory of some sort, until I realized that if it was a factory, it was built under the bridge and in the water. It was actually a ship, a freighter, and it filled the area between two of the railroad bridge pillars! I expected I would be heaved about like the spider in the rain spout, and had a good twenty minutes to dwell on that possibility. When the wake reached me, however, I was surprised that it merely generated a pleasant swell. It was easier to handle than the steep wakes which were produced by motor yachts no bigger than one of the freighter's lifeboats.

I was carried as far as the Mills-Norrie Marina, which suited me fine. I had seen the place with Cathy the winter before and we fell in love with it. At the outlet of the Indian Kill River, in Staatsburg, it's in a rustic little cove nestled in the pines. There is a section of wall protecting the slips from river wake. Trails meander through the park with benches here and there, and the views of this part of the river are unspoiled.

I motored into the marina and was assigned a slip. As the sun set, a light breeze brought the smell of the pines across the gently rocking boats around me. I was sitting in the cockpit reading a Dirk Pitt novel, by the light of the anchor lamp, when another boater walked by. He stopped, looked at me for a minute and declared, "You're brave". As he walked away, he was shaking his head. I was certain that he couldn't mean my traveling in the boat was "brave", so I was confused. I realized what he meant when I discerned a familiar buzzing noise, just overshadowing his retreating steps. I watched as he secreted himself into the well-screened cabin of his motorboat. Hovering just above my head was a cloud of mosquitoes. Having lost the advantage of surprise, they attacked. If you visit the Mills-Norrie Marina in August, bring a bug repellent which could drop a bull.

I awoke early and made a pot of coffee in the little cabin. With mug in hand, I walked the dock which parallels the river, and wondered if I could take another day and make my way to Rondout Creek.

Rondout is about seven miles north of Indian Kill, on the west shore. It has many marinas, restaurants, and pretty, natural anchorages. Although it was tempting, I decided not to, as I would have been risking some thunderstorms which were in the forecast.

After making sure that the boat was snugged down, I walked up to Route 9 and joined the stream of commuter traffic. To pick up a train which would stop by my car in Cold Spring, I had to make my way to Poughkeepsie. I used the bus route called the "Loop" to do this. The bus was only \$1.00, and the train \$2.50.

It was odd seeing all of the places I had sailed slowly past, now rushing by the train window in reverse. My slip in White's was still empty. I made mental notes of some of the better looking coves which the tracks cut off from the river. Wherever the railroad bridges are more than four feet above the water, I could conceivably slip under with the masts down, on some future trip.

Before noon, I had the boat hooked up and was heading down Route 9. I was glad the train-sailing experiment had worked out smoothly. By choosing trips on other rivers with public transportation along them, Cathy and I would need no more planning than listening to the weather report and bringing a train schedule. By taking advantage of the billions of dollars worth of locomotive hardware which run day and night along the shores of many rivers, you can get so much more out of any easily trailerable cruising boat. If you have a free weekend, and gas in the car, you are off on an adventure.

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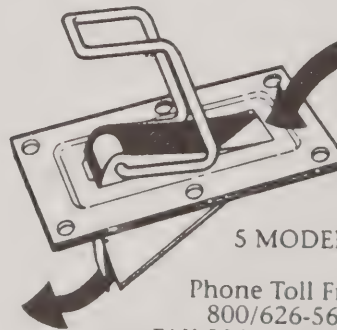
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In this world there are several things which you just cannot believe when you are told them. There has been considerable discussion over the years as to which are the "Three Greatest Lies of All Time". Without a doubt the first two are universal:

I will respect you in the morning.

The check is in the mail.

There is of course some contention for the third place "Winner" in this contest.

It is P.C. compatible.

While this one is only of importance to those of us who rely on the silicone based lifeform to organize, catalogue, and process information; I suppose that could actually include all of us, as we are all on some computer somewhere.

Instant ...

Coffee (Yecch!)

Relief (Yeah, sure!)

Gratification (Play now Pay Later!)

Boat (Now this one should be of interest to the reader of "Messing

About in Boats" or anyone who has attempted to construct one of these miracles of modern "low-technology"

To my way of thinking INSTANT surely qualifies as the third GREATEST LIE.

While on the surface of my argument it would seem that I have a bone to pick with such great designers and builders as Phil Bolger, H.H. "Dynamite" Payson, Sam Devlin, and the like; but I must say I hold these men in the greatest esteem and race through the table of contents of each new magazine to find and devour their splendid offerings.

I was brought up on a diet of John Hannah, John & William Atkin, William Garden, Sam Rabl, William Jackson and the like. I still find that there is much to be learned in my continued study of the ancient and well worn copies of "How to Build Twenty Boats", "Boat Builder's Handbook", "Skipper", "MotorBoating", and "Yachting" which I inherited from my late father.

When I was a lad father and I had it in mind to build a version of John Hannah's 1942 design "Poco Dinero". We spent innumerable afternoons scavenging lead wheel weights from service stations, melting them down over a charcoal fire, and skimming the impurities to make 20 to 45 pound pigs for later melting. We finally poured the keel ballast in June of 1966 and proceeded to begin lofting the rest of the boat. Unfortunately, before the keel could be laid and the rest of the construction begun, my father was stricken with a heart attack which split his aorta. I was left with a wealth of boat books and a 720 pound keel casting.

Like my father I continued to dream of building a boat, but in the early 1980's I purchased a sailboat roughly equal to "Poco" in accommodations, trailerable to larger waters, and as I judged it, a more able boat for use on our local lakes. The trailerability factor was something which the burdensome "Poco Dinero" could never have allowed.

Even the possession of a boat in no way eased the desire to build. I continued to pore over the same old plans and to purchase new fuel for my inherited dream. Then in the mid 1980's I discovered Mr.

"Instant Boat" The Third Greatest Lie?

By Robert B. Hoge

Bolger in the pages of "Small Boat Journal". INSTANT BOATS !!! Surely this would be the answer to my dreams of building a boat. I could pledge to the family that the project intended would require that the garage would be tied up for only a few months at the worst. Also, the few pieces of plywood would only stretch the budget by a few hundred dollars at most.

While I am primarily a sailor at heart, I am a historian and nostalgic fool by training and inclination so it was with great glee that I discovered Phil Bolger's "Quick and Easy Speedboat" in the July, 1988 "Small Boat Journal".

"Honey", I pleaded with my wife, "just give me ten or twelve pieces of plywood for my birthday and it will be the same as giving me the boat. And see", I went on, "it will look just like one of the old cigarette boats from the Roaring Twenties."

"OK", she replied sweetly, but then that practical side of her personality reared its ugly head. "Where do you plan on building this boat?"

Of course I would build in the garage. We had built an 8x10 metal building with the express function of it becoming my workshop. My tools were the first things to be moved into the shed, but the treasures of two lifetimes of accumulation rapidly buried all tools to the point of total inaccessibility. So I added on a garage.

As I belched out tons of quilting scraps, furniture, Christmas ornaments, and the like from the shed, Honey asked, "Would you be interested in putting a shelf up in the garage?"

"Sure," I answered, "I'll be putting up a lot of shelves in the garage. One for tools, one for paints and supplies, and several for building materials...." I trailed off as I suddenly realized that my garage space was about to be usurped.

"Oh!" Honey sighed wistfully, "I just wanted one for my quilting scraps."

Now I must explain to the reader that the disease of quilting is nearly as detrimental to the sanity as is the building of boats. The few scraps of cloth which Honey had collected for her quilt making had been garnered over the years and were contained in no less than twenty large storage boxes each the size of a small footlocker.

"But... But... !" I sputtered searching in vain for an excuse to get out of losing a third of my wall space, a quarter of my floor space, not to mention having to maintain a path through the construction.

"Sawdust... Yeah, that's it! Sawdust! Clouds of sawdust, I'm gonna' be kicking up a lot of sawdust."

"No problem, I'll just seal the boxes with tape."

"But if the boxes are sealed you won't have any access to them, so why not keep them in the tool shed?" Logic never works with a hobbyist.

So the project of my "Instant Boat" got under way. Along with the 720 pound casting of lead and the books, I had inherited numerous tools from my father. He

imparted no great skill with these tools, only the concept that practice and patience can give true skill, and that the main tool in the box was the craftsman's own ingenuity.

My father left me a 16' sloop as well. The sloop, a beautiful piece of molded mahogany which father had resurrected from a pile of dry rot, had given us many idyllic days of sailing. But the rot had proven too much for us, and even before my father had died, the sloop was abandoned to her trailer under a tarp in a far corner of the yard.

The sloop's trailer was of a rather unique design, home built, and incorporated as its undercarriage the tail wheels from a pair of B-17 bombers. The overall construction of the trailer was of two and a half inch galvanized waterpipe, and I figured that there would be little difficulty in extending the length to accommodate the hull of my proposed twenty six and a half footer.

The lengthening was no problem nor was the incorporation of two parallel bunks, made from 2" angle iron and 2"x4" pads which were lag bolted into the angles. I did however come to some consternation when I tried to locate two tires for the old B-17 tailwheels. One tire distributor finally located a pair for me at an airport in Missouri.

Three hundred dollars each!

It seemed that the specific size was labeled for use strictly on aircraft. I settled for a quite similar size which was a little narrower, and which detracted only from the balloon look of the originals.

In November, on my birthday, my wife presented me with a card which read:

"The bearer of this note is only slightly off his rocker, and does have the permission of his wife to purchase the plywood required for the building of a boat."

I had originally intended to build the boat on the trailer, and proceeded to use the trailer bunks as my work bench. This was quite handy when it came to cutting out the long panels for the sides, but proved to be too high off the ground when it came time to actually begin construction. Lost was the convenience which I had hoped for to be able to roll the construction in and out of the garage. Also lost was the ability to angle the project diagonally in the garage and close the door. It seemed that there were twenty-some odd boxes in the corner.

My father once said, "Problems do not exist for those who have a little imagination." But building a twenty six and a half foot boat in a twenty four foot garage did pose a problem. Over the objection of the landlady (my mother), I disconnected the mechanism of the overhead door of the garage and swung it upwards. Resting the lower corners (now the outside corners) on 2"x2"s I framed in for three tarpaulin covered walls. I didn't think it looked all that bad, so I assured Mother that I was building an "Instant Boat" and that whatever eyesore she perceived sticking out of the garage at her guest house would only last a couple of months.

Finally Mother consented muttering something about knowing how Noah's neighbors must have felt.

Therefore; armed with my trusty pen-

cil, carpenter's square, saber saw, circular saw, and twelve sheets of plywood I began the building of my "Instant Boat" in November of 1989. It was a warm November and December that year, and construction progressed rapidly.

"For assembly method see 'Instant Boats' by H. H. Payson." I read on the plan notes. I was only able to find "Building the New Instant Boats", also by H. H. Payson, but that volume proved to give me a wealth of information. I had originally planned to use either resorcinal or epoxy as my adhesives, but the cost of resorcinal in Nashville, Tennessee, which was \$16 a pint, made my skin crawl. The cost of epoxy only caused a mild rippling of the skin, but that was only Honey's skin. I was relieved to read that Payson recommended "Weldwood" which could be had for about \$10 a tub. Also further research in one of Dad's old plan catalogues by William and John Atkin showed the construction of a huge schooner, cold molded using "Weldwood". Good enough!

The building of the hull truly proved to move in an "Instant" fashion. I was amazed at how well Bolger's dimensions equaled actual measurements, and how well things fitted together. Soon however December began to harden up, and the "Weldwood" tub's warning about lower temperature began to nag me.

With only a thin tarp between me and the first snow of winter, the building slowly ground to a halt. Also, at that time I began a new job managing a fast food restaurant.

We were opening a new chain in our area, so all of the managers were required to spend six weeks in Louisville Ky. in the corporate training program. I had previously spent three years managing a similar chain so the program was for me a piece of cake. I just watched the snows of winter fall and dreamed of completing the training returning to Nashville, opening the new restaurant, and finishing my boat.

The restaurant was six weeks late in opening owing to a contractor who could not read a set of plans. But were finally opened in grand style.

Fast food management is to say the least a sure fire method to earn a good paycheck, but take it from me, you will earn every penny of it through long hours, and sometimes backbreaking effort. Sleep seemed to be more important than construction, but as spring wore into summer, the monomania of building overtook me. I began to work on the boat again. Some days I would wake at 3:00 in the morning just to have an hour to build.

After the restaurant had been open for about six months it became apparent that we were not in the best financial position. The investors were playing some money games with the business, and that we had been intended to be a tax write off from the beginning. Soon, one of the managers would be terminated.

It was on one of my dawn incursions into the garage to breath sawdust that I had the misfortune to slice the end of my finger off. Only the tip, mind you, and it did grow back, but it did convince the partners in the restaurant that they needed to lay off two managers instead of just one. I now had plenty of time to work on the boat.

With the boat now upright and resting

on six milk crates (pultured from the restaurant) I began to finish out the deck and interior of the hull.

Nearing completion I found that our savings from my fast food days were nearing the bottom of the barrel, and further employment was needed to prevent our losing all. So with only the installation of the engine and painting remaining I began to search for a job.

I found employment as the manager of a retail fireworks outlet some 176 miles from Nashville. This position afforded me twice the funds of the fast food job, and except for the Fourth of July, and New Years, there would be plenty of time for boating, and for building.

Building the store took three months, and there were another three months spent in getting the store staffed, stocked and running through the Fourth of July.

Meanwhile, my Brother-in-law made a gift to me of a forty horse Evinrude. Phil Bolger, on the other hand had warned in the article covering the design not to use more than twenty five horsepower.

In a quandary, I wrote to the master:

Dear Phil,

I have spent the last two years building your "Quick and Easy Speedboat" ("Small Boat Journal" #61), and I must say that the project has been a wonderful exercise in the "Instant Boat" building method of construction. As the project nears completion I am sure that the boat will be the fulfillment of many dreams.

The boat which we have named "Bullywooger" (in memory a favorite dog) has taken two years to complete owing to the conditions of my employment (and lack of thereof). I can however confidently assert that if a person were to have nothing more to do with his time other than to build boats he could knock off this design in two or three hundred hours. This time frame even includes sheathing the boat with glass and polyester resin.

I have included three minor changes in your design which you might find interesting, and hopefully not damnable.

Finally, Phil I have the question. As you might have gathered from the opening of this letter money is for me tight. I have read the notes in the article which admonish the builder not to mount more power on this boat than 25 horsepower so many times that I can quote them in my sleep (my wife has even accused me of this). However, my brother-in-law gave me a 1972, short shaft, 40 horse Evinrude, complete with remote controls, and everything the doctor ordered. Is it really too

big? Should I trade it in (the value I can get for it in trade is near to zero)? Can the structure of the transom (it is as well made as any) take the added thrust and weight?

The weight of this outboard is close to two hundred pounds. I do feel however that the sponsons aft of the transom will support the weight, but shouldn't I add to the structure of the transom some to hold the thrust and vibration of this monster. Could the added rigidity of the keelson and the seat risers be enough?

Or should I just mothball the 40 and save up enough for a 15 or 25 horse as recommended?

Your help and advice will be greatly appreciated, as will the continuation of your design column[s].

To my delight and amazement Phil Bolger quickly answered my letter. He approved of my modifications in a most polite and helpful letter:

Dear Robert,

Thanks for yours of today. The deck construction is of course the sensible and very best way to do it.

The motor is a problem. She can take the weight and thrust though the wake will be increased or the payload reduced. A gift like that is tempting to say the least. But, it will drive her close to 40 mph. The ride will be exhilarating and cautious handling will suggest good manners. But hulls like this are lethally treacherous at anything like such speeds. Without warning she will break loose on a turn, skid, trip, and roll over and over with great violence. It is the speed, not the weight or power per se that is dangerous. I don't see how you can assure that she will not get into the control of somebody who does not know this.

Phil went on to give me some ideas as to how I could increase the margin of safety, but in the end suggested that I find someone to swap for a slightly newer 20 hp.

Well, by now my instant boat was entering its third year of construction, it was almost two hundred miles away, and I had no place in which to complete it. The engine which I possessed was much too large, and in October of our first year in Lenoir City, Honey gave birth to a beautiful baby girl.

Only ten or twelve sheets of plywood? Only a couple of hundred dollars out of the budget? An "Instant Boat"?

"WANTED TO RENT" Long garage space for the completion of building project. 30 x 12 feet needed. Must be within easy commuting distance of Lenoir City, TN. (To Be Continued)



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DREAM DINGHY

Here is a photo of our recently completed Bahama dinghy. Kiri Marie, her new

captain, is very happy with her new vessel as she dreams of times to come.

Bob Foss, Branson, MO



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This 12' Bolger Kayak is great for kids. Harold "Dynamite" Payson sells the plans. And this Bolger Brick sails nicely and is a crowd pleaser. Common Sense Designs offers these plans.

Calvin Dame, Manchester, ME.



BUILT FROM A BOOK

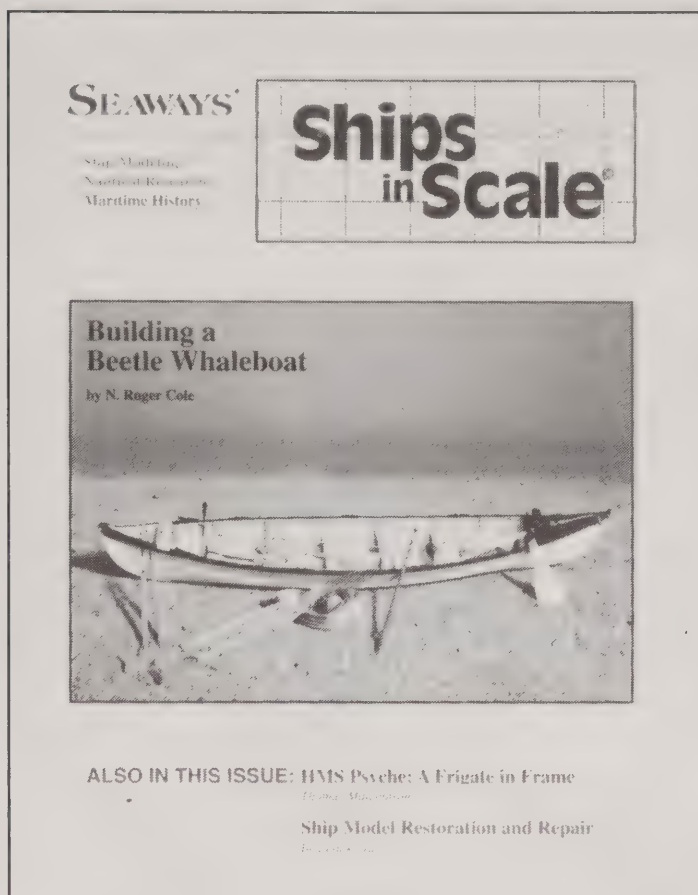
Here's a look at the Blandford kayak I built this past summer from a book I checked out of the library. It's great and was a real thrill to build. At 14' it is just a tad small for my size for camping. I think I am now going to build a two-seater.

Al Conrad, Spokane, WA.



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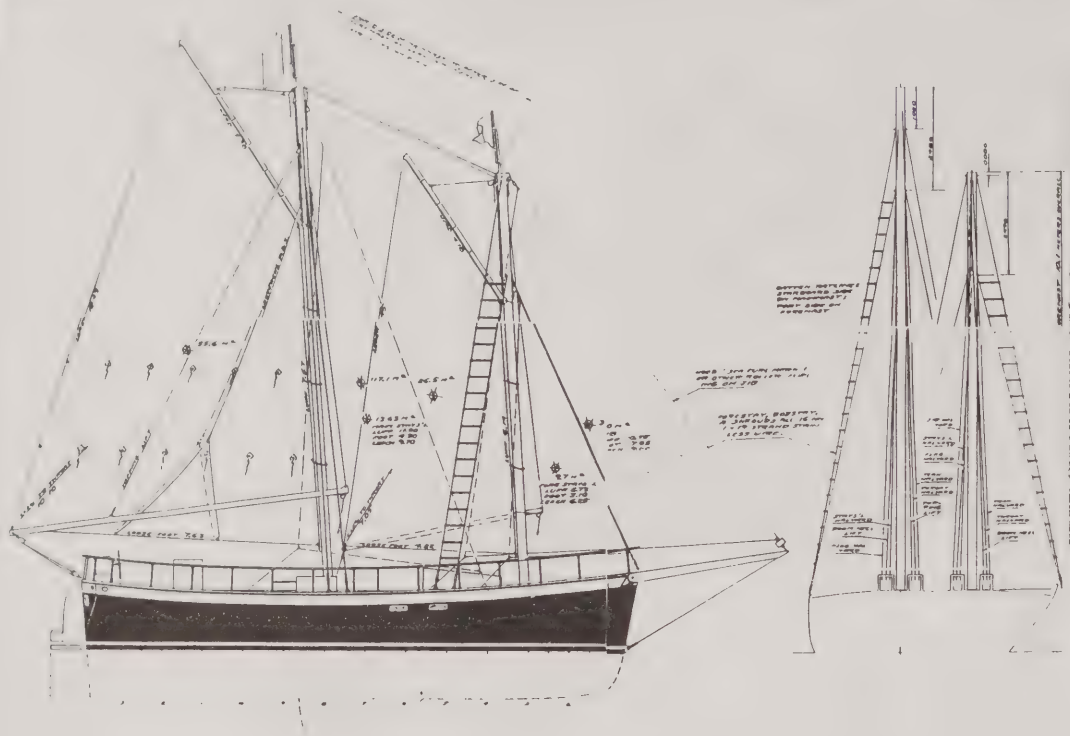
DESIGN #348 13.9 m. x 4.5m. x 1.2m. (45.3' x 14.7' x 3.9').

The late Peter Tangvald and I planned this schooner for a Taiwanese boatbuilder he was advising. She was intended for a charter fleet. We made her as compact as we could, foreseeing crowded harbors. the bowsprit folds up and the main sprit boom can be run inboard of the stern. The schooner rig allows a sizeable rig without going very tall or high technology. She was one of several designs I made for schooners in which the mainmast was to be supported by a strut to the foremast-head, but none of them were built as designed.

A roomy and attractive deck was the outstanding appeal of the design, with good footrails and solid handrails surrounding a lot of open space. Windsurfers and jetskis could be spotted around without using up the lounging space. Below she has eight berths with dining space and, almost, stowage space to match. The single washroom is supplemented with portable toilets in the staterooms.

The shape encloses displacement enough to allow a massive layup of solid fiberglass with plenty of inside ballast. She looks fat but her bulk is spread out

into her ends; she would have a highly respectable driven speed. The deep forefoot would make her slow turning. It was adopted to make her take the ground far forward to allow the stern to be swung around the grounded bow. The full deckline forward resembles a lot of early 19th century vessels, adding deck space and damping pitching at some sacrifice of speed in a short head sea. With a centerboard drawing ten feet when lowered all the way, she would be weatherly in a hard chance, though not close-winded.



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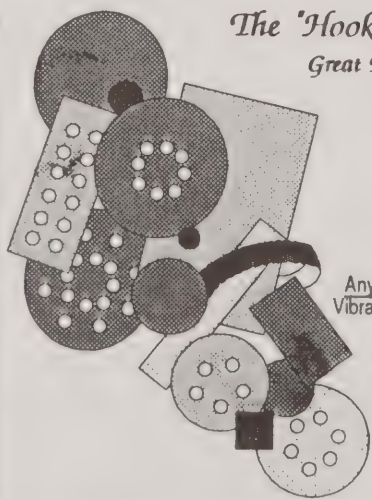
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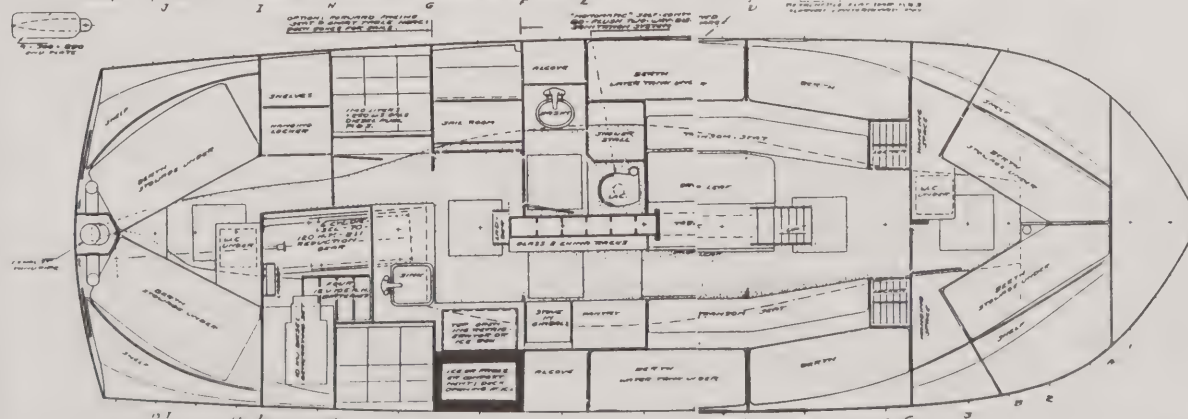
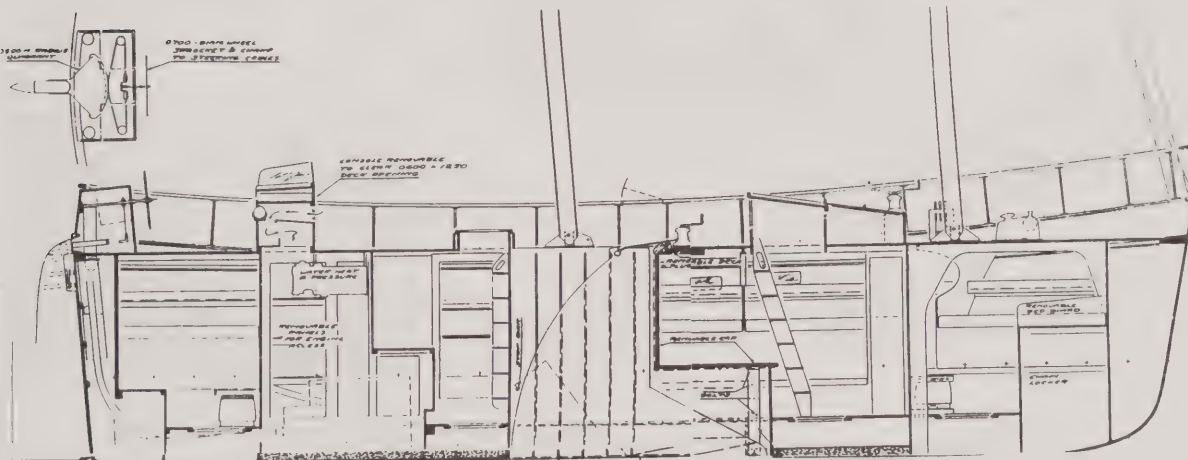
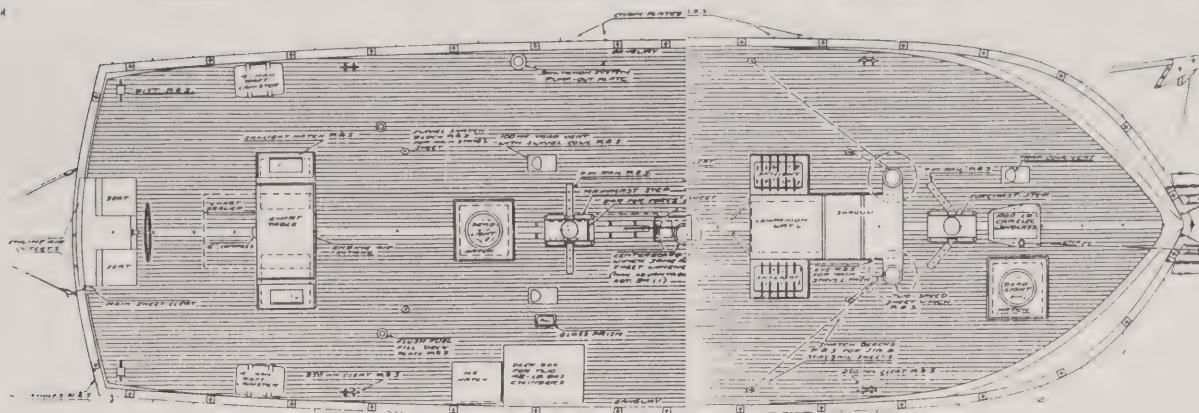
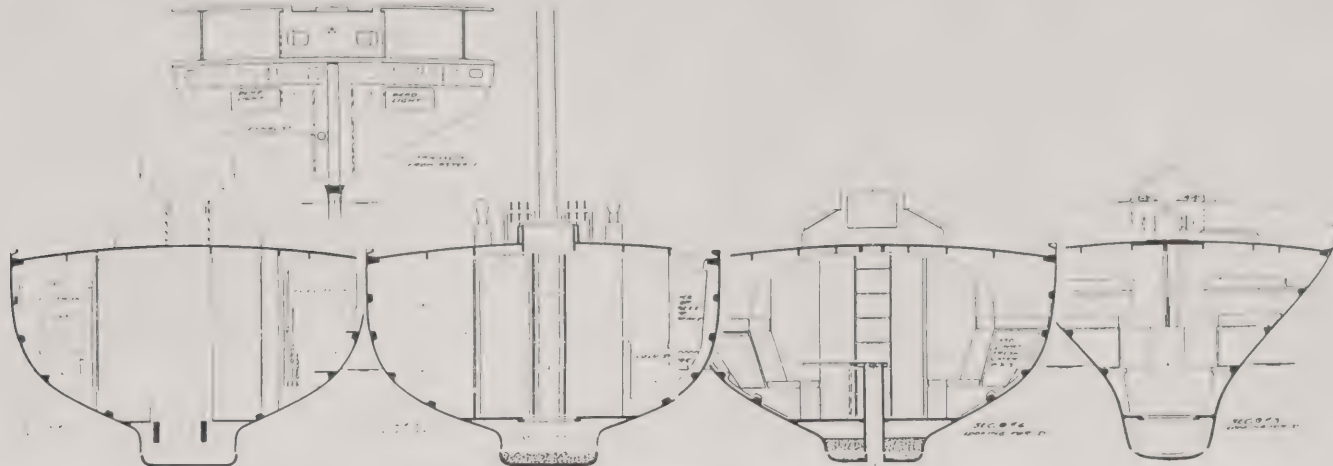


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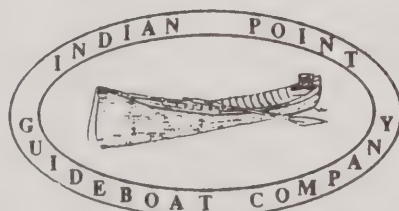
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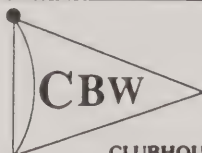
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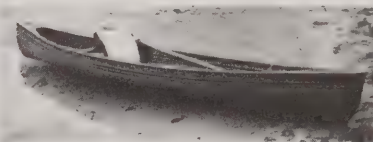
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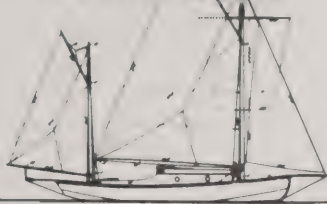
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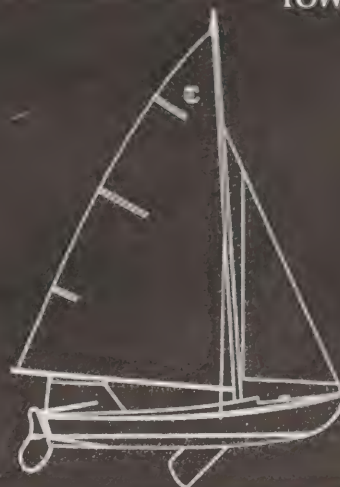
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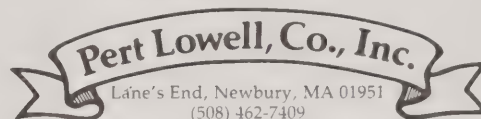
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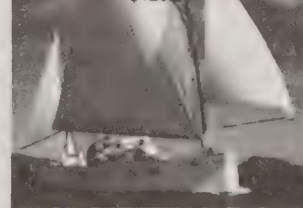
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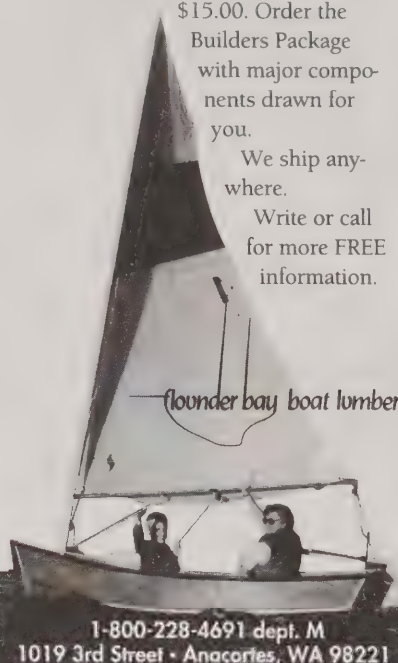
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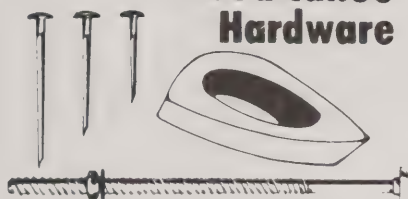
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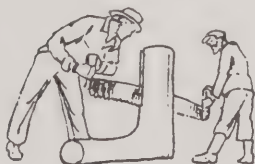
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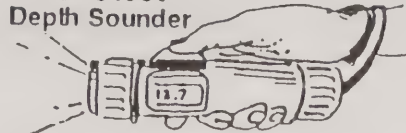


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"Tugboats & Towboats...a 1994 Calendar"



By Hugh Ware

Another fall means another Tugboats and Towboats Calendar to review, bringing with it my annual pleasure of seeing what Matt and Judy Lyon have achieved and making commentary on their efforts. Before I get very far into that, I have a confession. This review is becoming increasingly hard to write because my wife and I now count the Lyons among our friends. This means I must make extra efforts to be objective, but it also means that I know the story behind some of the photos.

For example, February's "Seaspan Navigator" is close-coupled to a barge loaded with scrap iron about to pass close to the photographers. The calendar notes state that magnetism from the load really upset their computerized cameras. Matt detailed to me that the cameras continued to work but the displays went all screwy, lucky it wasn't the other way round.

They had bad luck with their longtime printer this year. He went bankrupt before he could tune some of the color separations, and I do not care for the colors of a few photos. But most are just fine. I especially like March, where "Maud", a little pushboat on the Illinois River, is strapped tight against the stern of an empty grain barge. It's a dreary, rainy day and the chrome yellow of "Maud's" superstructure and workboat stands out. It is matched by the yellow of the deckhand's rain gear. He is taking a strain on something we can't quite make out on the bow deck. The orange patch of his life preserver is echoed in an orange life ring on "Maud's" house, and, in yet smaller scale, a red fire extinguisher matches the red in the drooping, sodden American flag at the stern. The photo in its drabness is like March, that dismal month for so much of the United States, yet the bright spots in it are like March's promise for better seasons.

The next month's shot is what Matt called an experiment. It is the coastwise tug "Alexandra" in an early-morning fog in New York harbor. Buildings are dimly seen behind her. She blends into the fog, black and white and some color that might be red, one can't really tell in the fog. "Alexandra" is working hard, for her stack is emitting a steady stream of diesel smoke and the towline is taut as it passes over a sheave on the towing arch and out of the picture. The picture's only bright spot is her starboard running light, and the fog has made it yellowish rather than the green it should be. It is an effective but moody shot, and I'm glad it was not assigned to a winter month.

May has a gay gaggle of tugs. (I may be challenged as presumptuous here for, in the terms of venerable, "gaggle" is reserved for geese on the ground, while "skein" is for geese in flight. Someone should invent

a term for a gathering of tugboats. Perhaps a "tension of tugboats" or, especially when they race, a "wake of tugboats?" By the way, could one call this series of calendars a "pride of Lyons?") These tugs are racing, for it is 1993's Seattle Tugboat races, the Small Boat class. You get your money's worth with this shot for I count eight of the 18 tugs that started. "Tug" may be a little loosely defined for Matt has pointed out that one of the vessels in the photo is actually a landing craft-type vessel called a Sanitug, and its normal work is picking up the contents of holding tanks of ships arriving in Seattle! (It finished next to last, I believe.) The races are short (less than ten minutes for the winner of this class) but active. The Seattle skyline in the background is spectacular.

I have liked New Bedford's handsome "Jaguar" ever since I first saw her at a Boston Tugboat Muster. When Matt and Judy visited us, I suggested he look up

"Jaguar" as one of the tugs in Cape Cod waters. He did and got her towing a barge of hurricane-repair material into exclusive Marion, Massachusetts (the summer house in the background is big enough to be a private school, and may be). It is a splendid shot, with a wonderful variety of light. The sun hits the back of the wheelhouse, the yellow towing hawsers coiled atop the house and leading tautly over the stern, and the yellow T-shirt on the deckhand carefully watching the barge astern. Everything else is in lesser lights.

The Corps of Engineers has an especially effective paint scheme for its workboats, one that does credit to the taxpayer's money that pays for the careful choice of colors and their immaculate upkeep, and you can see the scheme displayed in all its glory in the shot for July. "Ludington" is towing rock barges near a bulkhead, and the light is perfect. Even the wind is cooperating by forcing the American and COE flags to fly just right. I must confess, in passing, that my acquaintance with COE vessels had largely been confined to the two tugs that wait for breakdowns or strandings in the Cape Cod Canal and I am therefore somewhat surprised to see a picture of a COE tug actually working. (Yes, I know COE vessels work every day and I'm being quite illogical but....)

September has the second shot in a series showing small tugs sneaking small Caribbean freighters down and out of the narrow, crowded Miami River. Interesting stuff for the tug buffs to analyze. The December shot is in the same category. The big tug "Sharon DeHart" is in the notch of a barge loaded with grain below and containers on deck, bang in the middle of a Panama Canal lock en route to Peru. The dark mass of a RO/RO (roll-on/roll-off) ship's gangway forms an offsetting backdrop to the reds and oranges of the tug and her barge. This photo was supplied by Gulfcoast Transit, another in a series of good tug shots they have supplied to the Lyon team in the last few years.

I recently spent some happy hours on a Crowley-Red Stack tug as it worked in Seattle harbor, so I may have a mind set towards Red Stack tugs. But I had already selected my favorite shot in this calendar some ten days earlier. It is a sweet shot of "Thor", a Crowley-Red Stack docking tug in Eureka, California. The high-angle photo by Captain John Powell (one wonders where he was, for it must be some fifty feet above the water) looks down on the tug as it leaves its pier. Surrounded by the swirl of past engine calls, "Thor" is pivoting to head out for its next job. The deckhand is neatening the mooring lines in the bow, and the Captain is just about to give the ahead. Full of action and detail, and color, it shows a smallish, rather simple tug at its best. A good choice for the calendar's cover. And a good calendar, too.

"Tugboats & Towboats...a 1994 Calendar" can be mail ordered from Harbor Images, P.O. Box 1176, Richland, WA 99352 for \$9.95 including postage and handling (Canadians add \$.50 U.S., overseas add \$2 U.S.). The calendar features 13 8"x10" quality color photographs.

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SOLO SPRAY DECK for Klepper Aerius II, gray clip-on type, deck only, no spray skirt. \$305 new, exc cond used, only \$150 and I'll pay shipping. BILL FARTHING, Bangor, ME, (207) 945-5895. (16)

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)

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)

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)

19' MENDER 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. GEOFFBURKE, 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)

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)

8' ROWBOAT, newly blt of redwood. Gd tender or kids' fishing boat. Varnished gunwales. \$375. BRUCE SCOTT, Brewster, MA, (508) 896-4048. (15)

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

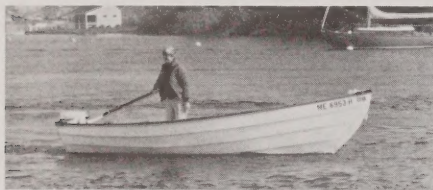
14' GRAND BANKS DORY, double ended lapstrake, pine, oak & spruce. Grt shoal water fishing boat. Handmade spruce oars. Will consider trades. \$1,150. BRUCE SCOTT, Brewster, MA, (508) 896-4048. (15)

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)

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)

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)



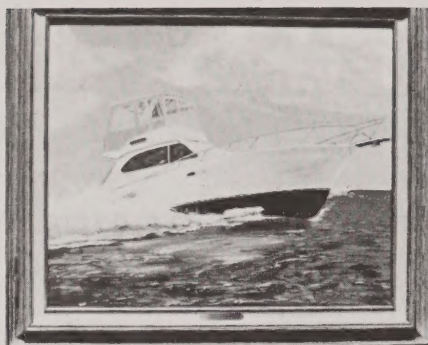
15' FG ENSIGN DORY, '87, exc cond. 6'4" beam, long shaft transom. \$1,000. 15hp LS Johnson OB, '85, bought new in '87. Yard maintained, exc cond. \$650. STU & ELLEN DAWSON, Big Pine Island, Box 1113, York Hbr, ME 03911, (207) 363-7436. (15)

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)

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)



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)



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)

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)



"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)

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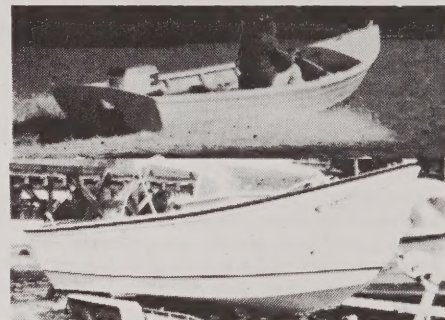
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DESIGN WORKS, Dept. MC, Box 3394, Silver Spring, MD 20918. (TFP)



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.

CAPE FEAR MUSEUM ASSOCIATES, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (1TFP)



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. (1TFP)

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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. (1TFP)



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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)

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

WANTED

17' CHESTNUT PROSPECTOR wood/canvas canoe, restorable or better cond, reasonable price. GEOFFBURKE, P.O. Box 212, Chocorua, NH 03817, (603) 323-8702. (15)

LASERS. Used Lasers for beginners and daysailors who cannot pay prices for new or racing boats. List yours w/me, incl hull & sail #, cond, equipment & price. Especially want older Lasers less than \$1,200. \$700-\$800 Lasers sell fast! WARD BELL, Laser District 8 Chairman, 372 Sea Cliff Ave., Sea Cliff, NY 11579, (516) 671-2634. (15)

MAAS AERO, w/two oars. K. MAHER, 202 South Ln., Granville, MA 01034, (413) 357-8840. (16)

MARTIN "60" OB INFO, made by National Pressure Cooker Co in '49. It's a twin cylinder in almost mint cond w/low hrs. Is a manual or are parts available? Does the "60" mean 6hp? What is it worth? TONY MC GARRY, 2200 NE 88th St. #13A, Seattle, WA 98115, (206) 527-9285. (15)

MORRIS CANOE in restorable cond, and any 16'-17' canoe w/24" or longer decks. GIL CRAMER, R#4, Bryan, OH 43506, (419) 636-1689 aft 3pm. (15)

FLAPJACK PLANS by Steve Redmond. CHUCK CANNIFF, 4717 Amelia Dr., Fair Oaks, CA 95628, (916) 961-8626. (15)

SAN FRANCISCO PELICAN, or West Wight Potter or Glasspar (under 17'). Must be reasonable or restorable. BOB ESTES, 2978 Valley View Rd., Annapolis, MD 21401, (410) 573-5289. (15)

DN ICEBOAT. ALEX AGNEW, Portland, ME, (207) 766-4476 eves, (207) 772-2466 days. (16)

SOVEREIGN 18 or 20' pocket cruiser. Interested in cruising package. RALPH ELLIS, Columbia, CT, (203) 228-3178 anytime. (16)

CROTCH ISLAND PINKY, Van Dine designed and blt or other variation, any reasonable cond acceptable, trlr for same. SIGRID TRUMPY, 12 German St., Annapolis, MD 21401, (410) 267-0318. (16)

MONHEGAN SKIFF, blt in the style of Bobby Ives at the Carpenter's Boatshop. Will pay cash for a plain good used model. PETE WORRELL, Portsmouth, NH, (603) 433-5888 ext 23 day or night. (16)

HIGH QUALITY OLD MODEL BOATS, speed, row, launch. Also any old mags w/how-to plans for model making. Top prices pd. KENT LUND, 306 S. Washington #214, Royal Oak, MI 48067, (313) 548-2100. (16)

INFORMATION about 17' Explorer sailboat, who blt them, specs, etc. Recently acquired one from seller who bought it used in '67 w/no info. HENRY SCHORRECK, 282 Iris Dr., Pasadena, MD 21122. (16)

MACGREGOR 25 MAINSAIL, luff 24'-25', foot 9'6"-10'6". J. MACOZEK, 109 Cider Hill Rd., York, ME 03909, (207) 363-5826. (16)

TOWNIE SLOOP or similar traditional wooden sailboat in restorable cond. MARK NASH, St. Peters, MO, (314) 926-0895. (15)

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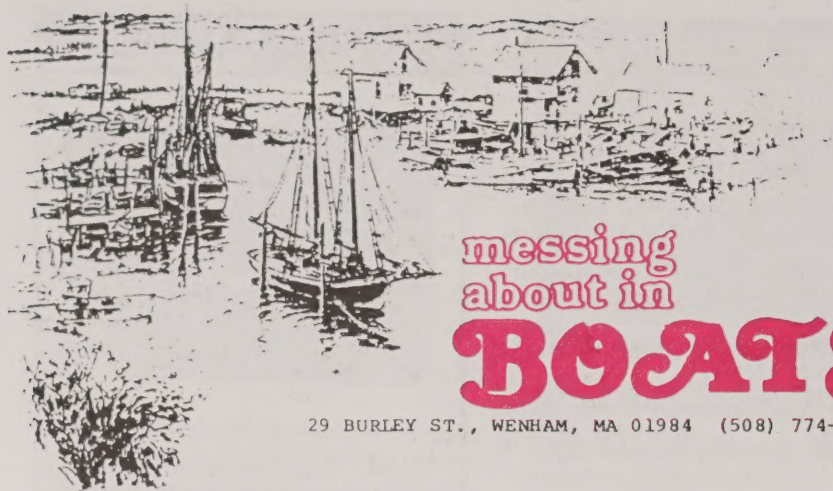
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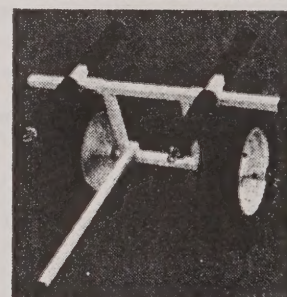
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