

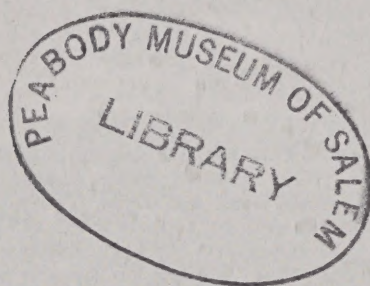


# **messing about in BOATS**

Special Feature This Issue  
Fabulous Five Day Messabout

Volume 11 - Number 16

January 1, 1994





**messing  
about in**

## **BOATS**

Volume 11 - Number 16  
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### **Our Next Issue...**

Slides into our winter mode with mostly stories of projects and designs and tales of bygone adventures, with the on-the-water events pretty well wrapped up. Personal adventure tales will include Gordon Bonin's "Rowing Club Savors Waning Fall Days" (with more of Barry Donahue's superb rowing photos); Lesley Collins' "December Paddling on the Suwannee River"; and Ruth Dunstone's harrowing tale of being overwhelmed by Florida "Love Bugs" on a sailing cruise. And John Kaufman will caution us all about what marinas may not know along your cruising route in "Knowledgeable? Don't Count on It".

Phil Bolger is back with a new batch of designs, starting off next issue with his 8' "Flying Cloud" heavy sailing dinghy. And Dynamite Payson brings us his latest boat, an 18' work skiff designed for him by Phil, of course. The feature design report will be from John Thomson, all about his tiny back-packable camper cruiser "Loonfeather". And Steve Axon will offer some critique of his Sea Pearl beach cruiser.

On to projects. Robert Hoge continues his series on "Instant Boats...the Third Greatest Lie"; Russ Meade tells us about designing and building his "Conversation Barge"; and Dave McDermott discusses converting a mass market canoe to sailing. A couple of backup stories in this genre are Jim Betts' "Ten Commandments of Amateur Boatbuilding" and Michael Briggs' discussion of paint removal and good water based primer.

### **On the Cover...**

A season's end shot of reader Roger Rodibaugh under sail in his Melonseed on an "Autumnal Equinox Sail" which is a feature story in this issue, along with several other end-of-season tales.

## **Commentary...**

This first issue of a new year should probably be regarded as one that should be looking ahead to the new season's opening, but it's full of looking back at season's ending experiences, finally room for them becoming available. I'm wrapping this issue up to go to the printer on December 14th so I'm still in an "end-of-season" mental state. Our last on-the-water outing was on the first Sunday in November when Jane and I paddled our new Seda Tango double kayak on the Sudbury River with friends from the Cape Ann Rowing Club. That now seems a long time ago.

I did also get out with Paul Schwartz for another of his "grinning into the gale" cruises in his Cape Dory Typhoon. We had 25-30 knot winds, 4' seas and a cross chop off Marblehead and that little boat was on its ear much of the time on a long reach way out beyond Halfway Rock (way, way beyond) and then back, taking a long way around to bring the boat to a Salem marina from its Beverly mooring for eventual winter haulout, as soon as it gets too cold for Paul. It was invigorating, and had I been responsible for skippering it would have been intimidating to me, but Paul and his experienced sailing buddy who also was along to crew did all the work, I just hung on.

Now I'm back indoors behind storm windows looking out at December coastal weather, cold gray skies, incessant drizzle and occasional rains, and winds. It's something that seems to happen here, a big storm sits down just offshore and goes round and round, building up the seas in the Gulf of Maine with its northeasterly force and dumping them ashore here on the Massachusetts north shore, along with the cloud cover and its precipitation. So I don't mind too much right now sitting here typing this and keeping warm and dry.

Despite failure to get some things done I had hoped to in '93, like getting my Typhoon in the water, it was a great year for us, many good times, your steady and growing enthusiastic support for this little magazine, and all our extended family still doing okay, from 5 year old granddaughter to 92 year old mother. The fact that I missed out on some playtime I had envisioned can be rationalized with the "maybe this year" optimism. I am still an optimist at 64, life is pretty good and appears to promise more of the same. So not getting a boating project or experience completed just doesn't cut too deeply into a rewarding year.

My comments a few issues ago about my workday and its apparent load has brought some concerned responses from some of you. While I do indeed spend about 14 hours a day doing something my life seems to require, this is not burdensome and is not health threatening. I eat and sleep well and have no health problems of any sort and will probably follow in my Mom and Dad's footsteps, still independent and active at 92 and 87. My 14 hour day is not one of drudgery, but of being busy with an ever-changing array of tasks and outings, so recreation for me becomes part of this. The daily injection of news from you provides never ending

stimulation for carrying on with this magazine. It is a very rewarding experience, more deeply felt than you might think, interacting with all of you to bring this package of small boat good news to you every couple of weeks.

However, as I did remark in that particular commentary, I am going to thin out some of the more peripheral activities I have undertaken, mostly on behalf of people I like doing things I felt were of value who needed the sort of expertise I happen to have acquired in small periodical publishing. This will not be a sudden abandonment but rather a phasing out so that by "next season" (summer) I should have freed up some useable time for more messing about in my own boats. As a start I have even gotten a good winter cover over the Typhoon this year, last winter it sat in a yard in Nahant where Tom had left it, filled with snow and ice, a sad scene.

There is no major work needed on this boat, but a three page list of minor fixups that I will happen to feel better about having made before I go sailing in her. I'm not enamored of surprises that appear because of neglect. Apparently these never bothered Tom, judging from his tales on these pages. He complained about them, of course, but didn't do much about curing the root causes. This Typhoon was knocked over in a row of sailboats ashore on jack-stands in the October 1992 storm here and extensively damaged in a mostly superficial way. Tom bought it as is as an insurance write off, had it fixed just enough to get it sailing, and spent a summer living aboard on his Maine coast cruise, chronicled on our pages as "Tom's Coast of New England" last year. Like any much used artifact, it has a lot of things that still need fixing.

I actually enjoy the challenge of doing these fixups and look forward to tinkering on the various tasks in the shop over the winter. At least the boat is now here right out back where I can get at it when the time makes itself available. This will be it, THE boat project, for my kayaks are now all set with a good double and solo needing no further attentions, and the baidarka building dream put away in the files for now. You just gotta park some of your dreams.

Of course, as most of you also experience, there's the long waiting list of things to do "around the place". I've been fairly successful at stalling off most of them until the point of necessity arrives. We've lived here since 1955, and before that I grew up here from 1937 to 1952, so it has much of us in it and is utterly dependent now on us to keep it all together. An old frame house, an old frame barn, a newer frame boatshed on the north side of the barn, a newer frame carriage shed connecting house and barn, a newer solar greenhouse on the barn's south side, and an even newer 30'x50' quonset type greenhouse for Jane's hobby business, vegetable and flower gardens in season, and two ten year old 100,000 mile+ motor vehicles. Yes, a few things will need doing.

But, I am an optimist, so I believe it will all somehow come to pass as it will. 1994 looks like another pretty good year to me.



# UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw

Dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

## Safe Towing

Chances are that sooner or later you will either need a tow or be asked to tow another boat. Apart from the spirit of co-operation that is so characteristic of the boating fraternity, the Navigation Rules require "the person in charge of a vessel...to provide assistance that can be safely provided to any individual in danger at sea."

The key word in that excerpt from the law is "safely". Towing has definite hazards, even in calm waters. When seas are running high the best assistance you can render may well be to stand by and wait for professional help. Taking people off a distressed vessel can be dangerous if there is a significant sea running.

If you do decide to tow, these are things you need to know.

Notify the nearest Coast Guard unit of your location and the fact that you are taking a vessel in tow. They may have a patrol boat nearby. In any event, they need to be aware of what is going on in case you need assistance.

Recreational boats are NOT designed for the severe stresses of towing. Cleats were made to secure dock lines and unfortunately some are simply screwed into the deck. All cleats should be through bolted with a backing plate. Even if yours are properly installed, those on the other boat may not be. If the vessel being towed has a bow ring for trailering, that is probably its strongest fitting. Try to secure the towline to that rather than to a deck cleat. (If

you are towing a sailboat, get the tow line around the base of the mast).

Use a bridle from the towing boat, not only to spread the strain of the tow to both stern cleats but to give better steering control. Each "leg" of the bridle should be two to two-and-a-half times the width of the towing boat. Often dock lines will serve well. Use the eye-spliced ends to secure to the tow line. Keep the unspliced ends on board so you can alter the angle of the tow as needed.

The tow line should be nylon (twisted or braided) and usually the anchor line from the towed boat will serve very well. Have the skipper of the disabled boat unshackle his anchor and chain and pass his rode to you. Then secure it to your bridle with a bowline.

Assign a crew member to watch the tow at all times. He should look for signals and for any signs of yawing. When towing an outboard it will be necessary to have the motor down and the rudder centered to help the towed boat track directly astern. Have the crew on the towed vessel move aft. Give the crew member on towing watch a sharp knife with instructions to cut the tow line if problems develop. He can also tell if the towed boat is riding "crest to crest" with the "tug". If one boat is on a wave crest while the other is in a trough the strain on the tow line is dramatically increased. Adjust the length of the tow line and ease this strain.

Make sure that the crew on both boats

are well away from the tow line. Nylon stretches, which is good. It can also have an "elastic band" effect which is not good. Should a cleat pull out, the towline can "sling-shot" the cleat from one boat to the other with devastating effects.

Arrange communications between the two boats before you begin to tow. Agree on a VHF radio channel. If both boats do not have radios, then agree on simple hand signals. You will need signals for "go slow", "lengthen (or shorten) the tow line", "I am altering course to port (starboard)" and "stop".

Again INSIST that all persons on both boats wear their PFDs. The stresses of towing can make boats unstable.

The most important rule of all - TOW SLOWLY. Do not tow above the displacement speed of the towed vessel. When under tow the forward momentum comes from the bow and not the stern, and if she reaches planing speed she can become very unstable. It may take a while to get home at 6 knots, but both boats will get there safely.

On approaching a pier the simplest procedure is to dock the towing vessel. Head against wind or tide if at all possible and maneuver at dead slow, making sure that all slack is taken out of the tow line so it does not foul a prop. Once the towing boat has lines secured ashore, it can transfer the tow line to the dock and pull the disabled boat to a berth or, if that is not possible, bring her along side the towing boat to transfer the crew.

Towing is a real art. These safety tips have just touched on the subject. To learn more, contact your local Coast Guard Auxiliary. Better still, join your neighborhood Auxiliary Flotilla, become "crew qualified", take the Auxiliary "Search and Rescue" course. With this training you can "provide assistance" to another skipper, and do it safely.

## SPECIAL NOTICES:

For events requiring advanced arrangements.

### MARCH 18-20:

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

### JULY 29-31:

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

## ONGOING EVENTS:

### EVERY SUNDAY MORNING:

Breakfast Aboard "Adventure 9-12. Gloucester "Adventure", Gloucester, MA, (508) 281-8079.

### JANUARY 11-MARCH 15:

Basic Coastal Navigation Course. U.S.C.G. Auxiliary, Marblehead, MA, (617) 599-2028.

### JANUARY 22-APRIL 23:

School for Practical Yacht Restoration. Museum of Yachting, Newport, RI, (401) 847-1018.

### THROUGH FEBRUARY 28:

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

### THROUGH MARCH 4:

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

### THROUGH SUMMER '94:

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

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

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

# Happenings

## EVENTS NEXT TWO MONTHS:

### JANUARY 1:

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

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

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

### JANUARY 2-8:

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

### JANUARY 5-FEBRUARY 26:

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

### JANUARY 8-29:

"Fish '94" Fishing Seminars. Nashua Public Library, Nashua, NH, (603) 594-3412.

### JANUARY 9 & 12:

Introduction to Volunteer Opportunities. N.C. Maritime Museum, Beaufort, NC, (919) 728-7317.

### JANUARY 9-15:

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

### JANUARY 10-15:

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

### JANUARY 17:

Folding Kayak Lecture by Ralph Diaz. Baer's River Workshop, Exeter, RI, (401) 295-0855.

### JANUARY 21:

Unlimited Hydroplane Design Lecture. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

### JANUARY 23-FEBRUARY 5:

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

### JANUARY 28-29:

Canoeing & Wilderness Symposium. Toronto, ON, Symposium, P.O. Box 211 Station P, Toronto, ON M5S 2S7.

### FEBRUARY 5-10:

Building Traditional Skiff Workshop. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

### FEBRUARY 6:

Downhill Canoe Race. Baer's River Workshop, Exeter, RI, (401) 295-0855.

### FEBRUARY 10-12:

International Boatbuilders Expo. "Professional Boatbuilder" Magazine, @ Miami, FL, (407) 495-4920.

### FEBRUARY 12-13:

Wooden Plane Making. N.C. Maritime Museum, Beaufort, NC, (919) 728-7317.

### FEBRUARY 20-MARCH 5:

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

### FEBRUARY 21

Coastal Kayaking Lecture by Tammy Venn. Baer's River Workshop, Exeter, RI, (401) 295-0855.

### FEBRUARY 27:

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

### FEBRUARY 27-MARCH 5:

Caribbean Small Boat Seamanship. Wooden Boat School @ Bequia, W.I. (207) 359-4651.

## NO CHANGES NEEDED

In some recent issues there have been letters from readers that sound like mild criticism of the content of "Messing About in Boats". I subscribe to eleven nautical magazines and if I had to cull that list to three they would be "Messing About in Boats", "Wooden Boat" and "Offshore" in that order.

You have an absolutely wonderful magazine that needs no changes at all. The content, contributors and "attitude" of "Messing About in Boats" is right on target and I couldn't be more pleased than when finding it in my mailbox.

Ken Roberts, Branchville, NJ.

Editor's Comment: We contemplate no changes of significant nature. Letters offering reader opinions on what they don't like are published to balance the perspective, and do serve to alert me to the possibility of slipping off somehow into too narrow a focus.

## WHAT A DIFFERENCE

What a difference a pair of properly sized oars makes in rowing a small boat! I had been using a pair of heavy 7' oars as auxiliary power for my Cartopper and was explaining the difficulty I had rowing the boat at the Midwest Messabout at Rand Lake this year. Jim Michalak tried the Cartopper with his lightweight 6' oars and said it rowed nicely, so I tried his oars and finally was able to control the boat under human power.

The Sunday after Thanksgiving saw the sea trials of my new 6' oars, versions of Jim's design published in the June, 1992, issue of "Messing About in Boats". The boat was controllable and easy to row even in a moderate breeze on Creve Coeur Lake. Not only do I have better auxiliary power for my sailing adventures but I have also discovered a new cold weather sport, recreational rowing!

Larry Applebaum, St. Louis, MO.

## ENJOYED RELIVING ST. MICHAELS BUT...

Just received the St. Michaels issue and enjoyed reliving the great fun that was had there in October. We appreciate the coverage you gave us, however, people are always trying to "correct" my name! It is spelled Dias, which is Portuguese, not Diaz, which is Spanish. One other detail, Tom Hain (not Haines) won the Peoples' Choice Award with his MDC Little Cat "Katrina", not the Builders' Choice.

Tony Dias, Marine Design & Construction, Wallkill, NY.

## GOING TO A STINKPOTTER

I just purchased a Bayliner stinkpot which I hope to enjoy next year here on the bigger lakes and rivers. My wife was instrumental in our deciding to purchase this thing and I hope it works out. As long as she is comfortable in it with our small children she will enjoy it, and so will I too.

I lived aboard a 25' Coronado at Everett, Washington, for 2-1/2 years but now that I am inland I think the speed and comfort of a motorboat will be nice. But... I still long for a smaller sailing boat.

Al Conrad, Spokane, WA.



## SAILING THE WRONG WAY

For years I have been trying to sail on only half a boat, or what you might call a monohull boat. After sailing several boats with two hulls I can only say that I have now found the way!

First of all I would like to point out the advantage of great initial stability, the lever. When the wind blows the stiff boat accelerates, leaving behind the tender boat that tries to tip over. Second, and just as important, finer hulls knife through the water offering less resistance.

The whole point of sailing is to move when the wind blows, and the more the wind blows, the faster the boat should move.

Monohull boats, even the ones that claim to be planing hulls, always left me feeling like I was driving a car that no matter how much gas I gave it just wouldn't go.

I would like to think that even people who prefer paddling or rowing would do well to experiment with multi-hulled craft. Much finer hulls and more stability, it's just engineering.

Marc Pauls, Riverview, MO.

## NETWORKING

I have made telephone acquaintance with reader and trimaran builder H. Douglas McNary, who it seems lives only 10 or so miles from me. And he has put me in touch with another "Messing About" in my area, Chuck Flett. Suddenly I don't feel so alone in my mad affliction of building my own boats. Hopefully we will be able to muster a "Messabout" down here on the Tennessee River.

Robert Hoge, Lenoir City, TN.

## PLANS FROM MATT

I wish we could get Matt Layden to draw up a set of plans in 14'-17' range for "Boats" people.

John Doyle, Hampton, NH.

## BOLGER DESIGNS WORTH IT

This is a great magazine. The Bolger designs alone are worth the price.

Jon McLean, Marquette, MI.

## THE TERM "TRADITIONAL"

I am having difficulty in understanding the term "traditional" as it refers to boats. Would someone please define it, or perhaps we could come up with an acceptable definition.

Art Poole, Boats by Art Poole, Mt. Vernon, ME 04352. Art Work by Lori.

## HOW ABOUT "MARTHA JANE"?

I am considering building Bolger's "Martha Jane" and would like to read anything you have printed on her, copies of performance reports or other articles. Lacking these, perhaps some readers have some first hand knowledge about this design.

Bob Gerfy, 6526 57th Ave. SE, Snohomish, WA 98290.

## BACK ISSUE HEAVEN

Thanks for the shipment of back issues that arrived in yesterday's mail. As it happens others which I had ordered earlier from a reader who advertised them in the classifieds, Owen Cecil, also arrived in yesterday's mail. I now have about 120 back issues. Now if I start reading one a day on January 1st, these should just about get me through the winter until my melon-seed "Alacrity" can be on the water again. My cup runneth over. Let the snow drift and the gales blow. Bank the fires and leave me alone, I've got some good reading to do.

Roger Rodibaugh, Lafayette, IN.

Editor's Comment: We have about 125 of our back issue numbers still in stock out of the 266 we've now published since May 15, 1983. These go back through 1986 (1983-85 are pretty much all gone now) and are available for \$1 a copy, 1 to 10, or \$10 a dozen for larger quantities, postpaid. They are kinda fun to read back through, even for me!

## SHARING SOME ISSUES

I recently decided to share some issues of "Messing About in Boats" with the commander of our local Power Squadron so that he could see the U.S.C.G.A. articles on boating safety you so wisely publish on page 3 of each issue.

You will note on the enclosed copy of his "Commander Letter" to be published in the December issue of our squadron newsletter "Sea Chest", that he found more than just the safety articles of interest, wrapping up his review comments with the remark, "We are all assaulted by the slicks." "Messing About in Boats" just might appeal to the "smaller" boaters on your list.

David Crocker, Binghamton, NY.

## YOU MEET THE NICEST PEOPLE

A few years ago you published an article about a Sam Rabl 15' sloop named "Scraps" built by Bill Burns of Springfield, Kentucky, while he was recovering from a motorcycle accident. I admired his effort and that boat and wrote to him at that time. This past summer on our way to Colorado in our old motor home we stopped to visit Bill and Dorothea and their son Logan. Like you and I, Bill loves his boats. Hopefully they will visit with us next summer, we want to sail "Scraps" on the Chesapeake.

Dick Bridge, Laurel, DE.

## WHAT'S HAPPENING TO KAYAKS?

As we descended the hill to the beach at the 10th Annual Sea Kayak Symposium in Port Townsend, Washington in mid-September, we had a view of the whole area. How colorful it was. Kayaks, sails, even paddles, of so many different colors.

The amazing thing to us was noting how many of the kayaks were equipped with sails. The simplest was a downwind spinaker with a sock bunched at the top of the mast to douse it with one pull. Others were equipped with leeboards, sails, masts and booms, quite a bit of equipment to stow when one is faced with paddling into a headwind. Then there were catamaran kayaks with a sail and cockpit for each hull, a proa for the solo sailor and most intriguing of all, a tri-ak!

This tri-ak was built in Victoria, British Columbia. It was a kayak with hydrofoils on each side, and the entire triangular mast support and sail folded neatly onto the foredeck by releasing the forestay from the cockpit. Its owner/builder said he'd had it sailing at 10 knots.

What is happening to kayaks? Is paddling hard work and not all the fun that the advertisements depict? Maybe kayakers are discovering that sailing is more fun than paddling!

Brenda Martin, Port Townsend, WA.

## AND NOW A SEA KAYAK

I've built several Bolger boats; the 15' "Gypsy", the "Nymph" dinghy, and the step sharpie hulled "Bee". I run the "Bee" with a 9.8 Merc and it really flies. People are amazed that such a small boat can take the pounding from the wakes generated by ski boats on our local lakes and still stay upright.

My next building project is the 18' Cape Charles sea kayak from one of your advertisers, Chesapeake Light Craft. I had to drive 250 miles to Baltimore, Maryland, to get the 3mm and 4mm plywood.

Steve Krzysko, Salem, VA.

## HOW EMBARRASSING

On a summer day I went sailing in my Bolger Nymph (one of three I've built) off into a nice lazy afternoon laziness about. I wasn't paying too much attention to the depth of the water, but I was just going past a channel marker on a broad reach when suddenly I grounded. Sitting up, I came to the realization that not only was I aground, but aground right in front of a local restaurant for all to see! I quickly pulled up the board and rudder and eased the sheet and got back into the channel with no trouble. However, I felt humbled and slid still lower in the dinghy.

Back in the middle of the channel I was looking towards Percival Landing when I saw the racing yacht tacking up the channel, what a lovely sight, kinda looking like a dance of boat and crew on each and every tack. Soon she was close and, oh my God, on the same tack I grounded on in front of that channel marker and in full view of that restaurant. How embarrassing for her crew, but somehow she too got off in a jiffy. I'm sure we both enjoyed the rest of the day.

Daniel Taylor, Olympia, WA.



## ROWING MORE ENJOYABLE

Here's a photo taken last winter of my kayak launching technique over soft sea ice. These conditions will soon be here again.

I was out on the water in my Alden shell on October 2nd and the thought came to mind that in many ways rowing is a more enjoyable way to play in the waves than paddling because you get a much more direct control of what your boat is doing with a pull on the oars. There are subtle tricks you can pull off with a pair of oars that you can never get to really control with a paddle in a kayak. You can watch a wave come up astern and synchronize your

pull to match the wave. Variations in application of power give entirely different glides with and against waves.

I notice that I vary my recovery, my pull, my oar heights with each change in wave conditions. Just the range in pull goes from a long sweep in long rollings swells, which feels like popping a pit out of a cherry, to a short yank just enough to zip the hull along in a short chop.

I think sea kayakers really should consider the finer points of rowing rather than plodding along in balky sea kayaks, especially anyone with shoulder problems such as calcium deposits in the ball joints.

Gail Ferris, Stony Creek, CT.

## WHO TO SEND THE CATALOG TO?

Boat Craft is a family owned business started by my father about 45 years ago. We are in the marine supply business servicing clientele in Alberta, Saskatchewan, Northwest Territories, Yukon, and northern British Columbia.

I want to thank you for publishing a story several years ago by one of our customers, Chip Ross, about my father's efforts with this business. It brought much joy to an old man who had spent most of his life trying to bring the pleasure of boatbuilding to people on these prairies, not an easy task as you can imagine. He passed away shortly after seeing that article published and now I treasure it. Thank you.

I am now working on a catalog of our supplies and am wondering who I might send it to? Any word on this would be helpful.

D.F. Moore, Boat Craft, 6328 106th St., Edmonton, AL T6H 2V3, Canada.

## SLOW DELIVERY

Please be informed that the October 15th issue was received by me on November 12th. Our delivery seems very slow, each issue takes almost a month.

Forest Durham, Farmington, MI.

Editor's Comment: The October 15th issue was mailed a week late on the 22nd, for reasons I've mentioned before. Still, three weeks is slow delivery. We mail under a bulk permit (junk mail) as the only other option, 2nd Class as used by larger scale magazines, does not offer our small circulation (4,000 copies) any cost or delivery advantages and requires much more substantial fees and record keeping. All 4,000 copies of each issue leave here in one mailing of 47 sacks, each tagged for appropriate destinations in the postal system. After that it's beyond our control to influence delivery time.

## BUILD SEGUIN!

SEGUIN is a sleek 42 lbs of 4 mm ply and epoxy packaged in an attractive Greenland design. Easy-to-follow plans are accompanied by 40-page instruction manual. Simple stitch-and-glue construction. No jig or lofting required.

Rob Bryan PO Box 475, Woolwich, ME 04579



## "Piping Plover"

A classic rowing tender. Stable, efficient, lightweight, uncomplicated. Hand laid fiberglass hull, teak trim, bronze & stainless hardware, positive flotation.

LOA 11'9" - Beam 3'10" - Weight 95lbs.

Price \$1,550

Sprit Rigged Sailing Version

Draft 25" - Sail Area 71 sq. ft.

Price \$2635

Built with care by Davis Bros. Marine

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(508) 636-6669



## Autumnal Equinox Sail

By Roger Rodibaugh

Anyone who lives in the northern latitudes knows that the change of seasons is a double-edged sword. The ever-changing seasons renew and refresh us with their diverse weather patterns and climatic variety, but the fly in the ointment is winter, the one season which prohibits time on the water and drives us to the warm hearth.

On the first sail of the year, which is usually in March for me, the whole sailing season stretches forth in a kind of timeless, hazy, vision in my mind. There's no end in sight; the season is just beginning. Not so, with autumn sails.

Autumn's crisp, invigorating weather is a welcome change from the stifling heat and oppressive humidity of summer, but with it comes the melancholy reality that the sailing season is nearly over. Every day I can get out on the water after the first day of fall credits my "winter account" from which I draw special enjoyment when winter's gales blow and I'm reduced to enjoying the season's sailing by referring to my sailing journal and recalling my many enjoyable outings.

And autumn sailing can be extraordinarily pleasant. The water is still relatively warm, at least compared to spring's icewater. The trees are not bare as in early spring, and offer the grandest vistas along the shoreline when the leaves change color. The lowering angle of the sun casts an especially pleasant light, and, perhaps best of all, the weather is invigorating, with a hint of leftover summer but with a certain snappiness that makes a sweatshirt feel especially good. The limp, humid days of puffy zephyrs and illusive catpaws give way to strong masses of dense, cool air, pumping down from the north. It is my favorite season.

To usher it in properly, I resolved to spend the Autumnal Equinox on the water. Better yet, I'd see the sunrise from the water! My sailing haunt is an hour away and I trailer "Alacrity", my Melonseed skiff. I arrived at the ramps with the requisite sweatshirt, windbreaker and thermos of coffee as the day was predicted to be cool and cloudy. It was cool and cloudy, but where were the "masses of dense, cool air pumping down from the north?" There

wasn't a breath of it. No leaves were stirring, no promising ripples on the lake.

I launched "Alacrity" in the rowing mode (mast left unstepped and stowed in the boat) and started to row the half mile across the lake to the entrance to the sailing club channel. The water was a mirror. Halfway across, the sun broke through the clouds and painted the billows in the eastern sky pink and orange. The lake shimmered back. Good morning, Equinox! I sat quietly there in the middle of the lake. I could hear the water dripping from the blades of the oars, making little splashes where the drops landed on the still surface. Several fish jumped within a few minutes' span. Big fellows, arching completely free of the water, pursuing bugs hovering foolishly close to the surface. I could hear the quacking of ducks on the shore I'd just left. With no wind, the big boats on the eastern shore lay to their moorings in a confused way, no two of them pointing in exactly the same direction.

After a few minute's reverie, appreciative of nature's colorful greeting, I pressed onward. I determined that from here to the mouth of the club channel I would row as smoothly and quickly as I could. The only sounds came from the rustling bow wave, the gurgle of the daggerboard slot, and a little squeak in the starboard oarlock. I got into rhythm and fairly hummed along and soon coasted into the channel. I shipped my oars and drifted ahead on spent energy.

Here in the quiet seclusion of wooded banks I saw several herons. Unmoving, they blended with the shapes of the limbs of the fallen trees on which they perched at water's edge. So well did they blend, that if I caught one's movement from the corner of my eye and turned to look in its direction, it took a moment to focus on the bird.

I advanced slowly to see how close I could get to one. He stood there like a wood carving until I looked away to the other bank for a second. When I returned my gaze he was gone. I glanced again at the other bank and I just caught him settling silently, dignified, on the limb of another submerged log. Not a sound had been made in his flight. No cries, no rustling of feathers or thrashing of air to betray him.

As I continued my row up the channel, between dips of the oars and squeaks of the oarlock, I heard the approaching din of geese in flight. Two groups of 30 or more in loose "Vs" flew over just above the treetops. Over their noisy honks of encouragement I could hear the peculiar whirring, wind-stirring sounds of their wings beating the air. I wondered where they'd winter, how far they would travel.

When I reached the club, I broke out my thermos of coffee and drank while I drifted. I surveyed the number of high-sided, beamy sloops and marveled at how similar they all looked. Then I rowed over to one of the few truly beautiful boats at the docks. Supposedly designed by Phillip Rhodes and built in 1938, "Racey Lady", with bright topsides, lovely overhangs and sweeping sheer, is a pleasant relief from modern design practicalities like full head-room, berths for six, and short ends.

About this time, the tops of the trees lining the bank stirred with the promise of a breeze. This suited me, as I like a good row, but prefer a good sail. I borrowed the "visitor's dock" to step the mast and rig the sail. At 7:00 a.m. on a weekday, it was unlikely that anyone would stop me and ask for my membership credentials. I rigged the sprit and sprit boom, clipped on the sheet, hung the rudder, inserted the tiller in the rudder head, dropped the daggerboard in the slot and was under sail in a matter of five minutes. As we filled away from the dock, I praised the simplicity and handiness of the rig.

A fickle breeze was funnelling up the channel and we had the challenge of working to windward for the entire length of this narrow, tree-bound waterway.

"Alacrity's" big daggerboard held on to ground gained and we made good progress although much tacking was required. However, with this simple rig, tacking isn't a chore, just a matter of putting the tiller over. We tacked around a little island and disturbed a half-dozen geese milling 'round at water's edge. They protested the intrusion loudly but soon quieted when we left their domain.

At the mouth of the channel we benefited from the full southwest breeze, unhampered by trees. The lake had a different look than during my row across. Gone was the pink reflection of a lovely sunrise. Now, reflecting low clouds, the water was the color of a new iron skillet, a flat, silvery gray. It had gone from mirror smooth to deeply textured. A regular chop was setting up with rows of waves lining up perpendicular to the wind. On these advancing waves were the ripples of stronger puffs of air. The boats at the moorings were all facing the same way now, as if by vote they had agreed. It was going to be a terrific sailing day!

We reached across the lake and I was grateful for my waterproof windbreaker. The breeze delivered more chill in the air and the weather bow was throwing a few dollops of spray. We headed off on a broad reach and "Alacrity" flew along with a kind of comfortable, long-legged, loping

gait. She planed in the gusts, and occasionally she surfed the back of a wave. The sensation of speed was enhanced by the low freeboard and the roaring bow wave. It seemed that sometimes the bow wave was back amidships! Water boiled past the lee deck, leaving a frothy trail. The sprit boom held the sail down and controlled the twist effectively. Once again, I was impressed by its self-vanging properties. I knew I'd be in for a wet beat back, so near the end of the lake I lashed the tiller, let the sheet go and hove to while I put on my foul weather pants.

The beat back was an exciting, exuberant bit of sailing. "Alacrity" was a vivacious, living thing, meeting the motion of the waves with a motion of her own. The tiller was alive with feeling. She curt-sided and bowed over the waves, tossing spray like confetti.

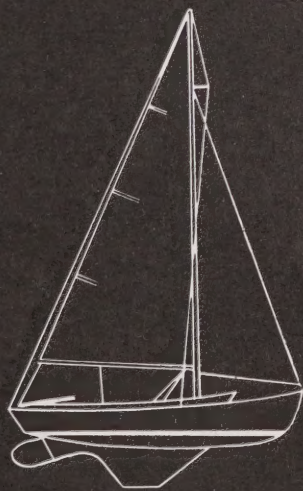
The wave pattern was elongating now, and there were occasional white horses. I was comfortably seated on the floorboards with my back against the coaming and my feet in the curve of the lee bilge. I was grateful for the wide side decks; an open boat would have shipped a good bit of solid water. As it was, "Alacrity" seemed to revel with her lee rail under, side deck occasionally awash when a bigger wave sloped over.

I generally make it a point to sail through the mooring area. I like to get a close look at the boats and threading my way through the crowd is a fine way to hone my maneuvering skills. As I sailed through the 40 or so moored boats I speculated how many of their owners were even now making plans for hauling out and winter storage. Each weekend would see progressively fewer boats on their moorings. What a shame for them, too, because some of the best sailing is yet to come!

It had been a fabulous day, a first-rate day to usher in the official autumn season. I had witnessed the equinox sun rise, enjoyed a pleasant row, seen the beauty of nature and experienced the refreshing, cleansing stimulation of an invigorating sail in a wonderful boat. Now it was time to go.

I hauled "Alacrity" out on her trailer and in 10 minutes had her snugged down for the road. I admit to a certain smugness here, for as I cast a glance out to the moorings, I realized that when the big boys haul out, they are done for the season. When I haul out "Alacrity", she is only in "temporary storage," docked, if you will, on her trailer, in our garage. And there she will impatiently wait for the next sail when she will once again live up to her name by displaying "a cheerful, brisk willingness."

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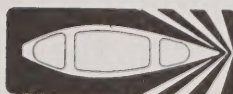
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# The Last Sail Before Winter

By David Bolduc

Our last sail of the season was a trip to Ocracoke Island in our sharp, Little Cruiser. Ocracoke is a small island south of Cape Hatteras, North Carolina and was the lair of the infamous pirate, Blackbeard. Rumor has it that his treasure still lies buried on the island. With a favorable forecast for the weekend, we decided to tow our sailboat to Cedar Island, about 30 miles south of Ocracoke. After five hours of driving, we dropped Little Cruiser into the Pamlico Sound and a 70 degree day welcomed us. Not bad for late October in North Carolina. The first night out was spent nine miles from our launch point behind Shell Island. We cooked our supper, listened to music and watched birds dive for fish. No other boats were in sight. We felt as if we were the only ones on the planet. With two anchors out, we were quite secure.

The next day proved to be the highlight of the trip. It was another beautiful, sunny, 70 degree day. We had tail winds all the way to Ocracoke, and we were escorted by a pod of about 15 dolphins. Mindy and I had never seen dolphins in the wild, and we were fascinated by their playfulness. They loved to surf our bow wave, and they would turn sideways to look up at us, smiling it seemed at times. Contact with these fine creatures made us feel at one with the natural world around us. Just as it was getting dark, we arrived at Silver Lake Harbor on Ocracoke. Since Little Cruiser draws only 9 inches, we sailed her into a foot of water, dropped the hook and walked ashore for dinner. No dockage fees for us!

After our seafood dinner at one of the few local restaurants open that time of year, we headed back to Little Cruiser for a good nights rest. Before going to bed, however, we listened to NOAA weather radio to hear what the weather would be like tomorrow. To our dismay, winds in excess of 30 knots were predicted for the afternoon as a cold front was on its way. Not wanting to battle high winds nor be stranded on Ocracoke Island for several days, we decided that the only thing to do was to head back to Cedar Island right away.

We spent all night sailing. It wasn't a lot of fun dodging unlit pound nets that stretched for miles across the Pamlico Sound. No wonder we did not see any other boats all night. Imagine hitting a net held taut 3 feet above the water by poles. It wasn't too dangerous at 4 knots, but what if you hit one at 20! Finding the passages through the nets was complicated by the strong, squally winds that blew us into them. All in all, it was a long, dark, lonely night. We arrived back at Cedar Island by daybreak and hid behind the island for some rest. Waking up around noon, we found that the temperature had dropped 30 degrees from the previous day. By the time we got the boat back on the trailer, temperatures were in the 30's. Winter had arrived...

By Ernest Steller

The ice was half an inch thick in the bottom of the dory. I lifted it out in large sheets, and dumped it over the side. The mast and rudder were already aboard, as I shoved off. As I slipped my wool mittens back on, I gazed out into yellow, glowing fog, as it was lit by the first rays of sun. The mahogany thwarts were white with frost.

The lake was like a mirror, and I hesitated for a minute to take it all in, before dipping in my oars.

I pulled away from the shore, and watched the land disappear into eerie mist.

I estimated my course, and headed south, down the lake. No special reason, just got a few hours to myself is all. I like this time alone.

When the morning fog lifted, the water glistened, like a sheet of glass. But not for long, around 7:00 am, a light breeze piped up out of the southwest.

I stepped the mast, set the sail in hard, and brought her up close to the wind.

Pulling my wool scarf out of my bag, I took a couple of turns around my neck, as that November wind tends to bite a little.

After a while, the wind swung to the west, and the gusts were getting stronger. I teased them with my sail, but soon rolled up the canvas, and rowed to a sheltered spot on the western shore.

I eased the dory slowly along near the water's edge, and felt the vessel slowly come to a halt, as the skeg gently slid aground.

It was here, that I slid down and sat on the floor grates, and rested my back on a cushion, supported against a thwart.

I opened my lunch box, and ravaged its contents. That hot soup never tasted so good. What is it, that fresh air does to a bologna sandwich?

The wind was picking up. I wouldn't call it a gale, but the term fresh breeze came to mind.

I set sail again, and had a fine run back, under a scandalized rig. I was truly enjoying my last sail in "Iris," my 16' Banks dory. Tomorrow I'll be back with the truck to haul her out for the season.....

By David Kelland

I couldn't get my sailboat "Swan" to go downwind back to her mooring in Manchester (MA) harbor after finding that the wind was too strong to tack out of the narrow harbor against in early November. I missed going aground and there weren't many people around that late in the season. Dropping the main let us blow home on the jib alone but I couldn't miss the mooring on the first try as she won't go back upwind on the jib alone. We made it and were moored just as it clouded over and the wind squalls hit.

She came out the following Tuesday.

# Ferries to the Flea Market

A Report from the East End of Long Island

By Burt Van Deusen

Our little inn and restaurant usually keeps me from attending anything that occurs on a weekend. It looked like I would miss the Greenport Marine Museum's nautical flea market but, the night before it was scheduled, Wendy said she would handle making the breakfast for our guests and answer the phones while I go and *play*. My whining and pouting had finally paid off.

I left my South Fork home at 7:00 AM and headed for Greenport, on the North Fork, a trip of almost an hour through East Hampton and Sag Harbor to the South Ferry, which takes me to Shelter Island. This ferry is a ten-minute boat ride. I get out of the car and find the early morning chill has gone, leaving a clear, mild, perfect day. The water is glassy flat.

On the drive across Shelter Island to the North Ferry, I stop at a yard sale. The second ferry is a twenty-minute boat ride. Once aboard I lean on the ferry's rail, getting all my senses into play, drinking in the morning. I scan the cliffs overlooking Dering Harbor and the boats lying at anchor. I wonder how many are overnighters, cruisers passing through. Towards Greenport a three-masted bark rests next to the wharf not far from Preston's. She is an up and down restoration project that I have followed via the newspaper but never visited her. The ferry begins its approach. The town looks neat and perfect like a scale model for a train set.

Just as the ferry lines up the slip, the Coast Guard Cutter, Point Frances, out of New Bedford, crosses our bow. The cutter's wake disturbs the docked boats with such force that several masts clash as they are rocked. The crew looks so young. I feel like yelling at them for their discourteous wake.

The Museum is located at the foot of the ferry offices and just to the left. (I could have left my car on Shelter Island and saved six bucks, I tell myself.) It occupies the old Greenport train depot that reminds me of an Edward Hopper painting, particularly the way the bright sun strikes the red brick walls. It only needs a lonely woman looking out of a window to complete the image.

The flea market schedule is between 9:00 and 11:00 AM. I could see a small crowd swarming over four tables filled with marine "stuff," and it is only 8:30! I quickly find a parking spot and join the group.

In a few minutes I had several items in my hands and was forking over \$7 to a woman who could furiously make change while answering inquiries about the things on the table. I have found an outboard tiller extension, still new in the plastic (why do they do that?) bag and 28 feet of heavy duty 2-inch canvas ribbon. The ribbon is for replacing several handles on canvas bags I use aboard Miss Liberty. And the extension? I have been looking for a small sharpie with a nine-point-nine, this is for that imaginary boat.

I eased away from the addictive atmosphere and wander around behind the "Hopper" building and find a large catboat up on blocks. It has many new strakes in place and a new stem that is painted orange with special paint. I ran my fingers along

side the beading line, feeling the angle change as it dropped down and turned to meet the keel, smoothly waiting to receive the ends of the planks that would make up her hull. Some original planks near the shear are already screwed in place. If you stand just so, there are places in the hull where the landscape behind shows through and alternates with the planking. It is beautiful.

At the side of the Museum facing the wharf where the Coast Guard cutter has backed in and tied off, a pick-up has unloaded an old wooded canoe along with a steam box and stove. I asked the truck owner if he were going to bend wood today and he nodded yes. I felt bad that I was going to miss this, as my pouting and whining only got me until 11:00 and it is now 9:30. (I can stay for another thirty minutes.) The canoe was stripped of the old canvas to reveal a thin wooden skin and steam bent flat interior frames. Along the gunnels was an unusual structure that looked like half a fuselage from my early balsa airplane building days. I wanted to know about these bulges but the "steam bending man" was very busy getting his equipment ready. I never got his name.

Next to the corner of the building, towards the front and crowd, a dignified gray haired man had set up a carving bench and was unrolling his carving tools, explaining to a group of us watching that a neighbor and friend who had died had left him many of the tools we were looking at. He has a flat 4-inch by nearly a foot long piece of dark wood with samples of his letter carving. It showed different finishes and colors for the deeply carved out letters. Also on the bench was a roughed out wooden "ribbon" with the name, *Rascal*, penciled on it ready to be carved. Some one asked which boat it was for and he said none, he had just made it up for this day. He then pointed out that he had carved the Museum's sign. So I walked around to the front and looked the sign over. It was terrific! I wished I could have stayed to watch George J. Garbe carve. Got to work on my pouting.

Two new tables were now set up; one for Save the Peconic Bay, Inc. and one for the Museum. I asked at the Museum's table who was in charge and was told Merle Wiggon was the man. I waited several minutes to tell him what a nice job he was doing but I never got to meet him.

No more flea market tables were set up and I was feeling lucky not to find any more bargains until I spotted a row of oars. Maybe fifty leaning against the wall. "How much?" "Five each or ten a pair!" I picked two pairs (one pair for my imaginary sharpie), of *nine-footers*, new with the blades tips smartly splined to guard against splitting. I have spent everything but two bucks!

After packing everything into the jeep I go to a deli for a cup of joe. In line I meet a friend, Bill Smith, head and founder of Fish Unlimited. We talk. He invites me fishing on Thursday. A privilege to fish with such an expert. He gets his coffee and leaves for the Museum. My order of a two egg sandwich on a roll, OJ and coffee is ready. I pay the counterman a dollar twenty-five, plus tax! First the oars then this bargain breakfast.

I walk back to the car saving the food for the first boat ride back. I drive onto the waiting ferry, set the brakes, place the food on the hood of the jeep and wait for the ferry to move out. Breakfast on the water, wow! As we leave Greenport I wave to the kids on the cutter. I have forgiven them. It is 10:15.

The egg sandwich and OJ is finished as the boat ride ends. I drive off sipping coffee and tune in N.P.R. Weekend Report. Listening to *CarTalk*, hosted by Click and Clack, the Tappet Brothers I resolve to have a table with several cartons of books at next year's gathering. There were a lot of people at the event but where were the sellers? I will also bring along those spackle buckets filled with marine hardware, parts and odds 'n ends that take up all that space under my work bench.

Click and Clack ask, "where does the expression, 'whole nine yards' come from" and I practice my pout in the rear view mirror.

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Piccup Squared sailing under a cloud of recycled polytarp sail.

Here in the Midwest flat bottomed prams are everywhere but you seldom notice them. They're jonboats, made of aluminum nowadays and painted green, indestructable, and cheap. You can stand up and walk around in even the smallest, and they can go anywhere if the water ain't too rough because they are light and voluminous and can float on dew. Nobody said they were pretty.

A few years ago I designed a bunch of simple wooden sailing jons of various sizes. Three of them have gotten built and tested and a fourth is on the way. The first one was the 7-1/2' Moby Dink which I described in the July 15, 1992 issue of "Messing About in Boats". She was cheap, easy and fun. I sold the prototype Moby to a man with a farm pond and used the money to build Piccup Squared.

The second one, Piccup Squared, is a simple jonboat version of my multichine Piccup Pram. Like the original, she is also 11' long, about 95 pounds stripped, and shares the same lug sail rig. She has the same layout of a clear 6-1/2' long cockpit between fore and aft storage/buoyancy chambers.

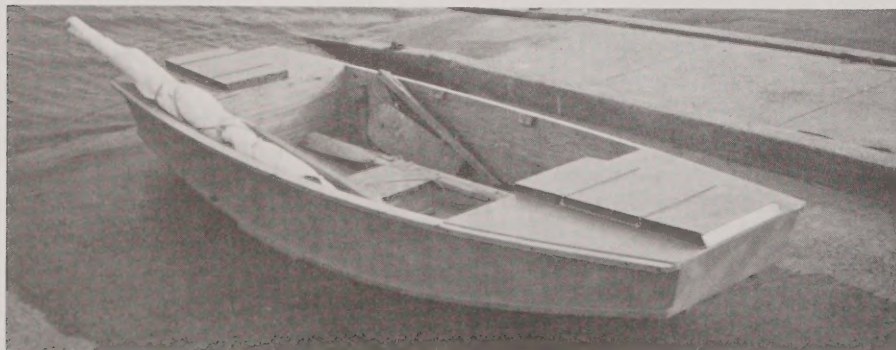
The "inspiration" for Piccup Squared came from a comment from Phil Bolger that Piccup might have been just as good if she had a flat bottomed hull. I've messed

about in both Piccup and Piccup Squared for the past few years and the comparison is about what you would expect. In rough going the multichine Piccup keeps popping along in safe control well after the flat bottomed Squared boat has frightened me back to shore. But in smoother water the Piccup Squared is just as fast as the multichine and is superb for poking around in smaller lakes. Many people might find her more comfortable, especially while camping, because of her wider flat bottom.

I should add that the flat bottomed hull is cheaper and quicker and easier to build. Simply cut the bulkheads, transoms and sides to the diagrams, stick them together with glue and nails, and fit the bottom and decks like a pie crust. It's all done on ordinary sawhorses. I've always used external chine logs on these flat bottomed jobs. The external chine log is clearly superior in terms of building effort, strength, and protection of the plywood sides. If there is a hydrodynamic disadvantage, I doubt if I could measure it. These hulls are designed with the side and bottom panels having the same curve so the pressures on the sides and bottom are close to equal and there is little water swirling across the sharp chines. This is Bolger theory.

Of course a sailing Jon doesn't have

PiccupSquared with sail rig stowed. She has an unobstructed 6-1/2' cockpit sandwiched between storage/buoyancy chambers in her ends.



## Two Sailing Jonboats

Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

the flat stern run of a powered jon. The bottom in the stern is pinched inward and swept up above the waterline like they did in colonial days (the Jonboat wasn't invented yesterday). The transom doesn't drag through the water. That makes them much easier to move at low speeds but far less suited for an outboard motor. As you might imagine, the tapered stern reduces the stern's buoyancy and thus its capability to support the weight of motor and operator, and gives the aft bottom a very poor planing angle.

But back to my story. Actually the first sailing jon hull I designed was the latest one to get built. I made an eighth scale model of her when I drew her and used the model to hold my drafting junk. So she got named Pencilbox.

Pencilbox is a different fish, a 15-1/2' footer with a lot of Birdwatcher features in her 7' long cuddy cabin. An open walkway cuts through the entire length of the cabin with the rig stepped off-center in the walkway. Pencilbox goes beyond Birdwatcher in that the cabin ends at the pram bow which has a step-through opening with its sill about 12" above the waterline. You can step straight from the shore into the cabin and walk past the mast and into the cockpit through a cutout in the main bulkhead. The entire first 13' of the hull is open to habitation and the last 2-1/2' is a storage/buoyancy chamber. Both the cuddy and the cockpit are large enough to sleep adults. The cuddy can be completely closed in with drop boards on the bulkheads and hatch covers over the walkway.

Torsional rigidity can be a problem with square toed boats like these. If you box the hull ends in with decks and have fairly stiff wales across the open cockpits, you'll get good stiffness. I suspect the aluminum jons rely on their boxed seat structures for torsional rigidity. With Pencilbox, cutting a slot down the center of the cabin to form a walkway doesn't help its torsional stiffness at all. So the bulkheads that form the ends of her cabin

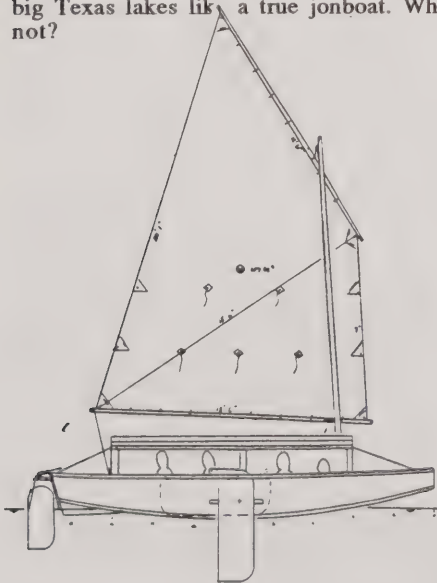
are reinforced to avoid twist. What appear to be massive dropboard guides are really bulkhead reinforcements doing double duty as guides. In sailing her I've never detected any twisting.

I advertised the Pencilbox in my brochure for a while with little success. I suspect that the advantages of the hull layout weren't obvious in the line drawings. Luckily, Mark Bustamonte, a local sailor with a wood working habit and a houseful of little kids, stopped by the shop one day. He saw that old Pencilbox model and its advantages were immediately clear to him, including one I hadn't recognized: You can safely pen up the little kids in the shady open topped cuddy. He got drawings on the spot and went to work.

This was Mark's first homebuilt boat and he did an excellent job. He added the big windows in the cabin for the entertainment of his youthful crew and I'm certain that was an improvement over the tiny peep windows I showed in the drawings.

Mark's boat sails very well indeed, leaving me with the impression that the bigger these sailing jons are, the better they go, especially if they also become proportionally slimmer. With her ends swept high, Pencilbox maneuvers like a sports car. Heeled in a breeze, she presents a long waterline with a V entry that cuts the waves. I don't know of many sail boats of any size as easy to use as this one. She rigs in 5 minutes and you can almost always launch and retrieve her without getting your feet wet. I think she weighs about 300 pounds ready to go. She'll tow behind a two liter car with little effort. She rows well too, provided you've got smooth water. Wakes of skiboats on hot windless summer days will try your rowing patience in any flat boat. I don't row through them anymore. If I see one coming I just stop rowing until it has gone by and things have settled down.

There's also a 19 footer called Jewelbox nearly completed in North Texas with the same hull shape as these others. But Jewelbox has a true Birdwatcher roof with nice porches fore and aft. It will be interesting to see how she works out. As strange as she looks, all her features are proven and the larger size is bound to be all to her advantage. Perhaps her builder will paint her green and poke about those big Texas lakes like a true jonboat. Why not?



Front view of Pencilbox shows bow entry and cuddy walkway.



The Bustamontes sailing in Pencilbox.

Left: The prototype of Jewelbox, a 19' lug rigged jon boat with a Birdwatcher cabin. She should sail by next spring.

Plans for Piccup Squared are \$18, and Pencilbox \$25.



With the exception of having to lug all the stuff of living and building a home and a boat across the state, I have never regretted our having moved from Nashville to Lenoir City, Tennessee. Honey misses the bright lights and social happenings of our state's capital. But life and business in the mountains of East Tennessee are the greatest as are the people to be found here.

To me this is an ideal community for us to raise our daughter Anna. The people that one can meet here are by and large the most kind and understanding people on the planet. Just mention to one of them that you are building a boat and they are quite likely to break into a warm smile. And some of the older, more experienced of the folks around will break into a broad grin, or even a belly laugh.

The belly laugh most often comes from the wives of these my fellow "Riverine Sportsmen". Tom, an avid duck hunter and fisherman, told me that one time he had built "a Duck Boat, kinda like a sneak box but more boxy and not quite so low in the water."

His wife snickered, "It was beautiful until it blew out of the pickup on the first day of duck season."

And there's Oscar who has been building a canoe in his basement workshop since 1967.

"How come it has taken you so long?" I asked him.

"Ya'see, shortly after I got the building jig and all of the molds set up, I fell upon two great concepts. First is that while I had my tools out the kids couldn't be allowed in. Second is that while I was building my wife couldn't use my tool space for storage."

"Third, he can never get the damn thing out of the basement." His wife chimed in.

"Yeah, but I can still escape from my kids."

"Those are your grandkids, dear."

Bill, on the other hand found an old barge, and converted it into a lovely sternwheel houseboat. I've only met Bill once. He and his wife are living out their retirement on the river.

One of the first people that I had the fortune of meeting in Lenoir City was Jack

## Instant Indeed!

### Or More Adventures in Instant Boatbuilding

By Robert B. Hoge

Hardin. Jack works for the State Department of Motor Vehicles, but also owns a small sawmill which he operates as a hobby. As a matter of fact, I have watched Jack do a lot of sawing, particularly after a tornado went through town, but I have never known him to sell a stick of wood. I think that he just likes to crank up the old 1940 vintage John Deere kerosene engine just to hear the booming sound of the two big 9 inch pistons. Jack's youngest son, Wes, a skilled carpenter and cabinet maker probably gets the most benefit out of the mill.

I met Jack at the Masonic Lodge in Lenoir City and we immediately became fast friends. It did not take long into our knowing each other that Jack learned that I was building a boat.

"What kind of a boat?" Jack asked.

"A 26 and a half foot long by 4 foot wide version of a 1920's era cigarette race boat."

"Ya' make her out of fiberglass, or wood?"

"Fiberglass over mahogany plywood, this is an "Instant Boat"."

Jack was so intrigued with the concept of an "Instant Boat" that he took pity on me and has allowed me the use of one of the outbuildings on his farm.

"Sure, you can set up shop in the old corn crib."

"Great, will there be any problem out there?"

"No," Jack drawled, "Just clean you out a spot and make yourself 'ta home."

Another great set of friends whom I met in Lenoir City are George and Ida Mae DeWolf. George (whom I guess to be in his late seventies) was born and raised on Narragansett Bay, and is quite a sailor. When he was a boy George owned a

Herreshoff 12-1/2. George claims to have had "Cap'n Nat" himself join him on the shakedown voyage of his 12-1/2.

The DeWolfs have allowed me to moor my sailboat at their dock on Tellico Lake for the summer. This arrangement has not only allowed me to get several mornings out sailing, it allowed me to use the sailboat trailer to move my "Instant Boat" project to the corn crib from Nashville. The trailer on which the "Bullywooger" rested was a homemade affair, and was not yet roadworthy. Therefore my sailboat trailer would have to haul the "Bullywooger" to its final building site.

Jack's old corn crib had a good roof on it, and the doors on both east and west ends of the building had long since fallen, but there was a space, about 30' x 12', for the finishing of my four year "Instant Boat". To either side of this center space were two long "cribs", formerly assigned for the storage of corn, one corner of which was to become mine for the storage and setup of my finger removers and other tools and supplies needed for the completion of the "Bullywooger".

As disused barns and sheds will do this building had collected well over a century's worth of broken farm implements, used up tools, bicycles, well pumps, and scrap lumber. It took nearly a week of cleaning, hauling, and burning to ready the place for the boat. And it was all less than a mile from Fort Loudon Lake. At the corn crib you can even hear the signal horn on the lock usher passing craft through its gates.

Next there was the minor hassle of having electricity run out to the corn crib. While I am a past master in making do with "Slobbovian Engineering" there are some things which government electrical inspectors insist on being done correctly. Ten feet of one inch galvanized water pipe will never pass as a ground rod. Eight feet of solid 3/4 inch galvanized rod is the specification, so another week passed before I was able to steal the time needed for the return to Nashville to fetch the "Bullywooger".

My old diesel pickup truck had reached the end of her useful life span so I replaced it with an A.M.C. Eagle SX/4, a

sporty 4x4 which looks rather like a Ford Pinto on steroids. I chose this auto because one of my employees owned a station wagon version of this model and was most pleased with its performance towing her pontoon boat. Other factors were the condition of the vehicle (excellent, nearly mint condition), and the price (\$500 above what I got for the pickup). As I read the specs in the owner's manual I saw that the little beast was rated for towing up to 3500 lbs. or four times the weight of the "Bullywooger", and a thousand pounds more than the weight of our sail boat. In addition to all of the above there was the simple fact that this little 4x4 was quite unique. So unique that I had only seen two or three of them. In fact it was so damn unique that according to the dealership only a couple of thousand of the SX/4 were ever made. This car was so confoundedly unique that the only hope for having a trailer hitch installed was to have one custom made. In my mind's eye I saw a cartoon money bag with wings flying away.

Therefore, armed with my trusty pencil, square, measuring sticks, etc., I went to the auto parts stores in the area to make a nuisance of myself. I would make the doggone thing myself out of pieces/parts rather than pay the two hundred plus for a custom job. In the end I found a unit rated for 5,000 lbs. at Walmart of all places. The hitch was supposed to fit a gargantuan Ford F-350 Pick-up but I figured that with a little shortening of the cross piece, and re-locating a couple of holes it would fit. Much to Honey's amazement (and a small amount of awe of my own) the thing did fit, and with only a slight rerouting of the exhaust system, and a half day of swearing at the drill as I crawled around under the car punching holes in the frame.

Even more my new rig towed the empty trailer to Nashville effortlessly.

On my arrival in Nashville I found the "Bullywooger" sitting in the garage on its trailer just as I had left it. But now came the problem of transferring it to the sailboat trailer. The sailboat is 21' long, and the "Bullywooger" is 26-1/2', so I pulled the two trailers out into the driveway side by side and pondered such things as gross weights, centers of gravity, tongue weights, bunk and hull support placement, while my mother plied me with coffee, sandwiches, gossip, and advice. The coffee and sandwiches were excellent.

In the end I jacked up the trailer and moved the axle back on the frame as far as it would go and lowered all of the supports as far as they would go. The sailboat trailer, a Dilly (brand) does have a nice feature in that there is a pin about half way down the tongue which allows the aft end of the trailer to be pivoted downward for shallow water launching. While I have only used this feature once before, this time I was counting on the ability to lower one end so that I could start the "Bullywooger" onto the first roller without having to physically lift the boat up onto it. I pulled the pin and heaved up on the tongue. When had tried this operation before, the trailer had easily bowed down, but now, with the wheels so far aft, I was forced to use a hydraulic jack to overcome the weight shift.

Aligning the two trailers nose to tail I began to winch the boat onto the new

trailer. Slowly the "Bullywooger" began to slide forward as the tension built on the nylon winch rope only to stop at the second roller. I pulled. I hoisted. I heaved. Finally I wedged my 76 year old mother into the transom to counter the weight of the bow. Crawling under the trailers on my back and pushing upward with my legs. The bow inched over the second roller, and the elastic qualities of the nylon winch rope snapped the boat forward to the third roller. Mom enjoyed the ride.

I spent the rest of that afternoon and into the evening jacking the supports into place and loading wood, parts, fiberglass, resins, paint and tools into the hull.

The trip back to East Tennessee went well. I did notice that I was turning a lot of heads as we rolled down I-40, and after the umpity-third explanation on the CB radio of what I was hauling I turned the radio off. Jack suggested that I use some of the lumber from one of the numerous piles in the barnyard to rebuild the doors before winter, but I told him that that this was "An Instant Boat", and that I should be out of the crib before winter set in.

Jack and I glued, screwed and fiberglassed the outer keel in place, and I laid the "last" of the glass on the hull this past fall. I was in a dead heat run to get the boat sanded, and painted before winter, but the cold came early to the mountains.

Bureaucrats: There are those here in Loudon County, as everywhere, who by profession are required to be bureaucratic nitpickers and nitwits. In all fairness I must say that such people around here tend to be so involved only for eight hours of the day, and then mostly by reason of their job descriptions. The prime example of this type can be found most often at the Court House.

Following what I thought were standard procedures, I sent a form to the "Tennessee Wildlife Resources Agency" to register the "Bullywooger" and be assigned our TN number for the bow. The form came back by return mail along with a form letter which explained that the registration had been denied because I had not had the County Court Clerk "validate" it.

"I've never had to have my registration validated for my other boat," I told the bureaucrat in Nashville, via long distance.

"Well, this is a new registration, and the County has to verify that all applicable sales taxes have been paid."

"But what taxes? I built it myself."

"Well, just tell the court clerk, and he will stamp the form and endorse it."

My trek to the Loudon County Court House was to be a real eye-opener.

"Hi! I'd like to register my boat."

"Oh 'OK!'"

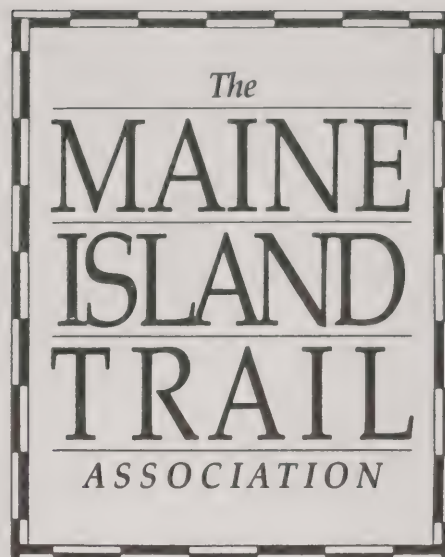
The girl at the desk handed me the same orange form that the State had just sent back to me. I filled out the form and offered it back to the girl.

"Oh! OK! I don't need that, just send it to the State."

"This is a new registration. I'll need to have the form 'validated'."

"Oh! OK! I'll just need to see your bill of sale so that you can pay me the sales tax."

"Well, you see, there is no bill of sale for the boat, I am only just finishing it. I built it myself." I said proudly.



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A look of panic stole across her face. It seems that I had presented her with something that she hadn't a form for. "Oh! OK! Just declare a value on the boat and I'll just tax you on that."

Now a look of panic stole across my face. "But Ma'am, I have built this boat over the last four years, a board here and a can of paint there. I paid sales taxes on everything when I bought it, and I don't think I owe anything more."

"Oh! OK! So how much would the boat be worth if you were to sell it today?"

With some quick mental arithmetic I figured eight percent of the eight hundred some odd dollars I had tied up was about sixty some odd dollars more than I had in my pocket. Tax on the ten thousand dollar price tag that might convince me to part with the boat was about what I had in the boat to begin with.

"That would be double taxation, and a violation of my 'Constitutional Rights!'"

Now the look of panic stole across the counter to her side. The various government agencies had provided numerous blank forms and headaches that go along with the mere mention of "Violating a person's Constitutional Rights". And here was a pure blooded Scotsman about to declare "Minority Status".

"OooH! Okay!... Couldn't you just give me a figure if you were to sell the boat to yourself."

"To myself the boat's only worth a

dollar."

"Oh... They won't buy that, a twenty six footer's gotta be worth a couple of thousand... OK!"

"I don't even know for sure that it will float."

"OK! Look, it's close to closing time. Why don't you call the "TWRA" and see what they do in a case like this. Oh!"

I returned to the car feeling like becoming a real "tax rebel". I'd find some cheap tin skiff, register it and use those numbers. "Sure," Honey suggested, "or you could just paint it camouflage and only go out at night."

I couldn't even wait to get home to the telephone. I stopped at my store on the way and called the TWRA. "Well, if you don't have all of the retail receipts, just give them an affidavit that all parts were purchased at retail and that taxes were paid at that time. They will enter the affidavit as a bill of sale with a zero amount."

The following afternoon I entered the Loudon County Court Clerk's Office prepared to do battle with the man himself. Happily, I didn't see the same girl at the counter.

"Hi! I need to register my boat." The lady offered me yet another orange form, but I gave her the one I had filled out the day before along with my notarized affidavit.

"So, you built the boat yourself?" the lady asked as she initialed my forms and worked her rubber stamps. "You're not the

fellow who's building a boat over in Jack Hardin's old corn crib are you?"

"Why, yes I am."

As it turned out, the lady lives just down the road from Jack's, and she and her husband had been curious about what sort of project was shaping up in the old corn crib. Living in a small community does have some advantages at times.

I did not waste all of the winter months merely making a living and dealing with bureaucrats. While the partners thought that I was busy building new shelves and displays for our store I was also able to finish fabricating the floorboards, seats, cockpit coaming and windshield.

I used 3/4" cypress fence boards for the seats and floorboards. I had a large stack of the stuff rotting in mother's back yard, and with a some care in picking I was able to select eighteen or twenty of the 6' pieces. Milling the rough edges brought the width down to just less than 5". I had to sand the daylight out of the tops of this punky stuff, but I left the underside of these pieces alone. Had I sanded both sides the thickness of the boards would have been less than 1/2". The varnish will seal it anyway.

For the dashboard I used some choice 7/8 walnut that I had saved from a previous project. The end result of the dash was quite pleasing if I do say so myself.

(To be Continued)

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# Fabulous Five Day Messabout in San Diego

By Annie Kolls

A fabulous five days was had by all. People came from all over the west coast and brought some incredible boats. There were two 9' tugs (Dudley Elmore says he will now build one), a 10' trimaran, and some of the finest examples of workmanship in wood I have ever seen. Our oldest boat was 32' "Laughs A Plenty", a 1919 Stone sloop (also a member of AMSS) and the newest was Nils Anderson's "So Du It", a prototype 14' offshore cruising boat with a revolutionary rig consisting of a fixed winged keel, hollow flexible masts at the stern corners and a roller-furling double genoa. There were San Francisco Pelicans, a multitude of gorgeous dories, the schooner "Therapy", flocks of traditional small sailing vessels, including Tony Groves' three Pirate Boats, which he sold during the event to another "scuzz-bum", who now owns a dozen small boats (at least).

Pirate-boat racing took place every day. (I even captured a pirate flag in my "Hot Yot"). Everyone sailed or rode in as many boats as they could, and still make it back in time for the Four Food Orgies. These consisted of a Turkey Barbeque, a Chili Dinner, a Pancake Breakfast, and the Finale Feast, a gourmet Yellowtail Barbeque. We have Greg Potter to thank for his enormous help with the chili and pancake feeds. What a great guy he is!

Many happy new friendships were formed at the wonderful nightly bonfire (provided by Steve Hyman) which was attended by all who could stay awake after all the sun and sailing. All expenses for the event were covered by the attendance fees. We enrolled about 35 new members in SCSBMS, and enthusiasm was so high, there is clamoring to do it again next year. This location is a fine one for families with kids, and small boats and small boat events, and will be "on the map" now among the traditional small craft crowd.

Photos by Dennis Farrell & Annie Kolls

Right from the top: Pirate attack! Tony Groves' sturdy lateen rigged pirate boats were kept very busy as various teams tried their luck at pirate racing, which is a capture the flag game for wily sailors seen regularly at SCSBMS messabouts. Annie Kolls' Picaroon "Precious" crossing the bow of Sabin and Claudia Mroz's Great Pelican "Big Bird". A dory of Hogans, Greg, Anne, Mary and Questa Hogan aboard their wonderful red dory. It does everything; goes fast, sleeps four, rides on a trailer, and goes right up on the beach.





Clockwise from top left: Annie Kolls' Picaroon II "Precious", a 1937 Sam Rabl design, with a modern marconi cutter rig instead of the original gaff rig with running backstays. "Precious" has been owned by Annie for nearly ten years, she bought the boat from its builder, Sam Radding. Dick Thompson and Steve Kimball enjoying "Precious". Dockside lineup here shows from foreground the Pelican "Ruby Begonia", Cartopper "Putly Buddy", schooner "Therapy" and a Giant Pelican. Young Ben Kimball enjoying "Mystic Lady", a very popular sharpie built by Dick Thompson of Missouri.



Above from top: Another view of "Precious from the stern showing how nicely set up she is. "Pelican Power"! Sabin and Claudia Mroz giving a tow to another participant with their Great Pelican.

At right from the top: "Ruby Begonia" is a lovely all brightwork San Francisco Pelican owned by Gordon and Fumi Bundy. A rare bird is the Intergalactic Schooner "Encore" (which also doubles as a fine 10' rowing dinghy) sailed by owners Annie Kolls and Dudley Elmore. Ed Pieters and his elegant all brightwork sailing canoe "Ariel".



# "Swashbuckler"

## A Micro Cruiser

By H. Douglas MacNary

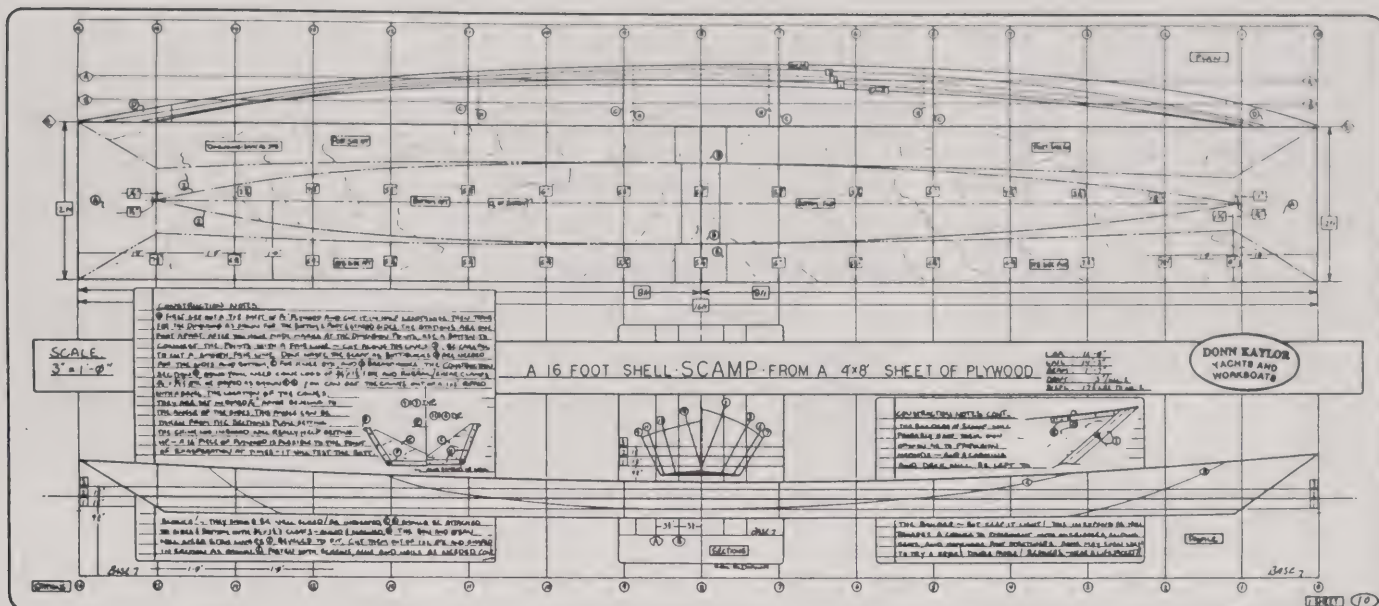
Starting in 1983, I built a Swashbuckler sailboat to a design from "Boatsmith", Number 2, Fall 1983 (P.O. Box 06476, Fort Meyers, FL 33906). The boat is approximately 14' long with a 5' beam. Sail area is 125 sq. ft. The Swashbuckler is constructed of 3/8" exterior plywood, bonded and painted with epoxy and Imron (polyurethane). 9 oz. fiberglass cloth protects the bottom. I modified the design for shoal draft operation and ease of rigging. I developed a mast tabernacle from two pieces of steel strap 1/8" thick. The mast originally stepped on the keel. I sawed it off just above the deck, attached the straps to the below-deck-piece and hinged the above-deck-piece with a through bolt.

In the 1st photo I'm raising the mast with the yard attached (gunter rig). The snotter for the sprit boom is attached after the yard is raised. The stern, in the 2nd photo shows the storage position for the mast, yard and sprit boom. Note the crotch, 3hp Sears outboard, EEZ-In motor bracket, kick-up rudder and fold-down boarding ladder.

The boat is shown with the leeboard and rudder down sailing in the 3rd photo. It contains full camping gear: Sears camping cot, potti, gimbaled stove (mounts in the cockpit or cabin), flashlight battery powered dome and running lights, etc. There is a cover for the non-draining cockpit which is held in place by bungee sewn around the edges of the cover. The boat will float in 3" of water. The 4th photo caught me lowering the yard before putting the boat on the trailer. And the 5th photo illustrates the leeboard mounting bracket. It is constructed of galvanized steel pipe (painted), tees, foot flanges and hardwood bearing blocks. The rudder and leeboards are 6061-T6 x .103 in. aluminum.

I sold the boat in 1991. When last seen, it was sailing on Douglas Lake, Tennessee.





SCAMP is diminutive 16' shell, in the style of a Louisiana Pirogue, constructed from ONE 4' x 8' sheet of plywood. SCAMP was designed for the Biloxi Boatbuilding Contest held in 1983. This design is from my "minimalist series" of designs that are inexpensive and simple to build as well as pleasing to the eye.

Two SCAMP's were built for the contest. Lyle Bonge', Estelle Lacoste, and I made up our building team. We built the first boat prior to the contest to check the plans, practice "speed" building, and test the principal assumption that with its sole occupant seated in place, the thing would float. It did, in Lyle's fish pond.

The second SCAMP was built the morning of the contest, and for the requisite time period floated with your author aboard in the Old Harbor Fountain and was judged winner over the other contestants' sub-compact skiff.

Although this design was created for the contest and neither of the two boats were put to practical use, SCAMP can prove an easy way for some readers to get a basic rowing shell hull at minimum cost. All you need to get started is a single 4' x 8' sheet of 1/4" plywood.

In addition to the plywood, you'll need adhesive, such as Sikaflex or 3M 5200, ring shank boat nails, and some 1" x 2" lumber. Later, you will need paint or some type of "coating" for the hull. If you're careful, there will be enough scrap plywood left from cutting out the sides,

## "Scamp"

### A 16' Minimal Shell

By Donn Kaylor

bottom and butt blocks to make coamings and knees edge-glued in place with epoxy. SCAMP could also be provided with some sort of decking to keep waves from lapping onboard and deck beams to provide additional hull strength. These details are not provided on the drawing, but left to the builder to improvise.

The plans show the bottom and sides fitted together with chine logs, although I imagine "stitch and glue" can be used. These chine logs are not really so hard to make. The bevel can be roughed out with a power saw and finished with a plane. The chines are long and flexible enough to be sprung in place yet they add rigidity and fairness to the hull joints and surfaces.

Boats of the "minimalist series" can be built with very little out-of-pocket expense. Spending a lot of money on high grade materials must be justified by the level of the builder's skill and projected "life expectancy" of the finished boat.

The fore and aft sections of the side and bottom panels are joined with plywood butt blocks and "shortened" nails. The butt blocks should be well glued with

epoxy or polyurethane adhesive.

Although the hull shell itself is simple, and a canoe or kayaker's double paddle will suit some, the installation of rowing gear might please others. Building good rowing "machinery" requires technologies that are not normally available in the home shop. Some skilled builders might design and fabricate rowing gear on their own, but for others, the pages of this magazine are graced from time to time by the banners of those, who for reasonable cost, can assist you with these matters. If you purchase quality equipment now, SCAMP can be replaced with a more advanced design as your skills develop.

Remember SCAMP is a diminutive boat, with only three inches of freeboard at a total displacement of approximately 175 pounds, SCAMP has capacity only for a child or small adult who will wear a life jacket!

Cousin to SCAMP is a practical 7' dinghy named SCOOP, also constructed from a single 4' x 8' sheet of plywood. Building the first SCOOP will be the subject of a future article. Plans of SCAMP and SCOOP, as well as other designs from my "minimalist series", which includes boats constructed with up to 3 sheets of plywood, are available by mail.

Information may be obtained from Donn Kaylor Yachts and Workboats, 5349 E. 2nd St., Suite C, Long Beach, CA 90803.

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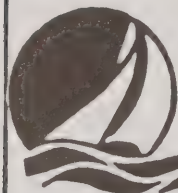
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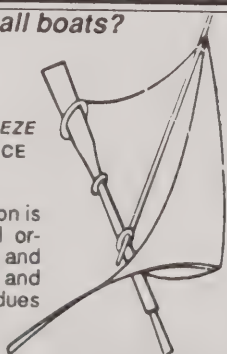
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## What You are Building...



### LOOKS A LITTLE LIKE A "ROB ROY"

I wanted to show you the Rob Roy canoe I built two winters ago now that I have had some time to get to know and love her. The boat was built to a design by my friend John J. Smith, a Boatbuilder and Marine Surveyor from Seabrook, SC. John designed the boat to be built in the "quick and dirty" fashion. He did his job well but I exercised a certain amount of license with both adjectives. No one has ever described me as "quick" and I tried to work towards the fussy end of "dirty" while building this one.

Back when John operated a boat shop in Pennsylvania, I used to stop in now and then to bounce ideas off him about boats I thought I might build someday. John tolerated me quite well but one day he needed to get back to making money so he pressed a pile of patterns on me for this boat. I didn't know what the boat would look like as there was no picture or model for me to see but it was just the gentle push I needed to get started on a project. As I began my task, John's words stayed on my mind, "go forth and build this boat, but for crissakes don't spend any money on it! Just build it out of any old crap you've got around!" Well, I spent a little bit on two sheets of 1/4" lauan and one sheet of 1/8" door skin lauan for the deck. The boat required no lofting or molds and literally rose off the bench as the hull panels were stitched together. As I mentioned, I had no previous idea what the boat would look like so this was a pretty exciting moment.

With the addition of a few light web frames and the deck became quite a strong structure. The seams were filleted and taped and the whole liberally coated with the "E" stuff. Some paint and fittings finished the job.

To say that I am pleased with the result would be an understatement. The boat is very pretty. If the observer stands back and squints, there is a great resemblance to the Rob Roy in the collection of Mystic Seaport of supposed John MacGregor origins. Of course there is a world of difference in the construction of the two boats. But in profile and general dimensions there is great similarity. My Rob Roy is 12' in length with a beam of 31". The weight is 41 pounds, not bad for a decked boat. The boat is a delight to use, being easy to launch and very responsive to the double paddle. A short skeg keeps her tracking straight and the boat is quite stable even with a rowdy dog along for the ride.

This little boat has generated some interest among some of my fellow members of the Philadelphia chapter of the TSCA and as John has kindly left the patterns in my care, perhaps a few more boats will be built. When John built the prototype of this boat it was bought shortly after it's launching to be used as "character" decoration on the wall of some bar in Alaska. Seems kind of a shame to me.

Dean E. Matthews, Jamison, PA

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## FIRST SERIOUS BOATBUILDING PROJECT

I launched a new Cockleshell kayak in late October. This was my first serious boatbuilding project and I am very pleased with the results. The diminutive craft paddles as well as she looks.

She is built from Eric Risch's plans, of 4mm luan plywood and West System epoxy. I trimmed her in mahogany, and fashioned the fairleads from the same mahogany stock. She is finished with four coats of dark green enamel and yellow trim, topped with five coats of spar varnish. The deck and all the trim are finished bright. As Eric predicted, the construction was simple and straightforward. I brought absolutely no experience to the endeavor, but Eric's instructions made the Cockleshell a pleasure to build.

I learned a great deal along the way: 1) How to read (and how to read between the lines of) plans and construction details. 2) An enormous respect for modern epoxy adhesives as well as some confidence in using them (are those pump dispensers foolproof or what?). 3) What problems even seemingly minor divergences from tried-and-true plans can cause further down the line, and an understanding of how to prepare oneself for such decisions in the future. And 4) That I need to update the lighting in my wood shop before begin-

ning my next boat.

My kayak will make her debut at the Upper Chesapeake Bay chapter of TSCA shortly. This newly-formed chapter has begun an ambitious program of instructional wooden boatbuilding this fall, taught by boatbuilders Kevin Brennan, Marc Barto and Bill Doyle. Our beginning project is a 16' skiff, to be built for the Glenmar Sailing Association. We hope that this leads to a full-scale program in both introductory and advanced levels of instruction.

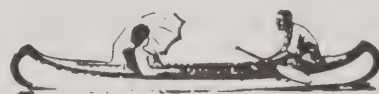
The impetus for my own involvement was your fine little magazine. I ordered the kayak plans after learning about them in "Messing About..." and will no doubt find ideas for many more boats between its covers.

Ron Pilling, Baltimore, MD.



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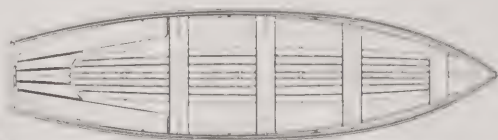
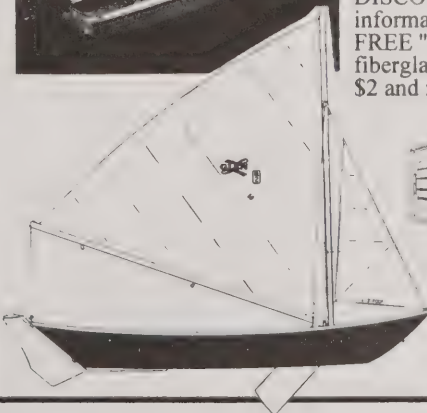
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## The Story of the "Pilot Whale"

By John D. Winninghoff

I was one of the founders in 1974 of a long since abandoned company formed to build sailboats with aluminum hulls formed using the technique of explosive forming. We quickly abandoned that idea and went on to do it hydrostatically. We had Ted Brewer design a 23' day sailer which we called the 7+ (for 7 meters + aluminum + whatever!). I built a strip planked hull (first boat building effort for me) and laid up female molds from the hull, thereby gaining a life long aversion to working with FRP.

The idea was to push an aluminum plate into a female mold using water pressure. The effort was a partial success; nothing is ever a complete failure, though it was easy to abandon it, particularly after finding a reference in a NASA Technical Report to the effect that Boeing Aircraft had "broken their pick" trying to form space craft gore sections using fundamentally the same technique as we employed, albeit with a budget which was about two orders of magnitude greater than ours.

After the smoke cleared away, I assumed the debt and took over the equipment and inventory which included something like 5,000 lbs of 26' x 6' sheets of 1/8" aluminum and a high tech welding machine, which is still in service nearly 20 years later. One of my two workers suggested building a small lobster boat, which he offered to operate. I gave the design job to Phil Bolger with virtually no constraints other than that it had to be produced from the aluminum sheets on hand. A 23' (7 meter) open boat was the result with the lines of the boat in the November 1st "Bolger on Design", same beam, just shorter. This led to some publicity in the "National Fisherman" which resulted in a contract to build a stretched version, a 26 footer with twin engines.

In June 1976, Alex Fernandez, who was the senior harbor pilot in San Juan, contacted Phil regarding a boat he was interested in which was for sale in St. Thomas. Phil said it was unsuited to his requirements, and suggested an aluminum boat built around the lobster boat hull. Alex came to Gloucester to discuss it. He had quite a flare for drafting and had rather definite ideas on the design. He worked with Phil to produce the boat described in the November 1st article.

I agreed to build it. Alex visited several times during construction, always bringing with him the most delicious rum I ever tasted, a Puerto Rican product called "Fernandez Rum" - no relation to Alex. He came up for the initial sea trial about May of 1977 as I remember. We trailered the boat to Brown's Yacht Yard in Gloucester, launched it, and towed it 100 feet to the nearest diesel fuel. The engine started with a little effort. With Alex at the helm, the clutch was engaged. Nothing happened! Geez!

It turned out that the Borg Warner transmission was set up for a right hand drive rather than a left hand. Fixing it required rotating a plate in the transmission 180°, a one minute task if the transmission was laying on a bench. We had conflicting bits of advice on the difficulty of doing this, one transmission expert saying he could do it in no time in his shop, but could not do it on the boat. For a while we thought we were in for a major project (non budgeted!), i.e. removing the Marine Drive Systems outdrive, unbolting the transmission and taking it to Salem. The Marine Drive Systems technician said it could be done without those heroics, told us how to do it, and with a little help from me (mostly cussing at it), Tim Whiting managed to effect the change by midnight that night!

I went to my son's college graduation at Bowdoin the next morning. When I returned I was greeted by an exuberant Whiting. Not only did the boat go forward and backwards, but it did so at the speed required (a tad under 20 kts on a timed run powered by a 120 HP Ford diesel with a Marine Drive Systems outdrive). Alex was estatic.

It was some months before the boat was shipped to San Juan. During one visit, a bunch of us took a trip with Alex to Marblehead, which resulted in a mini adventure. His son used the head. Shortly thereafter he wondered out loud what the red light on the instrument panel meant. I quickly went below and put the head handle in the correct position while the bilge pump did its thing.

Shipping the boat to San Juan proved to be a bit of an adventure. We had built an aluminum cradle to which wheels were to be added in Puerto Rico to convert it to a trailer, and built a wood gallows frame to load it on a flat bed truck. The truck which was supposed to have a 20 inch high bed, had a bed was 54 inches off the ground. We hired a crane to load the boat and cradle. When the crane owner operator asked if I wanted him to bring his straps I said, "No thanks, we have some." Mine weren't up to the task. With the boat 6' off the ground, the straps broke! Three tons of boat and cradle underneath crashed to the ground. It was disconcerting to say the least! Fortunately the boat was undamaged. The cradle was slightly bent out of shape. A half hour of labor fixed that. The dilemma was, do we charge the customer for the drop test.

Alex had planned to off load the boat and run it with cradle and all half way to St. Thomas. Then in true seafaring tradition, he would bring it in as if it were brought in from St. Thomas, which would avoid the

sales tax. Unfortunately for him, he had to work that day, and had to pay the tax.

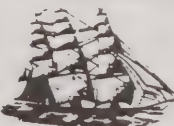
Alex used the boat, named the "Pilot Whale", working as a harbor pilot from 1977 up until about two or three years ago. The boat made quite a name for itself and for aluminum construction after he had it about 10 years. One of his hirelings fell asleep and drove into a stone wall head on at about 1500 rpm (about 15 knots). The hand carved rubber bumper at the point of the bow was destroyed, and the engine had to be realigned. Other than that he reports that there was no damage.

About two years ago, Alex called me to get a price on a replacement. It seems that he had sold the boat to another harbor pilot. This fellow was out one day, quite a way off shore and the boat began to take on water. Being a man of God, he had faith that all would end well. He never bothered to check below to determine the source of the problem. The boat sank in water so deep that salvage was uneconomical. Alex was trying to help his friend collect insurance. The sinking is believed to be caused by failure of the hose on the engine water cooling intake!

#### EPILOGUE

The Pilot Whale was B-4 in our numbering system at the time, being the 4th boat build, the 3rd aluminum boat. The cedar strip planked plug for the ill fated metal forming experiment was glassed over and made into a very pretty sail boat which was B-2. We are now building hull #142 which is a 46' Oil Spill Response Vessel. We build about eight to ten boats a year: Fire boats, research vessels, utility boats, oil spill response boats, and an occasional pleasure boat. Coming up on the 20th year since the original company was founded, I think we know how to design and build a pretty good aluminum boat. As for making money doing it, I can only agree with one of my associates who says that the way to make a small fortune in boat building is to start with a large one!

The November 1st "Bolger on Design" discussed a 30' aluminum diesel launch and elicited this response from the builder, who is certainly an original thinker in the boatbuilding trade. As I had failed to alert Phil of our need for another set of designs in time for this issue (Phil supplies them in batches of six), I thought I'd bring you this discussion by the builder of the follow-up on one of Phil's creations.



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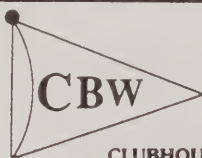
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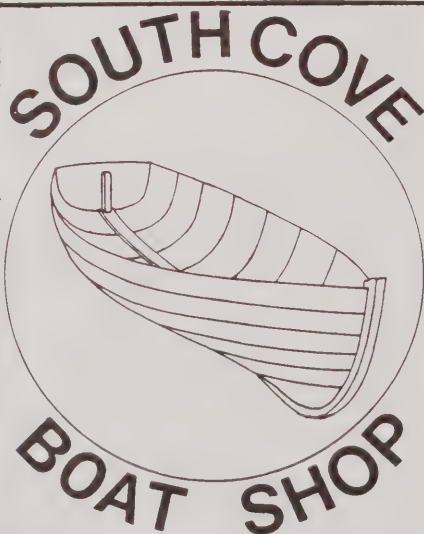
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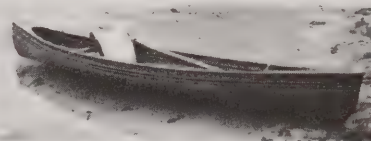
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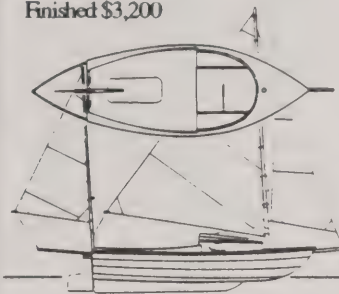
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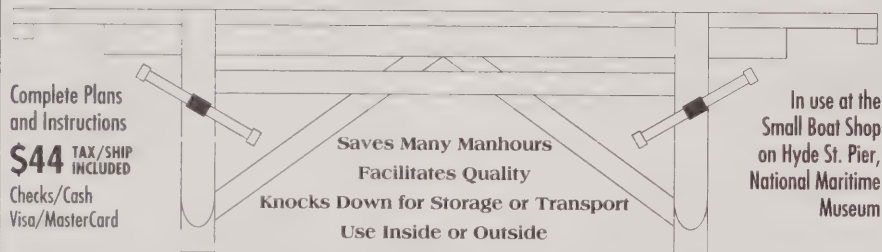
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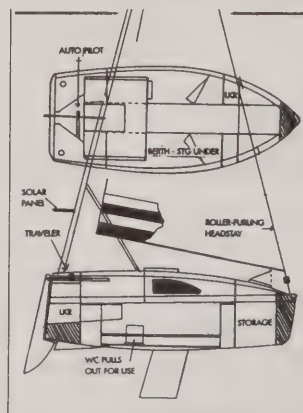
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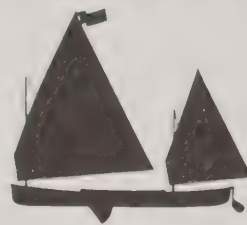
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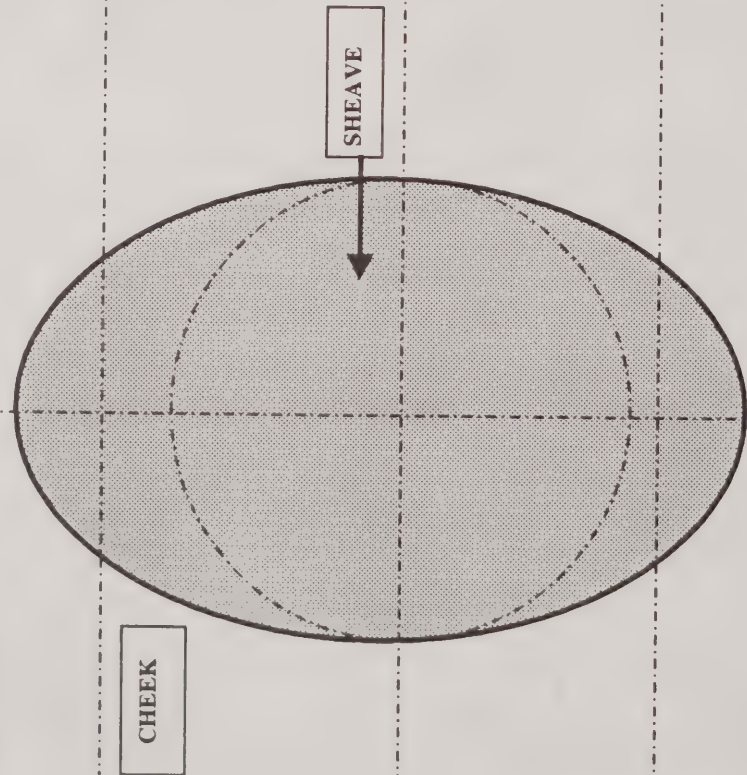
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COD

## A QUICK COURSE ON MAKING WOOD CHEEK BLOCKS FOR .21¢ EACH à la TOAD HALL

These patterns will enable you to build blocks similar to those described in *Part 6 of Building TOAD HALL*. They are designed to be reproduced full size, and even with any shrinkage or expansion in the printing process, the relationships always hold true even though the block might finish up a millimeter or two larger or smaller. They are designed to use a 2 3/8" sheave which can either be turned from plywood on a lathe (as outlined in *Part 6*) or you can use ready-made sheaves bought from the marine store. (Ugh!)



### 1 - CHEEKS

First, determine the size of your sheave and either enlarge or reduce this page until the outline of the sheave here matches the actual sheave you will be using. Make several copies. The three center lines locate the axle (with sufficient clearance above for the line) and the two assembly bolts. The center line at the top locates the clevis pin with which you will attach the block. Use your MASTER STRAP (see STRAPS sidebar) to locate all holes and drill with a small bit so that you can locate all the pieces together accurately, then re-drill them to finished size later. Dadoe the slot for the strap into the square stock before you cut out the cheek on the bandsaw. Use common nails to pin the parts of the cheek together while you rough-cut it out on the band-saw and sand it to finish shape on a disc sander or belt sander. I round over the edges of the cheeks with a 3/4" rounding-over bit in my router, but you can sand them to shape just as well.

### 2 - STRAPS

The three straps are cut from any scrap steel stock you can find, about 3/32" in thickness and about 9/16" wide. These three strap sizes will make up single blocks and/or multiple sheave blocks with or without buckets.

Take one of the copies you made of this page and paste it on the metal stock for the MASTER STRAP. Mark this as such and use it for ALL measurements. I use the SINGLE BLOCK TANG STRAP for this since it then can be used to make up the other two, measuring up from the bottom for the multiple sheave cheek strap and down from the top for the tang and bucket strap.

When you have drilled out the straps, pin them all together with the nails and round over the ends to match the contours of the cheeks.

Find some brake line, nylon spacers, or other sturdy tubing that will fit *snugly* over your assembly bolts and cut it into pieces the width of your sheave plus about 1/16" for clearance.

Assemble everything in a test fit using common nails to pin everything together. If everything checks out re-drill the holes (assembly bolts and axle) to the right size for your bolts and axle.

Use a Forstner or Spade bit to drill out the recess for whatever you use to cover the axle. I use British coins, but electrical junction box knock-outs also work well, though a bit plain. Use another Forstner bit to counter-sink the holes for the heads of the assembly bolts. Put a washer under the heads and nuts of the assembly bolts.

For more information see *Part 6 of Building TOAD HALL* in the March 15th issue. Send me some pictures of any blocks you make, and feel free to call me anytime if you have any questions.

--David N. Goodchild  
2339 Bryn Mawr Avenue  
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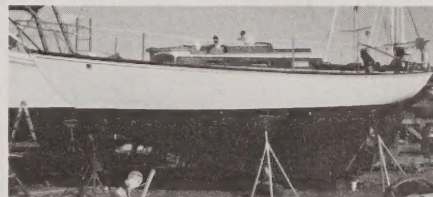
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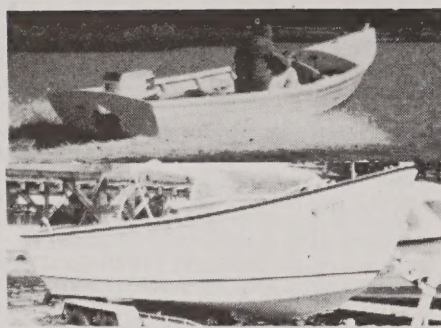
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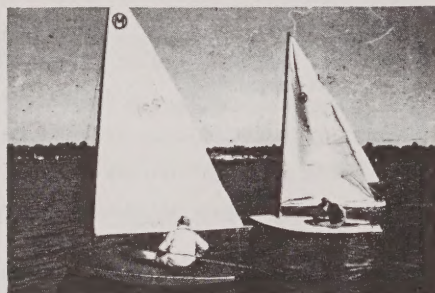
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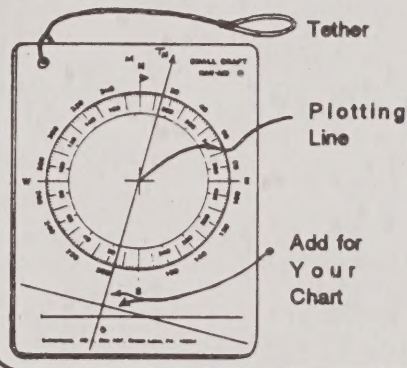
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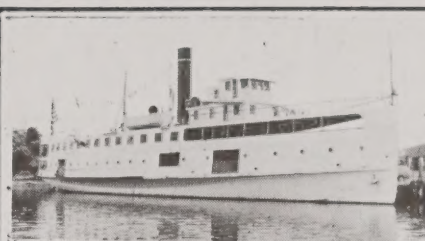
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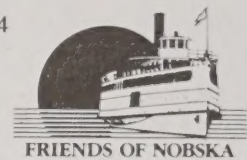


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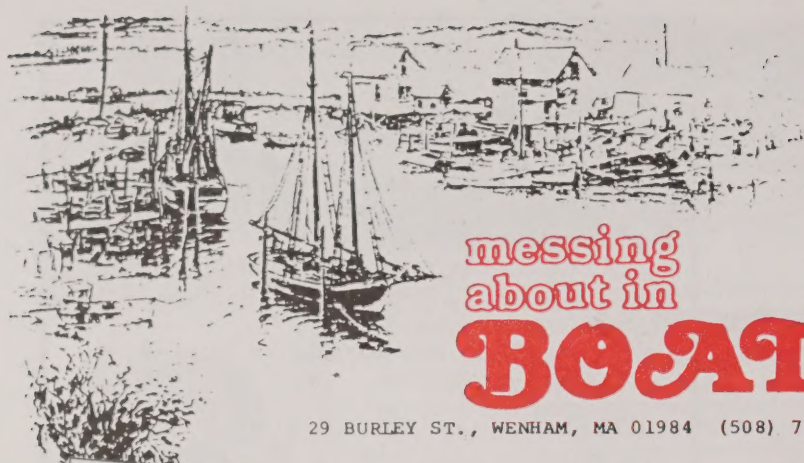
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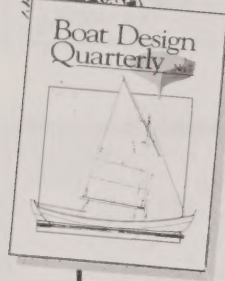


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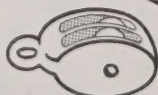
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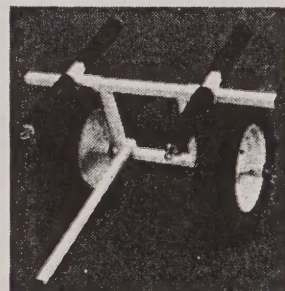
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