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Several Small Boat Sailing Stories

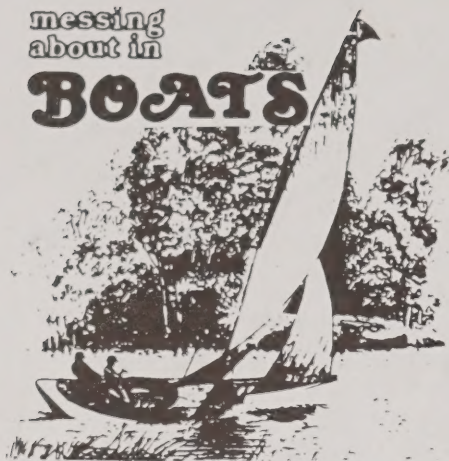
Volume 11 - Number 22

April 1, 1994



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Volume 11 - Number 22

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Our Next Issue...

Will once again pick up dropouts promised for this one; Bert Van Dusen's "Robin S & the Hurricane", Jim Thayer's "A Mind Bent, a Back Saved", Tony Dias' "Small Craft Designs", Joe Pallazola's "Harbor Seal", and Joe Reisner's "Oldest Tug in the Coast Guard". I really overbooked this issue, but much of the next one is thus all ready to roll.

Adding to these as space permits we'll have my report on the 1994 Snow Row; another installment from Tom, "Continuing South"; "My Vacation's Revenge" from Benjamin Lange; and Richard Scheidman's "Lucky". David Gully starts a two-part report on designing and building his "Beach Girl"; Phil Bolger presents his design for a 32' "Tropical Commuter"; and Sam Overman describes putting an Oarmaster on ball bearings.

The book reviews are arriving and we'll have two more on "Building the Maine Guide Canoe" and "Mississippi Solo".

On the Cover...

Multi-oared traditional rowing is being brought back to New York City by a group known as "Floating the Apple", and a half-scale version of their proposed boats, given to them by the Canadian government, graces this issue's cover. Don Betts tells us about it.

Commentary

The ongoing discussion we've been having with many of you about what "Messing About in Boats" ought to be has brought quite a range of opinion, ranging from "don't change a thing" to "get more focussed on what's important to me." I publish these viewpoints, not necessarily because I endorse all of them or plan to adopt them, but to illustrate the broad range of ideas about the way this sort of special interest journal should serve its readers. While I have several times asserted that I plan no major changes in the magazine, I have been continuing over time to make small adjustments and additions without detracting from my preference for a broad viewpoint.

My recent offer to enroll interested readers as book reviewers is an example of such evolutionary changes. I have done reviews in the past sporadically, but had not really done justice to the published material being offered today that is of interest to many of you. This foray into involving readers is already bringing good results, the reviews coming in will keep us going with this regular feature for several upcoming issues. In the meantime I have gone ahead and invited the interested publishers to resume sending selected titles, now that I can offer them reasonably timely reviews.

You will by now have noticed that I've begun to set aside a page for your inputs relating to the how-to and technical stuff many want to see. This at present is really a matter of taking your letters specifically concerned with such matters off the "Your Commentary" page and gathering them together towards the back of the magazine where such subjects seem to have found a home. This page will appear as often as appropriate material comes in for it, and it is a good place for those of you looking for advice or information about designs or techniques or materials to ask for help. Our twice a month schedule speeds up turnaround time for such interaction. While not up to the much touted "information highway" that appears to be going to descend upon us, it is a fairly handy and fast acting forum for a magazine.

Well, the apparent demand for ever more specialization that has already been aired some in your letters has encouraged some new publishing ventures to try to meet your narrower focus. On the page opposite are short articles about two such efforts due to get underway this season.

Reader Jack Sarhage from Illinois is undertaking to bring you a magazine devoted to recreational rowing. Much discussion on our pages about the lack of interest in this by the U.S. Rowing Association and its publication has encouraged Jack to try to fill the perceived void. His discussion of why is succinct and so I won't repeat it here. He is willing to invest time and money to find out if there really are enough people who enjoy recre-

ational rowing who will subscribe to their very own magazine.

His remarks about it not being a "Madison Avenue" sort of publication indicate that you will be getting something more like "Messing About in Boats" about real people involved in rowing activities. A bygone big dollar, consumer focussed magazine entitled "Row" did try that "Madison Avenue" tack a couple of years ago but folded in only two issues. Jack is coming at this from the lower budget direction, looking for reader support as a major financial necessity. If you like rowing, a \$12 investment in "The Journal of Recreational Rowing" is not much strain on your wallet to give Jack the wherewithal to make it happen.

Reader John Kaufman from Pennsylvania is planning to address your expressed desires for more focus on hands-on boatbuilding techniques and projects, the much desired "how-to" material. His publication, "Bristol Fashion" will meet this apparent need. This is another grass roots effort, John is not in major league publishing either, so here again you should expect to get a magazine that talks to your interest and pocketbooks. Like Jack Sarhage, John Kaufman deserves your support at \$7.95 to get afloat to bring you the information you want.

So, you might wonder, where does this leave "Messing About in Boats"? Will these publications drain away material, readers and advertisers we rely on? Will we change our format to "compete" with them for your subscriptions? I don't think so. I'm bringing their plans to your attention as a service to those of you who do feel I'm not giving you all that you'd like to get on our pages. Nothing will change for us, rowing and building will still be regularly part of our scene. What I believe will happen is that more of the detailed material in their chosen fields of interest that I cannot devote space to within our modest number of pages will now get out to those of you who subscribe to these magazines.

I'm looking forward to seeing both of these new publications. I know about the struggle that lies ahead of them trying to get enough support to turn out magazines devoted to smallish groups of people interested in very narrowly focussed subjects. There's a self-fulfilling circumstance that is a major cause for the failure of "small" magazines to succeed. The prospective subscriber gets a sample copy and says, "Hey, this looks pretty interesting." Then he contemplates the investment of his hard won \$10-\$20 in something still mostly a promise. "Well, maybe I'll wait a while and see if they make it," he concludes. So he waits a while. And they don't.

So, don't "wait a while". If you are one of those who wants to read more about rowing and how-to boatbuilding, get behind Jack and John and make their efforts succeed on your own behalf.

We believed! It was said, "there is a need for it." And we believed.

It was said, "subscribers are waiting for it." And we believed.

It was said, "advertisers will support it." And we believed.

It was said, and we believe, that many of you are interested in a broad range of recreational rowing including fixed seat boats, sliding seat boats, "citizen racing", row touring and camping, messing about, building, boat and equipment reviews.

Because we also believe, the premiere issue of "The Journal of Recreational Rowing" is on the drawing board, to be in

home the first week of May, 1994. This issue, as well as each subsequent bi-monthly issue, will contain not only these subjects but feature articles on manufacturers related to recreational rowing, a "design of issue", a featured club, a page devoted to kids, and the ever popular and entertaining "much, much more."

Right from the start we want you to know that this isn't going to be one of those slick "Madison Avenue" publications. Rather it is a mini-magazine for people, by people, about people, who enjoy the great outdoors through recreational rowing.

If you believe, here is the opportunity of becoming a subscriber by sending along this order form with your check. And if you'd like to contribute content don't forget to check off the request for a submission guide.

"The Journal of Recreational Rowing", Jack Sarhage, 304-B Meister St., Collinsville, IL 62234.

Yes, I agree there is a need for a publication aimed at the recreational rower and count me in. I'll subscribe!

☐ One (1) year of six issues \$12.00 ☐ \$16.00 Canada ☐ \$20.00 Other countries (Note: Price includes First Class Postage to USA and Canada only.) ☐ I can write articles ☐ Cartoons ☐ Book reviews ☐ Photography Please send submission information. (Note: Charter offer good until April 1, 1994.)

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BRISTOL FASHION

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I agree with your recent commentary explaining to readers why you will not be focussing on how-to articles. With this in mind I thought that readers looking for more such information will be interested to learn that I am launching a magazine devoted just to that subject, "how-to". "Bristol Fashion" will be dedicated to supplying up-to-date information in a step-by-step style on the restoration, repair and maintenance of boats, engines and systems. The main goal is to provide readers with the knowledge and confidence to do work themselves thus saving labor costs on their projects.

I am looking for writers and photographers with good knowledge of these subjects.

Interested persons can contact me for guidelines, and prospective subscribers may order a one-year, 4-issue subscription for only \$7.95. Charter issue will be June, 1994.

John Kaufman, Publisher, "Bristol Fashion", P.O. Box 20, Enola, PA 17025, (800) 777-8147.

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Kenneth Grahame from
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BOOK REVIEW

WOODEN BOAT RENOVATION New Life for Old Boats Using Modern Methods by Jim Trefethen

Reviewed by David N. Goodchild

(Published by International Marine Publishing, P.O. Box 220, Camden, ME. 270 pages including index. Illustrated with line drawings by Clint Trefethen. No photographs. \$29.95.)

More than a third of this book (90 out of 239 pages of content and six out of eleven chapters) is dedicated to such topics as "Why Wood", "Selecting the Perfect Project Boat", "Work Schedule and Budget", "Something About Tools", "Boatbuilding Woods", and "Just for the Hull of It." The latter chapter talks about the various kinds of hull forms and materials from strip planked to carvel.

I believe that this book makes three mistakes; it is too concerned with the author's personal experiences; it attempts to teach attitudes not teachable; and it largely ignores procedures that are. Trefethen also strikes me as "tool proud" (there is much talk of his "collection") and overly concerned with trying to be quick off the verbal mark and not enough interested in describing the nuts and bolts of renovating a wooden boat.

Each of the chapters following the six preliminaries are light on specifics and heavy on generalities. "Hull Repairs", "All Hands on Deck", "Internal Spaces", "Little Boats--Big Memories", and "The Finishing Touch" leave much unsaid and unsolved.

I also found several items which disturbed me. He advocates flushing an epoxied surface with water to de-wax it before applying another coat. Water? I know of no wax dissolvable by water. Epoxy should be thoroughly scrubbed with Acetone or Enamel Reducer and sanded prior to re-coating. Also, this on removing old fiberglass. "If the fiberglass has adhered tightly to the deck, it is probably bound with epoxy resin, and removing it will require a heat gun and a large, stiff-bladed putty knife. Heat an area 6 or 8 inches square until the resin softens (about 150 degrees Fahrenheit), then scrape that area while you're heating the next: the fiberglass will come right off once you get the hang of it."

As Garth Graves tells us in the first chapter of his excellent *Yacht Craftsman's Handbook*, while describing the properties of epoxy, "glues or cements of this type are thermosetting (italics his) which means that once cured, they cannot be softened by heat..." 150 degrees Fahrenheit? Evidently, there are fiberglassed decks and hulls all over the tropics at this very moment, all softening, and running and dripping off the boat into the sea. I presume he has done this but I would bet it wasn't more than once and I would bet that one time was a fluke.

He also advocates using a chemical stripper on brightwork. I've always been taught that only a scraper or a sander is appropriate for removing varnish. Heat and chemical strippers drive oils into the wood and compromise adhesion.

Trefethen also advocates laying fiberglass cloth onto a dry panel and then wetting it out with resin. Don't try this unless you want to spend a large part of your life getting rid of air bubbles. Put on a tack coat of resin and then apply and wet out the fiberglass cloth.

A curiously questionable book!

BOOK REVIEW

YACHT CRAFTSMAN'S HANDBOOK 50 Wood working Projects by Garth Graves

Reviewed by David N. Goodchild

(Published by International Marine Publishing/TAB Books, Blue Ridge Summit, PA 17294. 216 pages including index. Illustrated with line drawings and photographs by the author. \$29.95.)

The problem with books of this type is that they have to strive very hard to be original. There are only so many ways to build Dorade Boxes, Binocular Racks, Bookshelves and Paper Towel Racks. Garth Graves' designs are elegant and attractive, but a paper towel rack is still just a paper towel rack. If that's all there is in it there are many other small project books which will do. Fortunately, Graves' book offers a little more.

This is not a book for a beginner. To be fair, the title stipulates as much by calling it a *Yacht Craftsman's Handbook*. There is very little in the way of step-by-step instructions, but the illustrations are complete and very clearly drawn by Graves himself. The legends on the drawings are not so well placed but I choose to blame the publisher's art department for these.

Garth Graves has been a woodworker for 35 years and it shows. He's spent 20 of those 35 years designing and building projects for boats, including his own 27-foot wooden sloop, SEA-FEVER and the replica revenue cutter CALIFORNIA.

In making such homely items as battery boxes, Graves' directions are clear and to the point. His outline of the requirements of battery boxes is particularly cogent. He recommends the sheathing of the box in lead (usually only a requirement for commercial vessels but recommended for private and charter vessels as well.)

At one point, Garth describes the making of a handsome storage box with a false bottom for the storage of valuables. In these days of zero tolerance, the CG will look with great disfavor on any secret compartment, even if you tell them about it in advance. Play it safe and avoid them.

The book abounds with little-known tips and techniques. Take this comment on the rust protection of the metal parts for his tool box design. "If you use oil, avoid automotive oils, because most such oils contain agents that attract water, which is just what you don't need. Sprays such as WD-40 are made to repel water. Even high-grade salad oil is better than auto oil!"

There are some very nice projects in this book, especially a gimbaled glass holder made entirely from formed veneers. Very classy! There is also a very clear explanation of how to route rosettes and scallop designs into book ends (or any flat surface really) which I plan to put to use at the earliest opportunity.

If you have need of the types of small storage and racking items described and illustrated in this book you could do far worse than to purchase it. Although a paper-towel rack is just a paper-towel rack, Graves' designs are a little more polished and elegant than the run of the mill examples found elsewhere.

One final caveat. Graves' understanding of his craft and materials is immense, but his coverage of the mathematics of radii and other adventures into sin and cosine is a little too much for my admittedly low tolerance for arithmetic of any kind.

SPECIAL NOTICES:

For events requiring advanced arrangements.

JUNE 3-5:

Festival of the Paddle & Oar @ Alexandria Bay, NY. N.Y. State Parks & Recreation, (315) 482-2593.

JUNE 4-5:

Small Craft Weekend @ Mystic, CT. Mystic Seaport Museum, (203) 572-5028.

JUNE 5:

Wooden Boat School Begins @ Brooklin, ME. Wooden Boat School, (207) 359-4651.

JUNE 11-12:

L.L. Bean Canoe Camp @ Bridgeton, ME. L.L. Bean, (800) 341-4341.

JULY 21-25:

WCHA Assembly '94 @ Paul Smiths, NY. Wooden Canoe Heritage Association, P.O. Box 226, Blue Mountain Lake, NY 12812.

JULY 29-31:

Wooden Boat Show @ Southwest Harbor, ME. "Wooden Boat" Magazine, (207) 359-4651.

ONGOING EVENTS:

EVERY SUNDAY MORNING:

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

THROUGH JUNE 12:

Marlinspikes & Monkey's Fists Knots Exhibition @ Michigan State University Museum, E. Lansing, MI.

THROUGH SUMMER '94:

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

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

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

APRIL - OCTOBER:

Thursday & Sunday Canoe Sailing @ Medford, MA. ACAN.E. Division, (508) 369-6668.

OPENING MAY 1:

Percy & Small Shipyard @ Bath, ME. Maine Maritime Museum, (207) 443-1316.

Wrecked & Abandoned, the Sunken Ships of the Rondout & the Hudson @ Kingston, NY. Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401.

MAY - OCTOBER

Tuesday & Thursday Multi-Oar Rowing @ Essex, CT. Connecticut River Oar & Paddle Club, (203) 388-2343.

EVENTS NEXT TWO MONTHS:

APRIL 2:

Scantic Spring Splash Whitewater Canoe Race @ Enfield, CT. Mike Dynia, (203) 745-9986.

April Fool's Day Outing @ Essex, CT. Connecticut River Oar & Paddle Club, (203) 388-2343.

11th Annual Eastern Connecticut Wildwater Canoe Poling Clinic @ Chaplin, CT. Nelson Walker, (203) 429-8711.

APRIL 2-10:

Lapstrake Workshop @ Seattle, WA. Center for Wooden Boats, (206) 382-BOAT.

APRIL 5:

Safe Boating Class (9 wks) begins @ Marblehead, MA. U.S.C.G. Auxiliary, (617) 595-5815.

APRIL 6:

Piloting on the Kennebec Lecture @ Bath, ME. Maine Maritime Museum, (207) 443-1316.

APRIL 9:

Upper Willimantic River Canoe Race @ Tolland, CT. John Bock, (203) 872-4384.

Shepaug 94 Canoe Poling Cruise @ Washington Depot, CT. Ed Miglitoris, (203) 879-4515.

3rd Annual Nautical Flea Market @ Flushing Bay, NY. World's Fair Marina, (212) 734-9474.

Cruising Boat Upgrading Lecture @ Philadelphia, PA. Philadelphia Maritime Museum, (215) 925-5439.

Professional Finishes Workshop @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

How to Make a Strip Plank Kayak Workshop @ Seattle, WA. Center for Wooden Boats, (206) 382-BOAT.

Happenings

APRIL 9-10:

4th Annual Wooden Boat Festival @ San Diego, CA. Koehler Kraft Yard, (619) 574-8020

APRIL 10:

Cape Cod Frosty Regatta @ Woods Hole, MA. Cape Cod Frosty Association, (508) 432-0268.

Hockanum River Canoe Race @ Vernon, CT. John Scoville, (203) 643-7371.

APRIL 11-15:

Marine Survey Course @ San Francisco, CA. Wooden Boat School, (207) 359-4651.

APRIL 13:

Building a Downeast Schooner Lecture @ Bath, ME. Maine Maritime Museum, (207) 443-1316.

APRIL 15:

Force 10 Racing Lecture @ Seattle, WA. Center for Wooden Boats, (206) 382-BOAT

APRIL 16:

NW Smallboat Messabout @ Bremerton, WA. NW Small Boat Messabout Society, (206) 572-6627.

Introduction to Metallurgy Course @ Seattle, WA. Center for Wooden Boats, (206) 382-BOAT.

APRIL 16-17:

41st Westfield River Wildwater Canoe Race @ Huntington, MA. Westfield River Canoe Club, (413) 667-3451.

Building a 6-Hour Canoe Workshop @ Bath, ME. Maine Maritime Museum Apprenticeship, (207) 443-1316.

Surveying Wooden Boats Workshop @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

APRIL 17:

Cape Cod Frosty Regatta @ Orleans, MA. Cape Cod Frosty Association, (508) 432-0268.

Informal Row/Bfst from Gloucester "Adventure" @ Gloucester, MA. Cape Ann Rowing Club, (603) 465-7920.

APRIL 21-24:

Spring Boat Show @ Annapolis, MD. (410) 268-8828.

APRIL 23:

All-Comers River Cruise @ Old Lyme, CT. Connecticut River Oar & Paddle Club, (203) 388-2343.

Merrimack River Dory Sprints @ Salisbury, MA. Rings Island Rowing Club, (603) 465-7920.

Middle States Division Canoe Poling Championship @ Lambertville, NJ. Greg Wojcik, (215) 367-5636.

Wood Turning Workshop @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

APRIL 23 & 30:

Sand Casting & Foundry Techniques Workshop @ Seattle, WA. Center for Wooden Boats, (206) 382-BOAT.

APRIL 23-30:

Building the Catspaw Dinghy Course @ San Francisco, CA. Wooden Boat School, (207) 359-4651.

APRIL 24:

Earth Day Island Cleanup @ Newburyport, MA. Rings Island Rowing Club, (603) 465-7920.

APRIL 29-MAY 1:

Waterfront Festival @ Annapolis, MD. (410) 268-8828.

APRIL 30:

Boat Eater Downriver Canoe Challenge @ Burlington, CT. Charley Brackett, (203) 871-8362.

APRIL 30-MAY 1:

10th Annual Small Boat Meet @ Cedar Key, FL. Cedar Key Chamber of Commerce, (904) 543-5600.

North American Cape Cod Frosty Championship Regatta @ Hyannis, MA. Cape Cod Frosty Class Association, (508) 432-0268.

Canoe Sailing Open House @ Spruce Run Reservoir, NJ. Marilyn Vogel, (215) 453-9084.

MAY 1:

10th Annual Farmington Flatwater Frolic Canoe Race @ Farmington, CT. Farmington River Watershed Association, (203) 658-4442.

MAY 2-6:

Sailing & Maintaining a Traditional Schooner Seminar @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

MAY 2-18:

Model Ship Building @ Seattle, WA. Center for Wooden Boats, (206) 382-BOAT.

Sail Making & Repair Workshop @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

MAY 6-8:

Maritime History Symposium @ Bath, ME. Maine Maritime Museum, (207) 443-1316.

MAY 7:

NW Smallboat Messabout @ Everett, WA. NW Smallboat Messabout Society, (206) 334-4878.

Maine Canoe Poling Clinic @ Bangor, ME. Warren Cocrane, (207) 695-3668.

Upper Ashuelot Canoe Race @ Keene, NH. Peter Heed, (603) 399-7266.

Shad Run River Rowing Excursion @ Newburyport, MA. Rings Island Rowing Club, (508) 774-1507.

MAY 14:

Annual Spring Commissioning & River Race @ Essex, CT. Connecticut River Oar & Paddle Club, (203) 388-2343.

Quahog Bay Oar & Paddle Regatta @ Sebasteogon Island, ME. Henry Bird, (207) 725-6494.

MAY 14-15:

Canoe Sailing Open House @ Round Valley Reservoir, NJ. Marilyn Vogel, (215) 453-9084.

MAY 15:

Spring Fling Flatwater Canoe Race @ Griswold, CT. Glenn Clark, (203) 445-6205.

Sail Handling Demonstration on "Star of India" @ San Diego, CA. San Diego Maritime Museum, (619) 234-9153.

MAY 16-21:

Fundamentals of Boatbuilding Course @ San Francisco, CA. Wooden Boat School, (207) 359-4651.

MAY 21:

24th Annual Housatonic Downriver Canoe Race @ Falls Village, CT. Bill Tingley, (203) 364-5321.

Central Connecticut Canoe Poling Slalom @ Burlington, CT. Ed Hayden, (203) 442-1170.

Splicing Galvanized Wire Rope Workshop @ Port Townsend, WA. Northwest School of Wooden Boatbuilding, (206) 385-4948.

MAY 21-22:

Canoe Sailing Classes @ Medford, MA. ACA N.E. Division, (508) 369-6668.

MAY 22:

5th Annual Connecticut Canoe & Kayak Day @ Mansfield Center, CT. Sue Audette, (203) 456-4906.

Quinnipiac Downriver Canoe Classic @ Meriden, CT. Quinnipiac River Watershed Association, (203) 237-2237.

MAY 28:

Sailing Festival & Barbeque Bash @ Newport, RI. Sail Newport, (401) 849-8385.

Ashuelot River Poling Clinic @ Ashuelot, NH. Steve Stepenuck, (603) 352-7540.

MAY 28-30:

Canoe Sailing Cruise @ Sebago Lake, ME. ACA N.E. Division, (508) 369-6668.

MAY 30-31:

Memorial Day Regatta @ Newport, RI. Sail Newport, (401) 849-8385.

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ROWING/PADDLING FUNDRAISER

I am asking for help in making our April 23rd fundraiser for the Massachusetts Society for the Prevention of Cruelty to Children a success. The event is billed by the MSPCC Cape Cod Chapter as a "Day for Children" and involves a multitude of events, all on the Cape. One of these is to be a rowing/paddling workshop, which will be run by the Barnstable Rowing Club, the Cape Cod Vikings and the Cape Kayak Club.

This event will be held on Lake Wequaquet in Centerville from 8am to 12n on April 23rd. Participants will pay for a lesson tailored to each one's level of skill, and will be allowed to try out the variety of available watercraft on hand. The Barnstable Rowing Club will have its eights available and will be assembling and training crews and putting everyone on the water, while the Vikings and Cape Kayak Club will arrange similar lessons and tryouts in recreational rowing boats and sea kayaks. The fee is \$10 for recreational rowing and kayaking and \$20 for the eight oared shells.

We need fixed seat rowing craft and sea kayaks and volunteers to instruct participants in the basic skills of rowing or paddling. It should be an enjoyable and rewarding experience for all involved. Following the "Day for Children" events there will be a get together, cookout and awards ceremony for all participants in all the events at Cape Cod Community College in Hyannis.

If you would like to lend us a hand on this please contact either of us.

Jon Aborn, 28 Old Ridge Rd., Buzzards Bay, MA 02532, (508) 759-9786.

Patrick Warren, 11 Arlington St., Hyannis, MA 02601, (508) 778-2722 (W), (508) 428-3233 (H).

COLUMBIA EXPANDING

We are now going to sell new in-print nautical books at discount in addition to our out-of-print nautical books. Our new 74 page catalog with 1,425 titles is now available for \$2 to new customers, refundable on first order. Our usual six catalogs a year of out-of-print books will continue to be sent to all customers.

Bob Glick, Columbia Trading Company, 504 Main St., W. Barnstable, MA 02668, (508) 362-8966.

Editor Comments: Bob Glick was one of the first to place advertising in the early "Messing About in Boats" back in 1983 and his long standing relationship with us over eleven years has been mutually rewarding.

SAILING SANTA ROSA SOUND

I recently enjoyed sailing my Victoria 18 on Santa Rosa Sound near Pensacola, Florida on trip I made there with my brother. It is part of the ICW, lots of water but kinda skinny. The sand was so white and fine, like powdered sugar, and the water so clear that the boat seemed suspended in glass. The bottom at 15' was clearly visible, the water temperature about 60, the air 72, and nobody around but us, the wind and the seagulls. I liked it!

Bill Burns, Springfield, KY.



Your Commentary

JUNK RIGS & COPYRIGHTS

A couple of points arising from recent issues of "Messing About in Boats". The book "Practical Junk Rig" by Hasler & MacLeod is still in print, published by Adlard Coles Nautical (at about \$80 U.S.!) and available from their US agent: The Talman Co., Inc, 131 Spring Street, Suite 201E North, New York, NY 10012.

The letter from Bruce Given in the Feb 1st issue raises some interesting points. Briefly, the Copyright Statute of the U.S. was passed on October 19, 1976 with most of its provisions coming into effect on January 1, 1978. Pictorial, graphic and sculptural works are included. Basically a work created after 1978 has a copyright life of the authors life span plus fifty years. Any copyright which was still in existence, under earlier law, on January 1, 1978 endures for 28 years plus a further 47 years. It used to be necessary to claim the 47 before the expiry of the 28th year but this is no longer necessary.

This suggests that the copyright of "Wee Lad" plans remains with the widow unless Mr. Sands died over 75 years ago. When a set of plans is bought this normally confers the right to build one craft to that design, if more than one is built the builder owes the designer a royalty. For this reason plans should not legally be copied. Plans published in magazines are usually offered in good faith by the designer in the expectation that a reader will build one craft for his/her own use. Again additional craft should attract a royalty. Craft built for re-sale, i.e. commercial gain, normally attract a higher royalty.

If new plans are no longer available it would presumably be legitimate to copy a set of plans provided a royalty was paid to the copyright holder, i.e. in this case the widow of Mr. Sands, or whoever he so willed. It is an infringement of copyright if part of a copyrighted work is copied, especially if this is for commercial purposes and if the copying will have an adverse effect upon the "potential market for or value of the copyrighted work." Similar copyright laws apply in other western countries including the U.K.

Hope this may be of some help/interest.

Dennis Davis, Devon, England.

MORE ON THE USE OF PLANS

I read with interest the letter from Bruce Given in the February 1st issue regarding the use of a designer's plans. Quite a lively discussion of this issue of the reproduction and use of boat plans took place in "Wooden Boat" back in 1982. In one article John Gardner voiced his opinion that it was not a violation of a copyright to publish lines of boats or to reproduce them for one's own use. He went on to assert that it was in the interest of nautical architecture that the lines of boats should be reproduced for study by other naval architects.

However, the plans are still the property of the designer and cannot be used for profit by others. Some of the plans I have purchased have been accompanied by a reminder that only one boat can be built from them unless additional royalties are paid to the designer (or owner of the copyright if the designer is deceased or has otherwise sold the copyright).

It often happens unfortunately that many of a designer's plans are lost when he dies. I would guess that whether blueprints still exist or not, the copyright to the design is passed along as part of the designer's estate. It would seem to me that if a set of plans can be found (perhaps some builder has a set) an agreement with the designer's survivors could be made to pay them a royalty fee for use of the plans. This would not only benefit them financially but would also ensure that the design itself is preserved, at least for a time, in the form of the boat built itself.

Dana Jenner, Stony Hill Boatworks, Groton, MA.

"YES" ON SELLING USED PLANS

I would like to vote "yes" on whether or not used boat plans should be offered for sale in your classifieds. If designers are concerned about these rights they shouldn't sell plans without tight licensing and copyright agreements up front.

I think selling used plans is like selling used CD's or books. How about those backyard builders who never finished, or even began, their boats?

I thought copyright meant do not copy. If it meant do not sell or lend, what would happen to libraries?

Andy Follansbee, Lebanon, NJ.

FURTHER INFO PLEASE

For one to "mess about" one must first have a boat. To this end some of us look to you for guidance and ideas. We would appreciate some specs and possibly referral addresses for further info on the boats pictured in the magazine. I realize that in a messabout event this might not always be possible, but names and addresses of boat owners would be helpful.

I too would like more information on the 14.5' Port Madison pram sailing dinghy we saw on page 10 of the November 1st issue.

Robert Allan, Malton, ON.

Editor Comments: Where we have such information we'll try to include it, but much of the time it is not readily at hand and we cannot devote time to chasing down sources, it's not available to us. Such is the case with that Port Madison pram.

MY DREAM FLEET

I'd like to suggest you start a regular feature entitled "My Dream Fleet" in which interested readers would announce their personal favored five boat fleet of small boats under maybe 25' and one ton, assuming the costs of such a fleet were not a consideration. This should produce some interesting viewpoints.

Right now my own fleet consists of a Flying Jr. 13, a 17' sit-on-top wannabe sea kayak, a Keowi I built of the remains of a Keowi II that gusted off the top of my truck when its bow rope broke, and a FG whitewater kayak.

In the past I have owned a 10' self-built punt which taught me to never try to build another boat, a 20' FG twin keeled Vivacity sloop that taught me that rehabbing rundown sea beauties can be very expensive, a Royak west coast scuba platform and an aluminum 17' Grumman canoe that introduced me to the joys of paddling.

John Parks, Sacramento, CA.

Editor Comments: Okay, anyone up for this?



CARTOP LAUNCH SPOT

Paddlers who want to experience the beautiful Norwalk (CT) Islands are once again this year welcome to cartop launch their boats at our Small Boat Shop at 144 Water St. in Norwalk, Connecticut. Our new dock, built low to the water specifically to accommodate kayaks, canoes and rowing shells, is just one mile upharbor from the islands.

We can also point the way to the bathrooms, give you a last minute cup of coffee, and even let you use the showers after your return from a day trip or overnight on the islands. Please do check with us to be sure your car is parked out of the way. Contact us for detailed directions.

Gaeton Andretta, Small Boat Shop, Norwalk, CT, (203) 854-5223.

A LIFETIME OF BOATING AND STILL AT IT

In the '30's we were interested in the Folbot kayak, they could be bought quite reasonable either new or second hand. But with the economy at that time decidedly against even that I bought a complete kit, canvas, frames, ribs, nails, tacks, paint and the dope for the canvas, delivered from New York City to New Rochelle, including freight, for \$14.50. Times have changed. I built it for my younger brother and it came out very well, it would hold three teen agers and lasted for quite a while.

We always had boats, ranging from a 30' catboat to a Rushton canoe that truly was my pride and joy. It was lost in a storm during World War II. I was overseas and it had been stored under the yacht club. I never found out about it until I returned home.

Now we are sailing a Tartan 27, bought new in 1971, delivered complete with sails, etc. for about \$14,000. After 23 years it still looks good and is all I need.

Philip Hinton, Kemah, TX.



PLEASED WITH RESPONSE

We are really pleased with the response we've received from Alan Fitzgerald's kind letter about our child's boat rocker kits in your November 1, 1993 issue. It brought us several orders which kept us busy through the holidays. I'm the sole builder except for a little help from three year old Mary Jane (pictured).

We began building toy boats when she was born. Having started our children

so young in boating has made us a sailing family, we now sail on Lake Champlain and on the Maine coast. Sure it's more complicated sailing with small children but to see a two year old discover what being out on the water is like makes it all the more rewarding.

Tom & Mary Ann Young, Honey Pot Canoe Co., RR 3 Box 3241, Pittsford, VT 05763.

FINALLY HAS DREAMBOAT

Two months after subscribing to "Messing About in Boats" I found the boat I have been looking for in the classifieds. Six weeks after that I put a trailer hitch on my car, bought a trailer and drove from lower Connecticut to Rochester, NY to pick up my 1957 15-1/2' Lyman, complete with 1959 35 horse electric start Gale Sovereign.

A year has gone by and the motor is complete and running and the boat is totally apart in my basement. Hope to get at it soon as it warms up a bit. This is a boat in which I learned about boating and fishing on Long Island Sound in the '50's and I always said that someday I would love to have one for myself. Thanks to your publication I finally have it.

Peter DeBono, Stratford, CT.

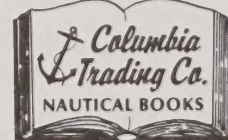
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Floating the Apple

By Don Betts



New York Harbor is a big place. It is formed from three big islands and many small ones, bordered by the Atlantic Ocean and Long Island Sound and run through by the Hudson and East Rivers. There are small protected sand beaches in most neighborhoods along with bolder shores, piers and bulkheads. Tankers, freighters, tugs and barges, the Staten Island, Governors Island, Ellis Island and Liberty Island ferries, the CircleLine, airport shuttles and commuter boats, police, Coast Guard, fire boats, the schooner and steamboats sailing from South Street, sailboats, both fleet and transient, jetskis and stinkpots, canoes, kayaks, and rowing shells are some of the vessels that can be seen in the harbor.

This variety of watercraft plus the strong currents, buildings and bridges and really special memories, like kids with the punt they found floating by their beach in Buttermilk Channel, help make the harbor the most dynamic place I can imagine to be on the water.

1819: John and William Chambers build the "American Star" in Brooklyn. December 9, 1824: The "American Star" beats the "Dart" with 50,000 spectators cheering it on from Williamsburg to Governors Island. Team rowing was starting to catch on. 1825: The "American Star" is given to General Lafayette. 1825 through 1994: The "American Star" is in a museum at the Chateau de LaGrange, Bernay-en-Brie, near Paris, France. It can be approached and examined from all sides. A good destination when in France.

January 8, 1994: Team rowing in New York Harbor. Boat builders met in New York with the image in their heads of building the first pair of a series of boats for New York Harbor, then for other urban areas. The boats will be for four rowers plus coxswain, with centerboards fore and aft, and mast steps for small sails. Building space is being donated in midtown Manhattan. In the spring of 1994 there will be team rowing boats in the harbor again.

Back to December 9, 1993: The "Chetecamp" was launched from Station New York of Governors Island. The Canadian government funded the boat through the Atlantic Canadian Opportunities Agency. Paul Roach of Chetecamp Boatbuilders Ltd. (who put up the balance of the funding), Cape Breton Island, Nova Scotia, built the boat. The "Chetecamp" was given as a gift to be used in New York Harbor.

Now the continuing public access and boat storage problem comes up again. More boats are being built. The City Parks Department has 11 Kayak Launch sites, so a way to use team rowing boats can be worked out. Boathouses would be great. A pier and a ramp would be fine. Boatbuilders, rowers, and waterfront access help, boat launching and storage help are all needed, no experience necessary.

The Project is called Floating the Apple, and the organizers are: Mike Davis at (212) 564-5412 and Dave Lutz at (718) 624-0346.



About the "Chetecamp"

The "Chetecamp" is about half the size of the kind of boat that "Floating the Apple" intends to use to re-introduce team rowing to New York Harbor. In open waters, this boat is designed to be used by two expert rowers alone or two experienced rowers and a coxswain. Although this boat is similar to our planned coxswain plus fours, the larger boats will allow us to use crews of varying ability safely. After adults are gathered who have the skills to mentor, we can introduce

team rowing as an activity for teenagers and young adults in the waters around New York.

The "Chetecamp" was built by master boat builder Paul Roach in Cheticamp, an Acadian village on Cape Breton Island in Nova Scotia. It was funded by the Atlantic Canadian Opportunities Agency and Cheticamp Boat Builders Ltd. and given as a gift to be used in Hudson harbor. The Cheticamp boat builders are embarking on a project to reconstruct a replica of the

Mathew, the boat that brought John Cabot to the Americas in 1497.

Floating the Apple is a non-profit group set up to encourage use of the waters of New York Harbor for environmentally safe small boating. Our first project, called Team Rowing/NYC, seeks to foster fellowship amongst New Yorkers by literally putting them in the same boat together for a fun experience. We envision a future of organized boat racing and less organized harbor explorations.

New York is a city populated by people of many places, most of whom share the thread of small boating in their root cultures. Floating the Apple will serve to bring them together to share something that they have in common while charting a course for neighborhood access to New York's magnificent 530 mile long waterfront as a recreational resource to improve the quality of life for all New Yorkers. Floating the Apple is associated with the Open Space Institute, an Ossining, NY incubator for good ideas.

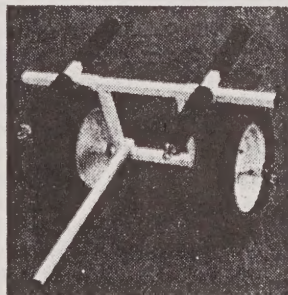
Our next step is the construction of our first four-rower boats planned to be launched this spring. A harbor-worthy boat of this sort can be constructed with inexpensive materials plus volunteer labor. All New Yorkers are welcome to join with us in this endeavor. For specific meeting information call Mike Davis or Dave Lutz at (212) 564-5412, (718) 624-0346.

Floating the Apple thanks the United States Coast Guard for allowing us to use their facility.

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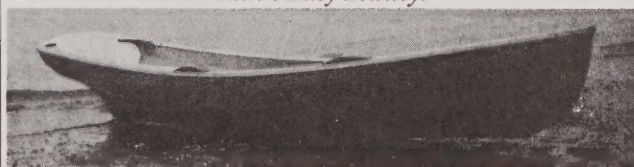


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Tortoise & Hare Racing

By Dave Follansbee

To race a flat bottomed, leeboard Dovekie against a sleek Islander sloop may seem like replicating the competition of the hare and the tortoise. But the Dovekie is not a turtle and the Islander in some circumstances, is no hare.

Others may enjoy races with the usual eight or ten gorillas to hold the boat level, and superintended by nursemaid power boats, but I enjoy an unsupervised, no holds barred competition between vessels of wildly different types. So we lined up at Greenwich Cove, my son's Dovekie and my Islander, and headed for the Kickamuit River, some sixteen miles away.

Now the Dovekie inspires hundreds of comments like "What kinda boat is it?" and "Whaddaya call those things on the sides?" Actually it is a sophisticated beach cruiser. Its six inch draft, bow centerboard, leeboards and kickup rudder, not to mention its broad sprit mainsail, low aspect all the way, make it a rather sophisticated package, with surprising speeds under certain conditions.

The Islander is a nice Clorox bottle, fairly high aspect and comfortable, which means fairly heavy and slower than the J's. But its five foot draft gives it good upwind ability, except when firmly attached to the occasional shoal or muddy bottom. Since the rules of the race permitted motors, (though frowning on them), and since the race would be mostly upwind, all things seemed to favor the Islander.

The Dovekie left a half hour early, in a light northeast breeze in Greenwich Cove, sailing across Long Point, and practically among the swimmers at Goddard Park. She eased between the sawteeth of Sally Rocks, driving straight for Warwick Point across the shoals of Sandy Point. Islander followed, well, in the general direction. West around Long Point Shoal, two tacks north and east to get around Sally Rocks, south east around Sandy Point toward Warwick Point, already long since passed by the diligent Dovekie.

But, no problem, it's up wind and up tide through the gut between Warwick Light and Patience and Prudence Islands. Every advantage is to the Islander. Admiring the light that pulsed green in the long light of Labor Day weekend, we tacked six or eight times against the day's strong current. We passed Providence Point at least ten minutes ahead of Dovekie. HOWEVER, we were also almost a half a mile north to avoid rocks.

Carrying supplies for two crews (how did Dovekie talk us into that?), food and sleeping bags, we think we draw about five and a half feet. With three miles southeast to Hog Island, a reach all the way, the Dovekie was ours. But the wind strengthened to perhaps twenty and the Dovekie's broad mainsail carried her away from us. As we reached at hull speed the Dovekie was planing, not on our course, but across us toward Bristol Harbor. Naturally, Dovekie will cut Poppasquash point, then drive across the shoals and rocks north of Hog Island, and hug the east shore of Bristol right down to the bridge.

Meantime, we were not so certain of victory and put in a small reef on the main to help upwind for the mile or so below Hog Island to the Mount Hope Bridge.

Admiring the abandoned lighthouse marking Hog Island Shoal, driving close to the south shore, we rounded Hog Island and, Ha! no Dovekie in sight. Her copper brown sail was still pushing the beach cruiser across the flats above Hog Island. Relax, the race is won.

We approach the bridge. But now the wind drops and with that we shake out our reef, tack to Hog Island, back to Hog Island, defeated by the tide and light wind. One tack becomes two and three and four and finally seven. Meantime, down from Bristol came the tanbark sail, riding the light wind and the current toward the bridge. Hugging the windward shore, the Dovekie passed the Mt. Hope bridge on the first try and tacked up wind into Mt. Hope Bay.

It only took about fifteen minutes to catch the Dovekie on the upwind tack, two or three tacks in the greying air and slight drizzle and the Islander had passed Mount Hope itself, the Home of King Phillip, his capital during the ancient and costly Pequot War.

Before turning north along the shore to the narrows guarding the Kickamuit River, we look back. No Dovekie in sight. We radio them on Channel 9, which both of us have been monitoring, but there is no answer. Worrying that the heavy power boat traffic had swamped them, or that someone has gone overboard or whatever, we turn back and in growing wind drive downwind a mile. It becomes apparent that the low reedy shore colors have blended in the mist with the tanbark sail, they are fine, happily tacking, snacking, and bucking the current as best they can. We re-

verse our course, heading back, enjoying Islander's fine power and stiffness with the five and a half foot draft.

We lowered sail before entering the Kickamuit. The book and the chart indicate seven feet at mean low water near Nun 4. All advice points to hugging the nun close and enjoying the fine view.

Carefully staying in the channel, we went solidly aground, about one hundred feet before Nun 4. As our crew of three, Grandpa, Grandma, and 10 year old granddaughter, hung from the port shrouds to reduce our draft by tipping, and the diesel hopefully chugged against swirling muddy shallows, granddaughter innocently asked, "How deep is it, Grandpa?" Through gritted teeth I grunted, "Just a bit less than five and a half feet."

Suddenly a pleasant, calm voice alongside asked, "Is there something we can do?" My straight-faced son, captaining Dovekie, was sailing in two feet of water on the shoal, and tacking straight for the harbor.

"Get lost," I explained.

With a rising tide, the mud relented, and we dug a furrow to Nun 4. A check of the water filter showed no mud in the cooling system, so we powered to a safe anchorage in nine feet, about two hundred yards from Dovekie, nestled in two feet of water and just walking distance to shore. While their crew snacked, I took the lead line in a circle around our anchor, checking low spots that might provide us with midnight adventures we preferred to avoid.

Then followed your standard memorable evening: All of us aboard the Islander, the winning Dovekie crew not rubbing it in. We ate, gazed, played chess; granddaughter beat me, a great day.

Rafted for breakfast and swimming, we parted next morning to resume the race. The Tortoise left first; we had to wait for higher tides. After powering out of the harbor, we soon passed Dovekie, once more tacking upwind toward the Bridge. Current was with us, so light air and heavy holiday powerboat slop were our only opponents. Dovekie was a mile behind us as we passed under the bridge. Now a strong southwester set in; so did a constant stream of power boats. Tacking, dodging, heeling thirty degrees, we pass the lighthouse and its shoals, finally into the long downwind slog up to Providence Point.

No Dovekie in sight. Who knows where they are?

Approaching the gut between Prudence and Warwick Point, we hauled both jib and main, preparing for an upwind drive through the usual Narragansett afternoon hurricane. We were not disappointed. Carrying the current, driving into a tidal rip, we plunged and reared through solid spray, soaked our sails and our sailors and had a thoroughly enjoyable upwind run into the still ripping waters of West Passage.

Dovekie reports that they've stopped in a little cove to reef before going through the gut. We smile at each other. We've won this time.

Soon we've passed the estuary which leads to our house on Potowomut Point. Pretty spot, too shallow for us. We reverse yesterday's navigation, rounding various obstacles, Sandy Point, Sally Rocks, Long Point, and thus to our mooring.

That's when we discovered our son's family to be very advanced sailors, for now not only did we have all their gear but we had to offload it! Rather than embarrass ourselves in a crowded launch of racing sailors, we rowed the dinghy ashore piled high with sleeping bags, sweaters, left-over food, even the chess set. Surprisingly, all this fit in our station wagon and we drove home to wait for the Dovekie's arrival.

As we pulled into our driveway, two freshly showered grandchildren met us at the door. "What took you so long?" They'd been home for an hour.

The dauntless Dovekie had driven straight through that vicious slop, crossed West Passage and sailed directly into that despisedly shallow estuary near our house. Anchoring in two feet of water, they'd waded ashore at the Rocky Hill School, trudged the hundred yards or so to our house, and had already ordered the Victory Pizzas with which to celebrate.

Dovekie spent a quiet night farther up the estuary, but it's hungry crew turned up again at our door for breakfast before retrieving the Dovekie (rowed it to the launching spot) and trailering it home to Hightstown, N. J. and its regular Barnegat Bay sailing.

As Frances Herreshoff suggested long ago in "The Compleat Cruiser" unsuper-



Gramp didn't do so good in the chess match, can you tell from the faces?



The Dovekie at "anchor" back home in New Jersey.

vised races between boats of considerable differences can be a real joy and yield surprising results. Unless my Islander carries a spinnaker or drifter, it's slower downwind than the Dovekie. On the other hand,

it sails upwind a couple of times faster. In rocky, shoally water, the beach cruiser was much faster.

Next year I'm sure I can beat them to Cuttyhunk Island.

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Along the Parker River

By Bunny Fernald

There is no wonder that I ended up in the boat business. My ancestors built ships on property that is now the Portsmouth (NH) Naval Shipyard. My parents ran an excursion boat during winter months out of Pass-a-Grille, Florida. In summer there was the seafood restaurant, a party fishing boat and later a dragger operating out of Newbury, Massachusetts.

Fresh out of the Navy in '46, I applied for, and received, my license. My father had donated his 42' boat to the war effort as a patrol boat off the New England coast. Joe Kennedy had done the same with his 38' Matthews. My father's boat was returned to him after the war and I purchased that Matthews. All of her brightwork had been painted out and steel plate had been fastened along the waterline as protection against skim ice.

I had planned to convert the Matthews into a party boat but this didn't materialize and she was sold. The proceeds helped me get my start in the boat and canoe business here on the Parker River at the Rt. 1A bridge in Newbury. When I was still in grade school I had purchased my first rental skiff from Pert Lowell, who then had his boatbuilding shop in nearby Amesbury. It was a new three-strake 12' Amesbury skiff and cost me \$35. The oars cost an additional \$2.50. This was in '37, and my fleet of rentals soon grew to twenty-one boats.

For a time I tried my hand at boatbuilding. First there were 8' prams out of our cellar, then a joint venture building Amesbury skiffs. I later on became president of the Hi Liner Boat Corporation of Ipswich, Massachusetts. At one time we produced as many as fifteen boats a week, highly finished mahogany runabouts ranging from 14' to 19' in length.

I finally ended up in the '50's at our present family boatshop and yard on the Parker River, where we have been very successful selling canoes, small sailboats and outboards. We also rent moorings in the river off our docks. Over the years since settling in here we've moved thousands of canoes and small sailboats out of

our modest facility onto the nearby coastal and inland waters.

Late Fall here is the quiet season. Boats and floats have been hauled and tucked away safely from winter storms. Power boats are no longer stirring up the waters on the river. I can sit here in my shop looking out across the saltmarshes and rolling farmlands to the sand dunes of Plum Island, and remember how it was there that the "Ingoma" ran ashore in a gale. Bert Savage, my neighbor, obtained salvage rights. He would drive down the beach with Nellie, his white mare, and return with many a load.

One such trip brought a 20' Banks dory which the Savage boys and I claimed for our clamming boat. I furnished a 2-1/10th horsepower Johnson for power and if we all piled back into the stern the motor would reach the water. Clams at that time were bringing \$4 a barrel.

Looking the other way back up the river I recall the many times I guided fishermen from the Rt. 1A bridge up to Rt. 1. We generally did very well at Oyster Point, especially on the outgoing tide. It was in this very area that my father and I would go into the woods in winter to cut a young birch and bend it into a circle, sew on a net, affix a 2"x4" for a handle, cut a large hole in the ice, and then be ready to catch rock. Rock is what they called striped bass when we shipped them to the Fulton Fish Market in New York. If a few smelts happened to get caught in the net, well, we couldn't help that, as long as the warden wasn't around.

When folks say, "Bass don't winter over in the Parker," I have to smile. Many a time we had to bend a tail around to get one in a barrel. A little further up the Parker you will still find a colony of smelt houses. Parker River smelt are known all over.

I see this fall that someone has laid in a few saltmarsh haystacks on the marsh. I used to work the marsh for Bill Churchill, who with his team of horses, Jack and Tom, raked and stacked the salt hay for later use. It was my job to rake the ditches

with a large bullrake. I had to be careful to not break off a wooden tooth. Bill would put me up on a stack and pitch up to me. It was an art to lay hay around the edges so the stack would shed water.

I still have several sets of the large round wooden bog shoes that the horses wore so they wouldn't sink into the marsh. They were made by the local blacksmith, West Poor, who also ran the only boatyard at that time on the river. He had an old catboat he said was held together by water pressure. It had a make-and-break engine and a hand crank winch that he used to haul mooring blocks for the winter months. I have somehow ended up with that same winch, which we have installed on our Winninghof workboat.

I have travelled extensively; South America, the canals of Holland and Venice, the Rhine River, and most recently a river trip in Russia. There we boarded a river cruiser in St. Petersburg and travelled for two weeks on rivers, lakes and canals, ending up in Moscow via the Moscow canal.

The lack of large pleasure craft on our route was quite evident, the majority of the boats we saw were small outboard powered craft. Streamlined hydrofoils seemed everywhere, though, part of what seemed to be their excellent public transportation system of subways and water taxis. And many tiny rubber rafts were to be seen, the local people can carry these down to the waterways and then sit in them for hours, poles in hand. We soon learned that fish was a staple of the Russian diet.

Much of the riverside landscape was like that I have right back here on the Parker, marshes and rolling farmlands. This morning as I write this (in November) there is frost on my deck and a little skim ice along the water's edge. The once beautiful leaves have long fallen, the large black and white seagull has claimed his perch on the telephone pole and our faithful blue heron is again hunting minnows off our ramp. Again solitude has come to the Parker River. This is my time of year here where I've always been.

The sail on that Tuesday night probably shouldn't have been so special. It started out with several strikes against it. First of all, we had to start late, and since the date was October 5th, we knew it would be dark by 7:30. When we had "Windrover", our 16' Alcott Sunbird, finally rigged and launched it was already 6:20. Not much time for a special sail.

Once out on the water with my nine year old son Tim at the helm, we noticed the wind, which had been light when we arrived, was getting lighter still. "Oh, boy, I wonder if this was even worth it?" I thought. We decided to tack over to the other side of the river where there seemed to be more wind. Reaching at one, or maybe two, knots max, we saw an opening into a small pond I had explored once years before. I remembered that the pond was very shallow, maybe only a foot deep in spots, not much good for sailing, but this year the river level was up some, so we decided to check it out, and the whole theme of the evening changed.

With Tim at the helm, I stood by the centerboard pennant, watching it carefully as we entered the shallows. Soon the centerboard bumped the bottom, so I raised it just enough to get it off the bottom. The rudder came up by itself. Holding a paddle overboard, I measured just over a foot of

Ghosting the Pond

By John Smolenski

water at the edge, but it deepened quickly to two to three feet once out onto the pond.

We continued forward, me now at the helm and Tim measuring the depth, which settled down at about two feet. It was now just enough to sail to windward with just about six inches of rudder and centerboard showing. The light breeze was in our favor now, as a stronger wind would cause too much leeway. Moving along at one knot with our weight to leeward to get better shape into the sails, we reached across the pond, one of us at the helm, the other operating the paddle/depthsounder and keeping the centerboard off the bottom. We were actually quite busy with keeping the boat moving, watching the depth and viewing the scene around us.

When we had crossed the pond, we noticed another opening into the river and tacked towards it. This point of sail was even slower and took more effort to maintain steerageway. Tim took the helm again and I took the paddle, watching the depth. Moving at maybe a half knot we worked our way nearly to the opening before the

wind fell off too much to continue that tack. So we gybed and ran downwind in the other direction. As we ghosted forward on barely a breath of wind, we watched a great blue heron glide over just a few feet above the masthead. Later a plane circled the pond and we were sure he was watching us, the intrepid pond explorers. Maybe he really was, so we waved so he would know we had matters in hand.

Soon we were back on the river and as we neared the launching ramp Tim went forward and dropped the jib and stuffed it out of the way in the cuddy. He then took the helm so I could drop the mainsail just a few yards from the dock. A few strokes with the paddle brought us alongside. We were surprised at just how easy it was to retrieve the boat without any wind. With the boat back on the trailer we dropped and secured the mast in the dark and hightailed it the two miles home hoping we wouldn't get caught on the road with no trailer lights.

When we arrived back home my wife was surprised to learn that our sail had been so nice, thinking the lack of wind would make the outing boring. Truthfully, it could have been, but as my sailing goes, this one had been rather special with nine year old Tim acquiring a new bit of nautical jargon to use, "gunkholing".

Barnacle Battles

By John Smith

The history of man is replete with wars. We've had civil wars, wars for independence, world wars, etc. We've had wars that were supposed to end all wars. Wars have come in shapes and sizes to suit all the war buffs.

No war, however, was fought with more energy, more passion, or more strategic planning than the war between my Dad and the barnacle.

I was born into this war in progress. My early memories are of reading ingredients on cans of bottom paint. I recall bottom paint comparisons. Dad would do the starboard side with one paint and the port side with another. Other boat owners took part. Barnacle seemed indifferent; he stuck equally well to all paints.

Twice each year we tied our boat securely to the bulkhead at high tide. Low tide found us scraping the beasts of the sea off the boat. High tide brought us back to our mooring.

A visit to Mystic Seaport gave Dad a true inspiration. Copper sheathing seemed to be an old answer to the barnacle problem. This made sense, considering copper was in all those bottom paints.

Figuring that the added weight of the copper was preferable to the barnacle, Dad decided to copper sheath the boat. Very thin sheet copper covered the boat from about 4" above the waterline to the bottom of the keel. This, my dad figured, would be the final battle.

It appeared as though Dad had won the war. Barnacles did not grow on the copper. Unfortunately, the Raritan Bay pollution clung to the copper. The barnacles then clung to the pollution. Not only did we still have barnacles, but scraping them off without ruining the copper proved to be most difficult.

The barnacle had won the war. Great argument for trailering.

Lament of a Boat Lover's Sister

By Ruth Noyes

My brother has caught IT!
His friends have too.
I've always fought it.
Now there's nothing to do.

What's this "IT", readers wonder?
Small boat fever of course.
This small deadly virus
Hit my brother full force.

His life has become
An unbearable stream
Of Bolger double-enders,
Prams and boat magazines.

"Are you doing your homework?"
"Of course," he yells back.
I peek in, find not English
But boat books, a whole stack.

"Wooden Boats" and "Messing Abouts",
Boat sketches and plans strewn on the
floor.

As I wade through the volumes of Bolger,
Where's my brother? Why out buying
more!

Past midnight and I'm attempting to sleep.
My brother's downstairs, oh, not now!
It's a "sleep-over" with his boat fever
friend.

They are giggling about lapstrakes and
scows.

Come February, it's 20 below.
Come August, the catboats start to sweat.
When it's freezing there's the valiant
"Snow Row",
Anytime else there's the oar "meisters",
don't forget!

Yes, it's races each weekend,
Small boat dreaming each day,
And those dang salvaged sea-brites
He refuses to throw away.

I have finally come to a horrible conclusion,
I simply see no other option.
My brother would rather have a micro
cruiser than me,
So I'm putting myself up for adoption.

All kidding aside, my dear brother please
Give me an injection of that boat fever
serum.

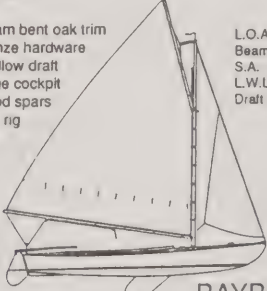
I could learn to love a Barnegat Bay
Sneakbox

And I may as well be afflicted if I can't
cure 'im!



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Flotation. Full flotation, in fact, means that the boat will stay on the surface even when the hull is fully open to the sea.

It was Amilcar Silva who first suggested it. I was complaining that the bottom of "Sun Hawk" was riddled with holes. The 16 gauge steel had rusted from the inside, the most common source of such problems for a steel hull. I could, and had, put on patches, large and small, on the worst spots but that left many areas that were marginal at best.

"Foam!" he said. "Put in de foam. Or the boat she sinka!" Silva speaks better English than you or I but would never admit it. He carries his carefully preserved accent as a badge of Old World craftsmanship, an unmistakable sign of the skills he has honed since his boyhood in Portugal. Also, I suspect, a tool to intimidate or ignore those who would bother him. I had learned by harsh experience the folly of ignoring his advice so I listened. And considered.

Assume that I did the perfect job of repair. Leaks could still appear anew. Rust, rock and collision came to mind. Storm and wave. Sturdier hulls than mine had sunk. The more I thought on the idea, the better it sounded. I began to consider the practicalities of the matter.

Flotation means large volumes of low density material firmly attached to the vessel. Styrofoam, pour-foam, air tanks, compartments, air bags, all would do the job. A vital consideration in a small boat is to make one feature do more than one job wherever possible. In addition, flotation's installation involves a balance of two contradictory requirements.

Flotation material, light by definition, does not begin to support the boat until it is immersed in water. To provide buoyancy it must displace fluid. A block of foam secured to the overhead has no effect until the boat has sunk to the point that it is in the water. If it is to keep the boat afloat at anything near her normal waterline the flotation must be mounted low in the hull. Any boat, especially a sailboat, needs the heavy masses low down for stability. One would scarcely fill the bottom half with lightweight flotation material and bolt engine, stores and ballast to the roof.

Obviously some compromise can be worked out. Others have done so in the past, but exactly what? That question leads immediately to the next: How much foam is needed? How many cubic feet? What is the weight of the boat? These all ask the same thing.

Having neglected to ask Patrick for the weight shown on his readout on the travelift the last time I hauled out, I took advantage of Archimedes' Principle. An object which floats displaces a volume of water exactly equal to its own weight. That same volume of water-displacing foam will exactly support the vessel, once it is immersed. Measuring and estimating from both internal measurements of the hull and from photos of the last haul-out, two independent cross checks, I figured a below-the-waterline volume of a bit under 55 cubic feet. At 64 pounds per cubic foot this gave me a weight of about 3500 Pounds. I would be very surprised if this were off more than 10% and is likely

Flotation

By Scott White

closer than that. This meant that something over 60 cubic feet of foam would support "Sun Hawk" with margin to spare.

Next problem; where to put the stuff? Sixty cubic feet is a block 2' by 6' by 5', a big chunk it seemed.

"Sun Hawk" started life as a lifeboat, 24' long, 8' in beam and double ended. I had removed all of the original interior, letting me work from a bare hull inwards. As I measured and marked places for a cabin sole down the center and raised sections along the sides, I was able to place bunk, galley, sitting areas with lockers underneath, giving me as much or more storage as any other 24 footer with plenty of volume between these structures and the hull. Indeed, I was able to fit almost 120 cubic feet of flotation into the boat, none of it more than a foot above the normal waterline! Counting the watertight, except at the tops, lockers, which added to the buoyancy reserves, I could drill holes in the bottom and she would float no more than 8"-10" down on her lines! Hell, she could sail in that condition. The 120 cubic feet of volume in foam can support a little over 7500 pounds, more than twice the lean weight of the boat with plenty of margin for more stores and equipment than I could ever cram aboard.

The body of foam is U-shaped down the central portion of the boat and fills the lower parts of the bow and stem, keeping them light. The weight of stores and such is kept pretty much low and toward the middle of the hull. The outer lengths, port and starboard, between locker height and the underside of the deck, are mostly book shelf and cubbyhole storage, an added bonus on so small a vessel.

As the drawing shows, the foam sections can be thought of as an extraordinarily thick cored hull with the steel as the outer skin and the 1/2" plywood decking and locker backs the inner.

Tom Colvin, in his book "Cruising As a Way of Life" (Seven Seas Press, New York, 1979) discusses the problem of corrosion induced by contact between polyurethane foam and bare metal. My solution was to sand the inner side of the steel hull and, after treating it with OsPho phosphoric acid treatment, line it with fiberglass/ epoxy. This not only protects the steel from the foam but protects the foam from slow saturation by any water which may intrude. The body of foam, wrapped by fiberglass on the hull side and by epoxy saturated rigid plywood structure on the other, can be thought of as a thick, convoluted and form fitting surfboard built into the hull.

I like the result. If any one of the three components, the rigid plywood structure, the foam, or the steel bottom were to magically disappear, the boat would still function as a sailing vessel with a minimum effective hull thickness of three inches, much more in most places. It would take an impressively deep puncture indeed to let in any water at all. Many hours of determined cutting and sawing and vigorous disassembly would be needed before she could be made to actually sink.

Treatment of the inner hull was pretty straightforward. It had been painted and I chipped and sanded, removing whatever was not firmly fixed in place. Any paint that this and the OsPho did not take off I simply left, perhaps 20% of the area. The first coat of epoxy resin was thinned with Sears Epoxy Thinner, a good strong solvent which softened the remaining paint and left it "potted" in epoxy. While that was still tacky (if I had to leave a section long enough for the resin to cure before the next coat I wiped it with No-Sand, another stronger solvent, before going on) I applied two layers of fiberglass wet with unthinned epoxy resin.

The inner structure of bunk platform, locker tops, etc., I made of 1/2" plywood, well and rigidly fastened together, which I ran to within 1/2" to 3/4" of the steel. I left the gaps to avoid lines of hard spots against the hull. These gaps were bridged with strips of glass cloth wet with resin so that the volume between the hull and the plywood was sealed. All the plywood I treated with a couple of coats of thinned resin on all surfaces to protect it inside and out from water and whatever. The joints between pieces of plywood sheet were nailed and glued with 1"x1" wooden strips for strength. I tried to make sure that any such joints (remember that here I was making rectangular box sections) had at least one side which was no joint at all but a continuous piece of sheet. I also ran a bead of 5200 in each joint after the epoxy was applied but before I nailed the wood.

The idea was that the plywood structure of the "furnishings" should have plenty of strength without the support of the rigid foam. It was not all that much extra work to make each major component, hull, ply and foam, capable of holding together independently and this assured much more than adequate strength when combined. Even if it turned out that I was grossly wrong in one area, there would be lots of safety margin.

Once the hull was lined with glass and the interior sealed to it at the edges, it was time to add the polyurethane foam. I purchased two-pound density mix-and-pour foam. This comes in one gallon cans and is mixed as equal parts of A and B. I cut 2" holes in the plywood with a drill and hole saw attachment, keeping the plugs so that I could epoxy them back in place when the job was done.

It is best to mix the stuff in small batches, a quart or less at a time. There are several advantages to this. It is hard to mix and pour much more without having it fizz up before it is all poured into the hole with time for it to run down to the lowest point and go off. You pour equal parts of A and B into a two quart plastic bucket (plastic because the foam sticks to paper and the residue keeps you from re-using the container, you will mix a LOT of batches) and stir with a stirring beater chucked into a drill. I used stainless skewers I bought at the grocery store for this. These are 1/8" wire bent with a square loop at one end.

Within 30 seconds of starting the mixing it will show small bubbles on the surface. You then have 10 to 20 seconds to pour it in the hole. Mix too much and you will never get it all poured in time. The stuff is incredibly sticky at this point and work areas should be lined with polyethy-

lene trash bags to isolate the mess. Keep a large bag ready for emergency dumping if things go wrong. Any spillage can be let to harden and later broken into chunks that will fit through the hole. This cuts wastage to almost nothing.

This stuff expands as it foams. This means that it exerts a pressure, a few pounds per square inch, in any closed volume. If you try to fill a section all at once you risk pressurising it to the point of serious damage. Two psi over one square foot gives a total force of 288 pounds. The larger the area, the greater the potential for damage. Fill a volume in increments and the final batch can relieve it's excess out the fill hole without any danger and with less excess to deal with.

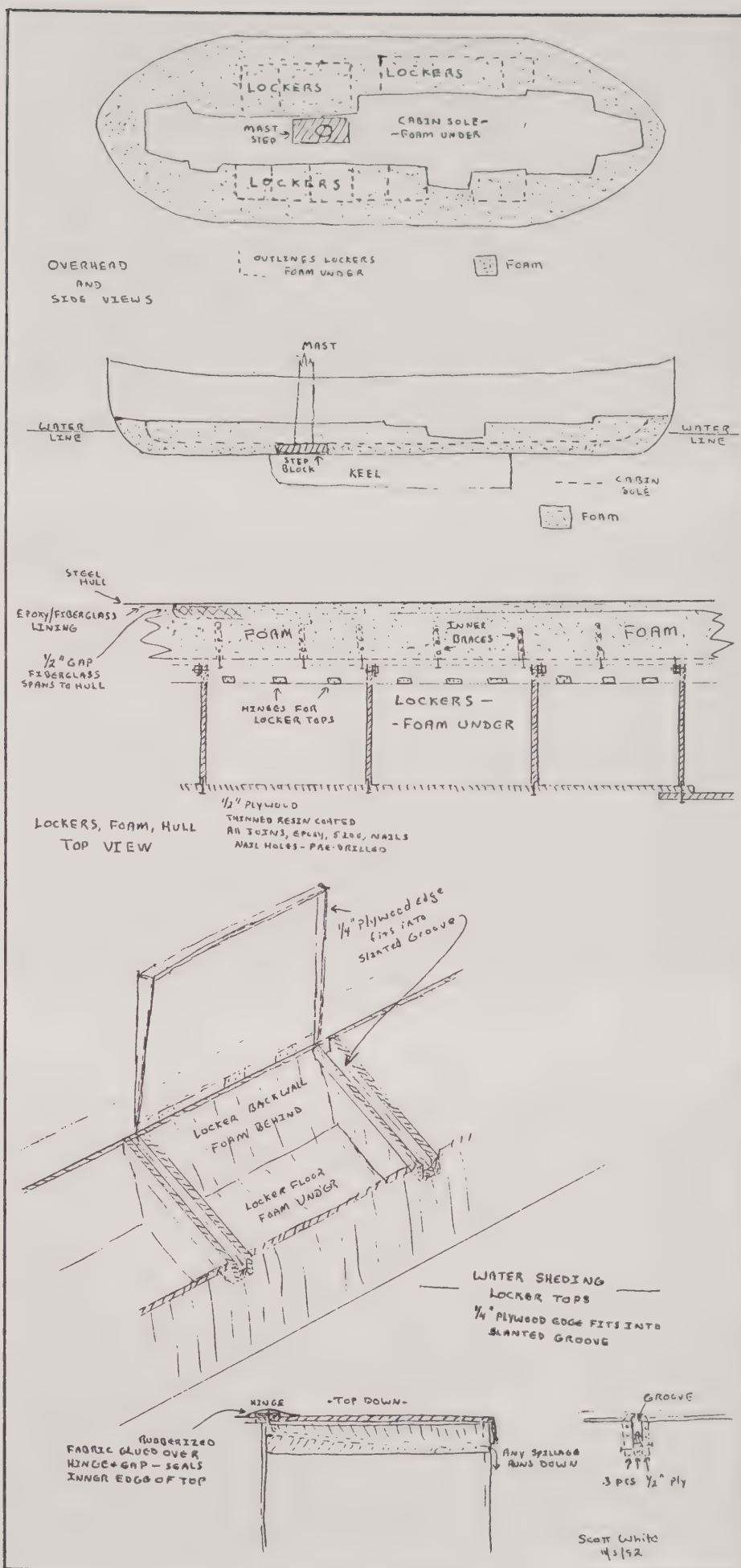
Polyurethane foam is closed cell but will absorb water over a long enough period of time. The outer skin of a batch is much more impervious than the inner cells themselves. A volume which has been filled with many small batches has, in effect, internal sub-divisions, compartmentalization. After all the other efforts it is unlikely that this will matter but it would not make sense to go to extra effort to eliminate this benefit.

As each section was filled through its access hole I sealed in the final batch by placing a piece of plastic bag over the hole and jamming the plug in place, holding it down with a lead ballast block. The plastic let me remove the plug once the foam had set and then seal it back in place with epoxy and 5200. A six inch square or circle of epoxy/fiberglass over each plug finished the job.

If this all sounds like major work, cutting holes to pour into every part, mixing and plugging, etc., you are right. The pouring itself is kind of fun but the project gets old before it gets done. It would have been less work had I started with a boat that already possessed an interior, all that I would have had to do would be seal the volume to be foamed and pour through my holes. Either way, however. I had to have an interior in any case and the additional work to make it suitable for the addition of the foam was not so very great.

The bottom line is that at a cost of less than 1/3rd that paid for a medium grade liferaft I have a boat that cannot sink. Put great holes in the bottom and I will have a few inches of water over the sole. I will have all my tools and repair materials. All of my water and supplies. The hull never sweats. The effective hull is so thick that only great effort would hole it in the first place. Fire is the only thing which could force me out of the boat and the risk of that is lessened. Foam burns very poorly and there is little volume in which flammables can accumulate, it is all filled with polyurethane foam!

I am very happy that I listened to Amilcar Silva. At a cost of well under \$1,000 I have a much better boat and have eliminated any need for a \$3,000 life raft setup.





Pauls and Thayer scoping the fleet. Somebody out in A Duckah!



Cartopper. The monster rudder balances a small board way forward.

Limpet. Formal portrait.



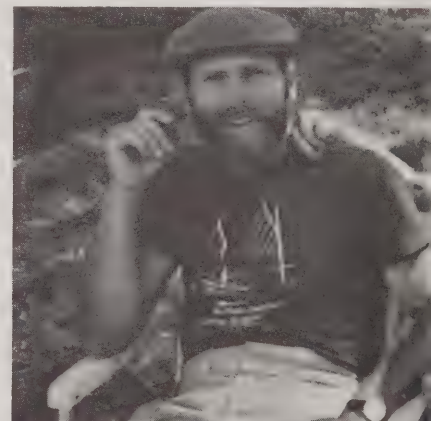
The Urbanna meet, raison d'être of the Urbanna Creek Rum and Rowing Appreciation Society, is such a laid back affair that it takes almost a year to get out the report.

Super sailing this year with a snapping breeze offshore. The trees gave us a big lee which made for dignified launching and landing. A far cry from last time I was there when it was honkin onshore and there were some soggy bootsocks. As usual the weather and temperature were perfect.

Of special interest was Bob Booth's new Cartopper making her Urbanna debut. She's a tender thing. Evidently Bob got to taking her for granted and she dumped him overboard for his impudence. She is a fast gal and even under rigged (by Bolger specs) with a Punkin sail, she was a real scooter. Bob is now modifying her with more flotation fore and aft.

There was the usual assortment of boats: The Patti Cullison Culler canoe, Richard Cullison Whisp and Bolger kayak, England skiff, Booth Cartopper, Thayer Punkin and Limpet (a Punkin on steroids), Surgent Penguin, and, Queen of the Fleet (if length is the criterion) Cortes Pauls' latest trade, the A Duckah!

A sailing race was organized and executed in good time. David Scarborough officiating. The fleet was pretty well bunched on the way out. John Coe and Marla Surgent in the Punkin were handicapped by



John and Vera England organize the Urbanna meet. You can contact them at (804) 758-2721.

Blair Surgent with some of Dad's new line



a makeshift rudder that came unshipped. Ahren Surgent had more breeze than the Penguin could handle without a crew. Myself with a big boat sail on my new Limpet had a lot of weather helm and after my usual hat stop never could get back in the running. Cortes had the A Duckah! way overcanvassed with his Joli Fille sail but he held her up and just disappeared. A classic "There is no second, your majesty" finish.

The crew was so strung out from the sailing that the rowing race never got going. England, Ken Parsons, and I had Livery/Rocket pulling boats but a gentleman's agreement discouraged undue exertion, so the Coveted Cuban Bandera was never unfurled.

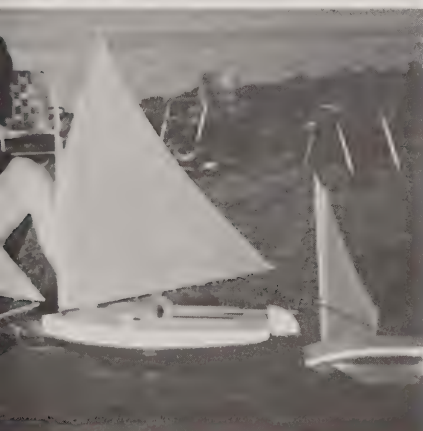
The Sunday was largely given over to low key messing about, ie, sailin', rowin', eatin', drinkin', and shade settin'. The Limpet with three aboard chased the England skiff all the way to Urbanna but never could catch her. Waterline will tell.

The Urbanna meet is now in the capable hands of John and Vera England and is held at the Christ Church School down river from Urbanna. John and Vera take care of arranging picnic tables, setting marks and other details. There is ample room for tents, a launch ramp, and plenty of shallow sandy bottom. A great spot and invariably good folk. The third Saturday of May without fail.



Meet. For info on the May, 1994 event you

boat models.



England Skiff, Guest crew.



Together. Pattie and Richard Cullison with canoe and kayak.

A Duckah! with small sail. This boat was awkward to handle before Cortes put the hiking stick on her.



Historical Designs of Small Craft

By Tom Doane

I am the owner of Apple Creek Boatworks in Ipswich, Massachusetts and would like to comment in "Messing About in Boats" periodically on design issues. I am a student of Westlawn School of Yacht Design and hope to finish in the near future. While typical designs for the school include high speed runabouts, cruising sailing and power craft, modern materials, multihulls and factory layouts, I somehow, in my spare time, keep getting sidetracked looking into and even buying older boats and tracking their history. Some of this interest was encouraged by Dana Story who let me peek at his collection of schooner designs when I kept my boat at his yard in Essex.

Another source of encouragement came from the last Tall Ship event in Boston a couple of years ago. I was awestruck by the world wide interest in "Tall Ships", many examples of which arrived in Boston that summer. Yet my main interest is in the many smaller designs of which very little history seems to be known. An interesting book I recently purchased called "The Maritime History of Maine" by William Hutchinson discussed the development of smaller ships in Maine. Other authors such as Chapelle have discussed the development of small ship design in New England.

But what I want to know is what did the everyday working boats look like? It

seems that we have a pretty good feel for the development of the schooners and square riggers. But other than the Pinky, what did people use to get from here to there, to take a small load of goods from Portland to the Casco Bay Islands or to Bar Harbor or Boston, say in a single masted sloop? What were these small ships like?

For example, several generations of one family lived on Baker Island near Bar Harbor, but no one seems to know how they commuted to the mainland, or fished or played. Some of the biggest cash crops in the 1700's and 1800's were haddock and cod. How were they caught and how did they get to market before the schooners? We know that fishing was centered around small family groups like the family on Baker's Island. Did they build their own boats, and what were they? What were the tenders like, were they all dory types? I don't think so.

Chapelle shows some examples of older English cutters in his book "Search for Speed Under Sail". Were they used on the east coast of America? The Peabody Museum has some paintings showing similar designs with single masts. However, there seems to be very little information on the small sloop or cutter in America.

One thing I did find, while on vacation in Maine recently, was a small museum on Little Cranberry Island near Bar

Harbor which had a model of a sloop dated from the early 1800's. Using some typical tonnages for smaller craft listed in "The Maritime History of Maine" and other references; and some typical design parameters such as draft and length water line to displacement ratios and prismatic coefficients for a heavy displacement hull, I came up with the study plan for an 1800's sloop shown in the attached sketch.

What developed was a design that looks like the model I saw. It also looks like the English cutters shown in Chapelle but with no rake to the mast. The sail area is just a guess. Where did the square sails come from and how were they sized? I didn't even try to draw a plan view as the model I saw seemed obviously out of scale in plan, although a beam based on one third of the length may be appropriate.

It is also unknown if typical coefficients were similar to what is used today. I assume that the early plans would be the typical "Cod Head" shape until after the "America" design. The Peabody Museum has a model of a single masted granite ship similar to this design. A more typical design may require a raised after deck.

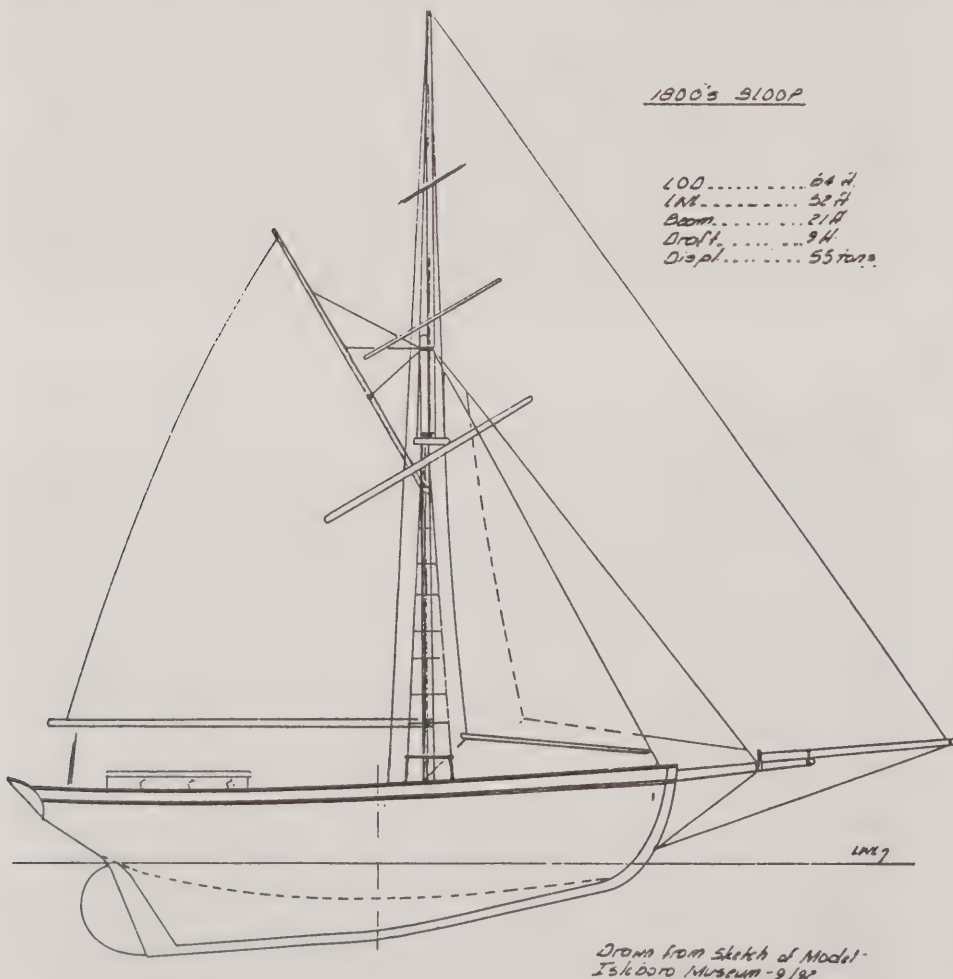
With the current interest shown by almost all the maritime museums now in building or restoring historic ships, a small coastal ship would be an interesting option. The trading and working boat development in the early east coast history reflects the rich flavor of the events of those times. Our relationship with Europe and other parts of this country was based a great deal on maritime activities.

The ship I have in mind is actually 30 to 60 tons; which, according to the "Maritime History of Maine" and Chapelle indicates that this is the size range of the small coastal traders. With small budgets and continually underestimated maintenance costs for long term care of historic ships, a small single masted ship may be a good idea for smaller museums looking for examples to add to or become the center piece of their collections. It would still be large enough to make sailing trips along the coast and to sailing events, to take passengers on day trips and to be a place to collect data of the early life along our coast and it wouldn't break the budget.

Well, this is enough rambling for now. I have a request. If anyone has additional sources of information on early 1700's and 1800's small boats, I would like to record them for later publication.

I will continue to pursue the "old design" theme for a while in future articles. I have done some research on small steam launches and early runabouts other than the woodies. One design example is a 15 ft. Hinckley from the 1950's. Who would have guessed that there was a Hinckley that someone could afford?

There are also some great builders and designers from the local area who would be fun to research. How about some early one-designs? Almost all the yacht clubs in New England had one-design fleets. Some research to date has indicated that there were some beautiful, rugged and fun designs from the 1900's onward. Maybe we will see...



Tom Doane, 9 Farley Ave., Ipswich, MA 01938

"David's Delight"

By Andy Petrisko

Six years ago David set out with one goal in mind, build the perfect sailboat. David is a sailor and a self admitted perfectionist. I am no more than ballast and a bit of a dreamer. Having been on several rented sailboats (at least three) I am just going to try and describe the thrill of being on "David's Delight".

We began by setting a time to meet at David's house. I got so excited I got lost trying to get there. The last time I had seen the boat it had been in his garage, nothing but a shape of white fiberglass.

The launch was smooth. I know why, lots of preparation and thought-thru actions by David. The wind was with us the day we went out. I call the boat "David's Delight" because of the way he smiles when he is at the helm and looks up past the shape of his tanbark mainsail to the telltale at the top of his hand-carved mast. The bow sliced thru the water smoothly, each wave being curled back down into the water. Occasionally a spray of water would break over the bow and find its way to my smiling face and as the spray forms droplets on my mustache I could taste the salt in the water.

The cockpit we were in was cleverly constructed, each rounded corner purposely shaped to fit under one's arm. When David suggested I take the helm I jumped at the chance but thought about the many manhours he had spent sanding and shaping. How trusting. I took the helm. The sprit boom was making it's mark on the tanbark mainsail, it was full of wind. There was a puff or two of wind, the tiller firmly pushed against my hand and the leeward rail had taken to the surface of the water. Being a greenhorn I let the sheet of the mainsail go. The result was a slower moving craft.

Mistake realized I snatched the mainsheet in hand again to try and reproduce the rush of adrenalin and excitement that holding the leeward rail against the surface of the water brought. This was done repeatedly until it was determined that the cockpit would be full of water if I kept putting the leeward rail in the water.

All this work, water and wind made us hungry and we stopped for lunch. We did not throw out the anchor, we were able to sail into a depth of six inches before putting both leeboards down and letting the mainsail luff in the wind. David's design allows for such shallow sailing, he also calls his boat his "beach baby".

We set sail again to allow the bow to split more waves. This time we were sailing as close to the wind as possible, holding the course with no tacks necessary. Finding an inlet we decided to take a course that appeared to be a mystery. Mystery in depth and direction. With calmer winds so close to the shore we were not moving as fast and didn't want to because our depth had dwindled to six inches and our breadth had narrowed to seven to fifteen feet. The telltale now was awlirl, wind direction was swirling and the sail was pulled in tight.



As we wound our way thru the inlet, the leeboard reminded us of our shallow draft and David pulled both boards up. Now I know why David is so fond of his "beach baby". The inlet split, we could not see which fork would lead back to the bay. So for lack of a crow's nest David stood up on the deck behind the sail peering for a passage. He also reminded me not to suddenly tack and sweep him off the deck. We found our way out.

On the way back David requested the helm. I was hogging all the helm time. Once again I positioned myself in the front corner of the cockpit sucking the salt out of my mustache. I also noticed that David was on a mission. We were parallel with another boat and the race was on. I noticed that the other boat had all sails in and was under motor power not sail power. We were both headed into port but the other boat beat us, only because the skipper throttled up. I know we could have taken him.

David your "beach baby", or as I like to call her "David's Delight", is a fine craft, crafted by a fine man. I wondered

why on earth anyone would take six years to build a sailboat; after sailing her I know why. Thanks for all the helm time and I'll try to remember to keep the telltale in line with the yard. Thanks again David and, oh yes, see you at the boat ramp on Thursday, 9am.



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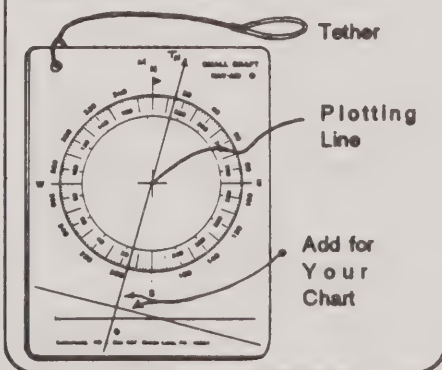
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The kit contains everything you need. The hull planks are cut from a high grade marine mahogany plywood. The beautiful Wineglass Dory shown was built from a kit in seven weekends and weighs 90 lbs. It has proven to be an extremely fine rower. If your only rowing experience has been in heavy, flat-bottomed prams, punts or dories, you will not believe how wonderfully a boat such as this rows.

The Wineglass Dory fully illustrated construction manual comes with plans for rigging it out with a 63 sq. ft. spritsail, centerboard and tiller. There is a special pride and joy in building your own boat. Is easy to do. Hundreds of people have built Pygmy Boat Kits.

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Instant Building Techniques

By Ernest Murphy

My Thomaston Galley, which I named "Homer", is the first boat I ever built (or sailed, for that matter). She was built part time in one and a half years. My "boat yard" was the living room of my second floor co-op apartment. I've had the boat in use since the beginning of May, and spent many a fine day aboard her. The sprit sail is very easy to use, and will make her go in just a ghost of a breeze, although working to windward takes a good ghost. The boat is somewhat tender, although this also means she is easy to stand back up in a blow. The most amazing sight I've seen with her is watch her heeled way over, dunking the sheer a good nine plus inches below the water, and watch the water flow over, and out past the boat. She hardly takes on a drop!

The two pictures are from launch day. That's "Homer" on her trailer outside my apartment. The second story window just above my Mom is where she came out after building. The second shot is on the dock just after launching, getting ready to go out the first time. I am very pleased with her, but (of course) now I want a bigger boat!

It seems that I have that cursed disease of chronic boatbuilding. The sight of Phil Bolger's new "Catfish" design made me jump! I quickly ordered the plans from Dynamite Payson, and have the model almost complete. All boats I build start with a 1/8th scale model. If you build that model faithfully to the plans you can work out in miniature (both in scale and dollars) all the construction problems and questions you have. Since most small boat plans are done in 1/8th scale, the models are 1 to 1 to the plans. When you are done, you also get one HUGE model to put on the bookshelf.

I've started to build up the "Catfish" bulkheads and any other smallish components that I can fit into my apartment (the whole boat will be too big to fit out the window). I've hit on two tools and one technique that may be of use to others.

The first tool I suggest using is a "scientific" calculator to help do sums. Why a scientific calculator? I've got two models from two manufacturers, and both have a great key labeled "a b/c" that allows fractions to be directly entered, displayed, and used! For example, if you need to know the difference between 2'-1 5/8" and 1'-8 3/4", you have a bear of a problem on paper, with all the borrowing and such. A scientific calculator will take these fractions (almost) directly (you will have to convert feet to inches), and tell you 4 7/8" as their difference. On this calculator it will come up on the display as 4r7r8. You quickly get used to this.

As this boat is an "instant" boat, the boat components are lofted right on the plywood sheets by measuring off every foot along the long edge, then across the sheet to develop the shapes required. Putting the "tick" marks along an edge can be done easily with a tape measure, but going across isn't that easy if you want to be accurate. What I use is a drywall measuring square, which is a metal T-square with a 4-foot ruler attached. Push or pull it tight to

the edge, and you know you're perpendicular to the edge, and mark off the measurements you need. These squares cost between \$15-\$25 and are well worth it in time and accuracy. I don't recommend those with the removable ends, no telling if you adjusted it square and if it stayed that way.

You will find yourself marking out the offsets so fast that the plans will get in the way. What I do is write the offsets down on a small sheet of scratch paper, small so it doesn't get in the way often. And after I have them all down I can add a check mark to each as the measurements are all verified. Always remember to measure twice, cut once.

Finally, take a real close look at the plywood you're going to buy. AC grade Douglass fir, as we all should know, is unusable in the 3/8" thickness as it has a thick (hence water absorbing) middle ply and two thin (hence weak, outer plys. Lately, I'm seeing more and more of the 1/4" AC plywood looking just like this! I wouldn't call the outer skins "plys", they look more like veneers. The same vendor will tend to get an assortment in stock, some times all thick middles, sometimes good, but always the whole bundle is of one type. If your favorite lumber yard gets the bad kind in, try again in a month or two, the good stuff might be back. Any way, even in the good kind there are so many dutchmen in the A side that a fiberglass covering is essential.



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"WEE SCOTT" ADVICE REQUESTED

I am rebuilding a cedar on sawn frame, multi-chine, 15' LOA "Wee Scott", a full keel (400 lbs steel) boat that presently has a marconi rig. I suspect that it was originally a gaff rig. I have several questions I hope knowledgeable readers might have answers for:

- What is the sailplan?
- When was it popular?
- Who designed it?
- What sheer?
- What deck layout?

This boat has been repaired many times, unfortunately badly. It had an awful looking reverse sheer.

Han vanPelt, Toad Hill, McDonald's Corners, ON K0G 1M0, Canada.

PLANS FOR "WEE SORT"

In response to reader Bruce Given's inquiry, he should be advised that plans for the "Wee Sort" are available from the very museum where he saw to boat, ie: the Chesapeake Bay Maritime Museum in St. Michaels, MD. I believe they have the "Rights" to these plans and have a fleet of their own that they use for training.

It's a great boat and easy to build. I found this out after a letter of mine was published in this magazine inquiring as to the whereabouts of Mr. Sands. I have since donated a set of plans for the "Wee Sort" to the museum.

Roy Terwilliger, Harwich, MA.

HELP FROM THE BUTLER'S BOOK

I have started making use of Paul and Marya Butler's book, "Upgrading Your Small Sailboat for Cruising" in my efforts at doing so to my old gunter rigged Potter. It has been only of limited help so far due to the interior space being so limited. Their description of the use of a patterning stick was very useful. My biggest problem, however, was not finding the exact shape of the replacement bulkheads themselves but making their edges fit the irregular fiberglass surface of the interior. I wish that they had addressed that problem. Does anyone have any advice on how to do this?

Tom Grimes, 309 N. Bayberry Ln., Muncie, IN 47304.

STILL MORE ON JUNK RIGS YET

If W.S. White, who wrote the article "A Noble Spar" in the February 15th issue, is not already a member of the Junk Rig Association, he might find it beneficial to join them. Junk Rig Association, 373, Hunts Pond Rd., Titchfield, Fareham, Hants PO14 4PB, England. Membership is about \$15 U.S.

I wonder if Mr. White might explain how it is possible to correct what he refers to as his "first error" in "A Noble Spar". His jig looked very well made. Is it even possible to eliminate the error using a table saw?

Jan Marks, Woodslee, ON.

REMOTE OUTBOARD STARTING

Robert Hoge's comment on not being able to pull start the outboard on "Bullywooger" from the cockpit, in his final installment on building his boat in the February 1st issue, prompts me to mention that the March, 1994 issue of "Sail" magazine describes in "Things That Work" how a reader installed a starter cord 5' longer than standard, tied a stopper knot in it where the handle used to be, and extended the line forward to where he could easily reach it. This might be a solution to Mr. Hoge's problem.

Jon Bradley, N. Monmouth, ME.

MICRO CRAFT PLANS WANTED

I am looking for plans sold by Micro Craft Marine of Centerline, MI. I wrote to them but have received no response. The designer was Louis English. I purchased plans in 1989 and wanted to buy plans for "Solo" which is a 9.5'x3.5' dory type boat, simple construction stitch and glue type. If any reader can advise me please contact me.

Mike Mullaney, 15 School St., Johnston, RI 02919.

SEAWORTHY CARTOPPER

I am interested in building a seaworthy sailing cartoppper. Most cartop sailboats are simply not suitable for open water. I think a 14' stitch and glue sailing peapod or dory might work well. Does anyone know of such plans for sale?

Stephen Nestel, P.O. Box 808, Manhattan Beach, CA 90266.

BATTERY POWERED RUNNING LIGHTS (CONT.)

"Practical Sailor's" comments about the adequacy of D-cell powered running lights are similar to the views of very conservative sailors about the stock lights supplied on even high quality small cruising boats. Those on our Sabre 28 would be just as inadequate, or nearly as inadequate, if the objective were to make the boat visible from the bridge of a super tanker, if anyone were even looking out of the windows of that bridge. The question is, what is the purpose of these lights for the boat owner?

Having been given a summons by an agent of the EPA (!) in Stonington Harbor because our rubber raft didn't have lights, my own primary purpose would be to get into compliance with the law first of all, and keep off the high seas in my rubber raft. If I had an interest in going further out then better lights and a big radar reflector would become important considerations.

Garry Osborne, Stamford, CT.



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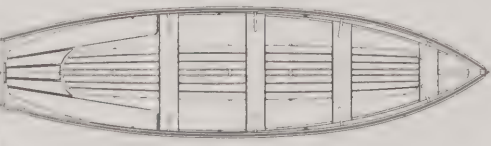
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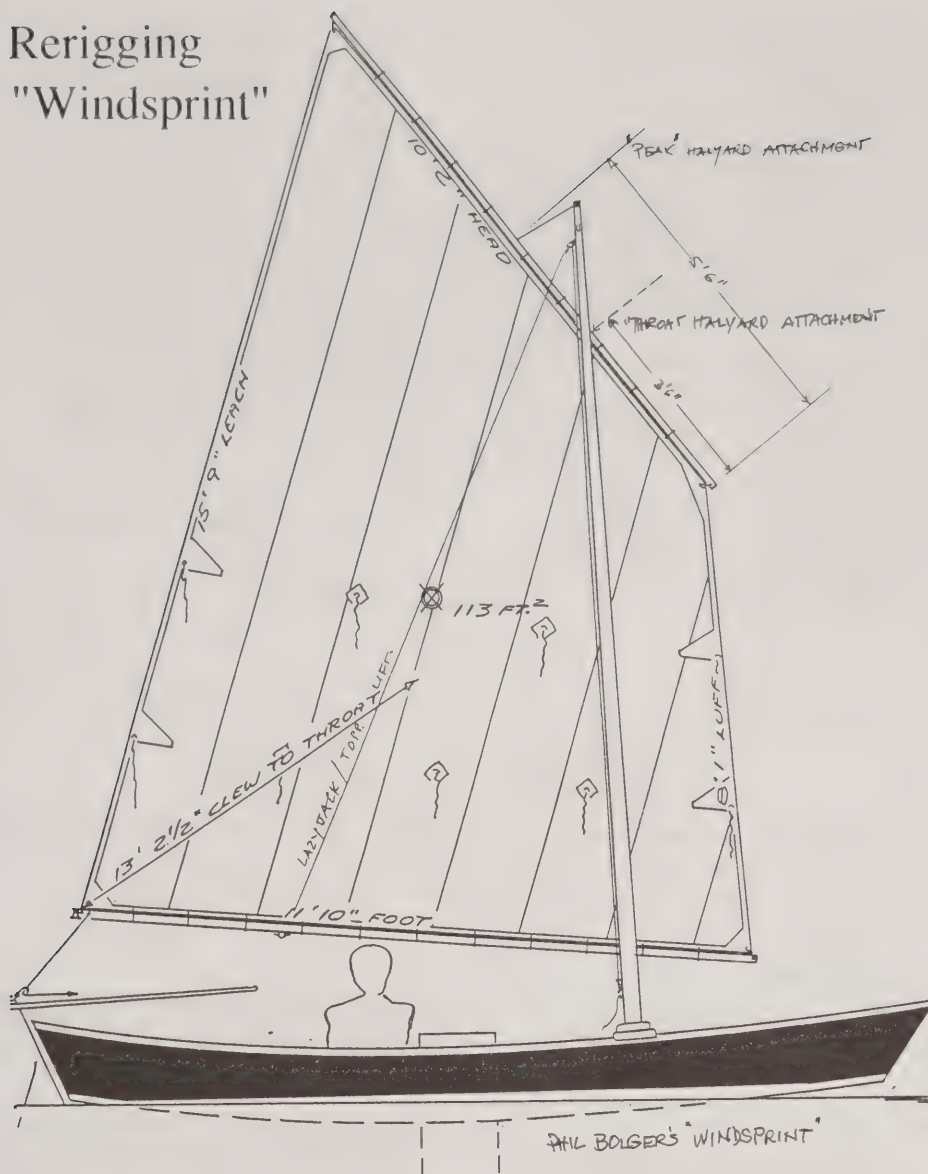
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Rerigging "Windsprint"



By Hans Waecker

I corresponded with Phil Bolger in January 1990 about the sail rig of the "Windsprint", which is a balanced lug rig. Because of the fact that, when lowering, the yard comes down on end, he remarked about a "peak" halyard, and that got me to thinking. I reasoned that if a "peak" halyard were attached to the yard just a couple of inches above its center of gravity, the weight of the forward end of the yard would assure that the peak of the yard stays above the attachment point of the (new) "throat" halyard. The new "peak" halyard is rove through the former halyard slot and the "throat" halyard through a hole in the mast below the slot. In that manner the masthead is always above the "peak" halyard point of attachment.

With the sail hoisted, and the yard in proper position, the "throat" halyard exerts the downward force, but the "peak" halyard does not need to be slackened. I have taken these two halyards and spliced them together just above the belaying cleat on the mast below, belaying the "tail" only to the cleat. When the yard/sail is lowered, the "peak" of the yard is always higher, and the halyard splice comes to rest just below the "throat" halyard hole, so that in hoisting the sail only one hal-

yard has to be pulled.

Now the yard behaves more like a gaff. The lazyjacks shown in Bolger's book, "100 Small Boat Rigs", page 49, make sense now for my rig, and their function can be combined with that of a topping lift, whereas with the peak of the yard coming down first, the lazyjacks are useless.

I spliced the lazyjack/topping lift to the becket of a single block, which is attached to the after side of the mast just below the "throat" halyard hole. It then runs down one side of the sail, below the boom through an eyestrap, in the case of the "Windsprint", 8'3" from the heel of the boom, and up again on the other side of the sail through the single block, and down to a cleat on the after side of the mast.

In this manner the L.J./T.L. can be set up from the cockpit, and the only objectionable part, as I see it, lies in the fact that the eyestrap has to be unscrewed, if the rig is to be struck.

The whole arrangement works beautifully, both in the model which I built first, and in the full sized boat. Maybe somebody can use this information. It sounds a lot more complicated than it actually is.

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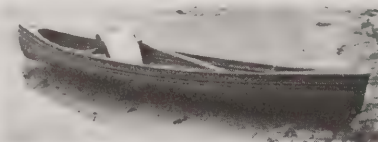
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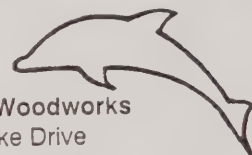
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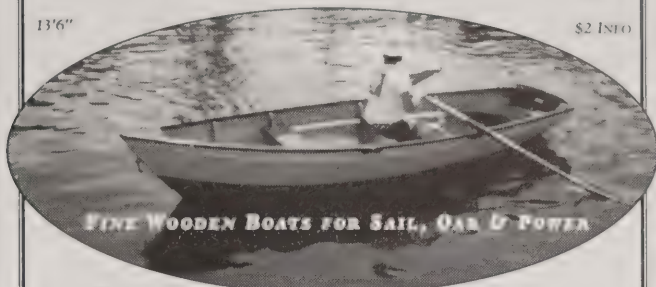
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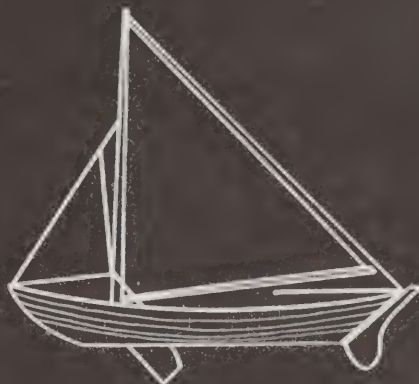
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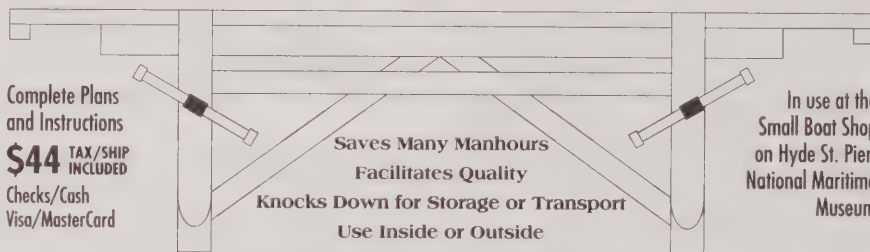
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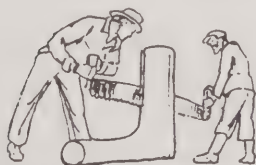
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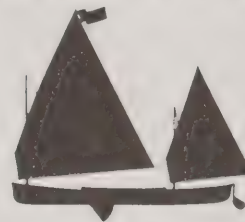


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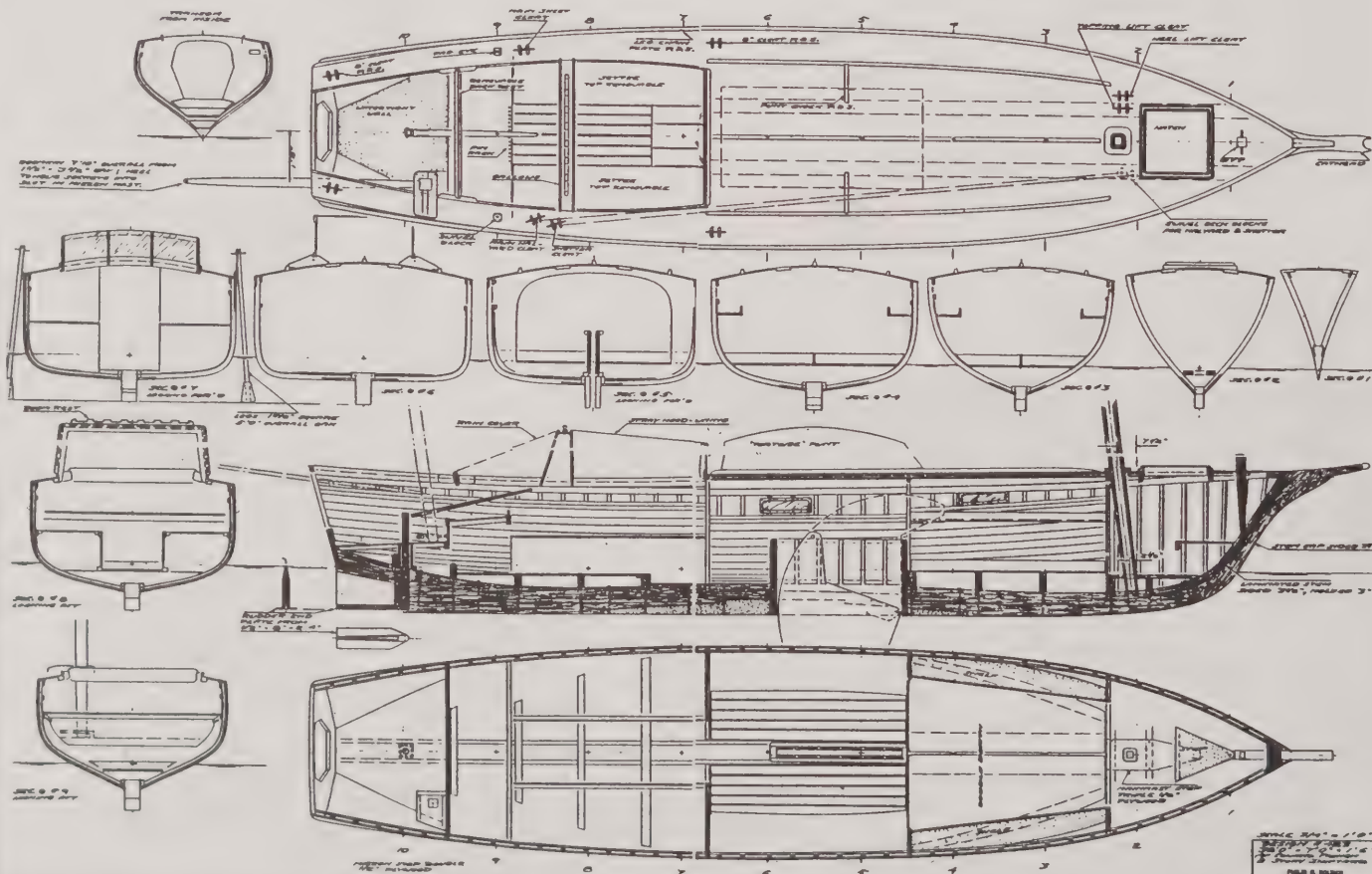
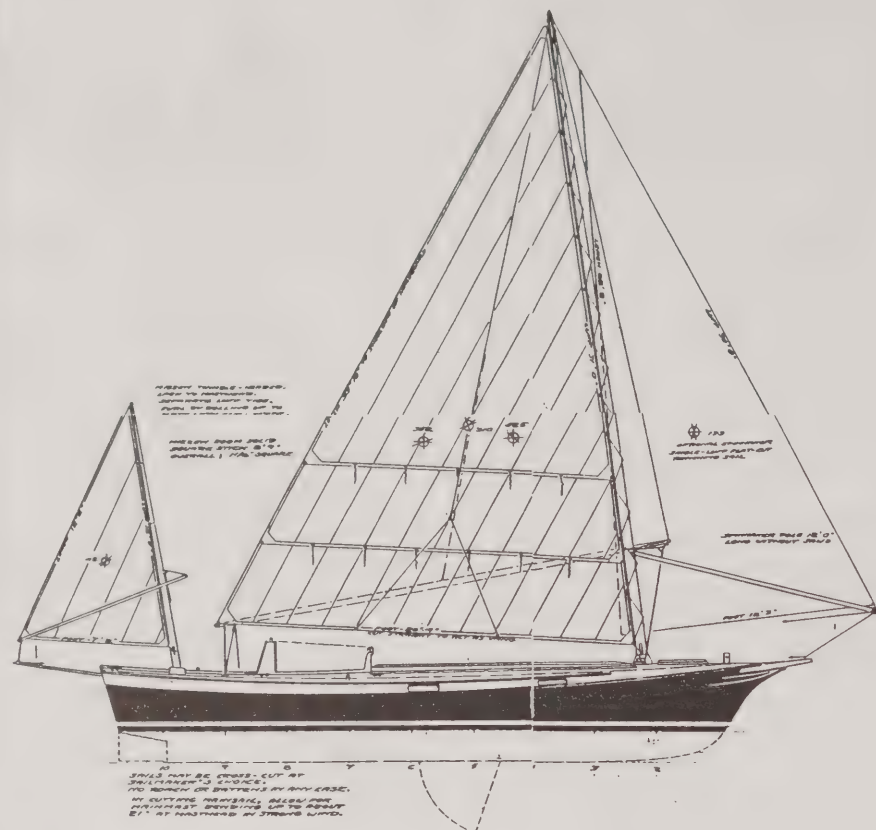
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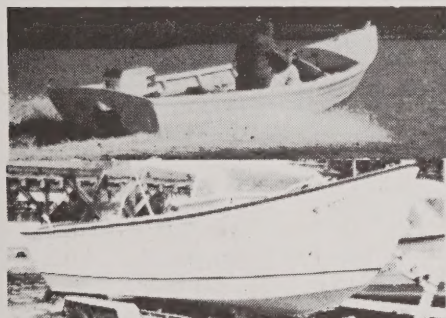
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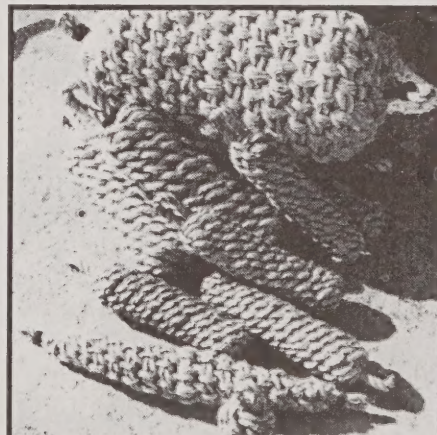
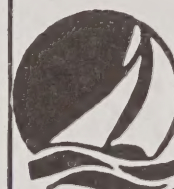
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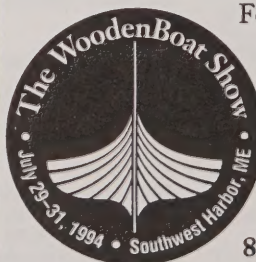
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