



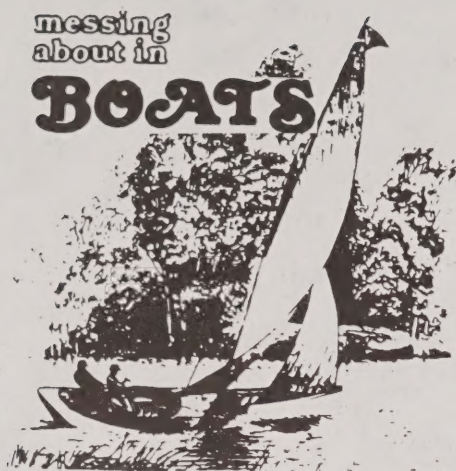
messing about in BOATS

Volume 12 - Number 1

May 15, 1994

Mount Dora Antique & Classic Boat Show
Special Feature This Issue
Dora Antique & Classic Boat Show
Stephen Phillips Library
East India Square
Salem, MA 01970 U.S.A.





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Our Next Issue...

Will have the first "Dream Fleet" response to an earlier suggestion for reader inputs, as designer Dick Newick tells us his preferences. Other design ideas will include Phil Bolger's "Fast Beach Launching Passenger/Cargo Vessel", Platt Monfort's "Toy Whitehall", Don Baarstad's "Sinkers Bill", and some further critiques of suggested modifications to the Sea Pearl. The projects we have include Hugh Horton's "Senior Citizen Sampan", Chuck Wilson's "Bolger Was Right", and Steve Boissoneault's "Ad Hoc Outboard Skiff". We'll try again to get in the adventures promised in Eric Livingstone's "Dam" and Benjamin Lange's "My Vacation's Revenge", and maybe even fit in Kent Mulliksen's "Just Getting There". There'll be a page of "What You're Building" and two pages of "Techniques, Tools & Materials, Your Ideas & Needs". Two more book reviews too, "Traditional Workboats of North Carolina" and "Upgrading Your Small Sailboat for Cruising". Obviously another full platter is being promised.

On the Cover...

"Evergreen", a 1910 E.M. White motorized canoe owned by Michael and Ann Matheson of Miami, Florida, attracted a lot of attention at the Mount Dora Antique & Classic Boat Show in that Florida town in late March. Photo coverage of this event is featured on the centerspread pages of this issue.

Commentary

The centerspread in this issue features some photos and brief comments about the Antique & Classic Boat Show held in Mount Dora, Florida, in late March, sent to us by long time booster and antique boat enthusiast Walter Fullam. This aspect of messing about in boats has been growing in size as nostalgia grips those who grew up in the era of mahogany runabouts and classic powerboats. Many now have enough money to indulge in resurrecting bygone dreams about motorboats that had distinctive character and uniqueness due to the creativity of their builders who worked in wood.

Collecting and restoring classic powerboats, especially the popular mahogany runabouts, is messing about in boats, but shares much of the same mystique that surrounds collecting and restoring classic automobiles. Gatherings of both resemble one another in that they tend to be static affairs at which the cars or boats are lined up to be admired, and usually judged. When any of them actually are driven off on the lake or nearby roads they require fairly everyday skills associated with motor vehicle operation. I have attended gatherings of both forms of antique and classic motor vehicles and this is the viewpoint I have developed out of personal experience.

A result of this has been that I have failed to acquire a great deal of enthusiasm for this game, despite the fact that I still have in the shed a 1941 Chris Craft 17' mahogany runabout, complete, but in need of total restoration. The restoring would be a challenging and absorbing project if I had the time, but then I thought about afterwards, then what? Drive it around on a lake, great for the occasional summer day. Trailer it to meets to park it for viewing mostly. Not so great. It just doesn't seem to be my thing, as they say.

My interests focus on the sailing, rowing and paddling boats mostly because these, regardless of how acquired, designed, built, rebuilt, restored, ultimately put me to work exercising skills on the water that I have to acquire and develop to properly enjoy the watercraft I have become involved with. Driving around in a power boat is just not so attractive to me, it is too much like driving around in a car. No matter what the boat or car may be in terms of attractiveness, uniqueness, historic significance, it is still driving once underway. Yes, I realize extended cruising in a classic old motorboat has its appeal, requiring seamanship skills, but that's just not going to happen in my life.

I do sometimes get caught up in some particular motorboat or antique boating event. Just last issue I ran that two page photo of Nancy Barrett's Culler fast outboard skiff because the boat had so much class, lapstrake wood hustling along with modern Japanese horsepower notwithstanding. She could have just gone out and bought a fiberglass outboard cruiser for her commuting, but she chose instead to have Alex Hadden and Rob Stevens build this really neat boat. Yes all she was going to

do with it was drive it, but the imaginative choice she made and the hands-on wooden craftsmanship of the builders are the things that grabbed my interest.

A few years ago I attended the 25th Anniversary Antique & Classic Boat Show at Clayton, New York, and got caught up in that event mostly because of the fascinating people I met there. A fairly large number of the owners of the boats on hand were people from families who had been living summers in the Thousand Islands for several generations and had long histories of owning and driving around in what are now classic powerboats. Yes they were wealthy and could afford their indulgence easily, which made their attitudes towards their boats reflect more of a basic interest in them for what they represented from their pasts and what they could do with them, rather than for what they might be worth.

And some of them had been racers. Racing these boats does get my attention. Especially when I met Phil Sharples who was all geared up in his 1948 racing coveralls ready to go out and blast up and down the river in his 1948 inboard hydroplane in which he had set world records back then. Phil also owned several other exotic raceboats including a replica of a Gold Cup winner, "Miss Columbia" that had just been delivered to him that year. But somehow he seemed to me to be most at home in his "Bombita" doing what he did 40 years ago, gassing it!

Well, Walter Fullam's photos and brief comments in this issue are pretty bland stuff in comparison to the raceboat crowd, but they do bring us a reminder that here is yet another way to mess about in boats. The fact that I don't often give it much space on these pages over a year does not indicate that I do not feel it has its merits. It is, rather, just an expression of my personal preferences in what is indeed a very broad gauge activity, messing about in boats.





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Contributed by Tom Shaw

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FITTING OUT

It's that time of the year again. The days are longer and warmer. Buds are swelling on the trees and it's not a bit too early to get the boat ready for the water.

There is so much to do; the engine to "de-winterize", through-hull fittings to check, all hoses and clamps to examine, teak to be cleaned and oiled, fresh bottom paint to be applied, and the list goes on and on.

What about safety equipment? It too needs careful preparation.

Have you checked your bilge pump(s)? Put some water in the bilges and made sure it will be pumped out? Does the automatic switch really turn on the pump?

How did your navigation lights survive the winter? It's a good idea to remove each bulb, clean the connections and spray them with something like WD-40. Make sure spare bulbs are on board. If you added an electric fishing motor on the bow, does it block the 112.5 degree arc of your bow lights?

Check the fire extinguisher? Is there rust? Is it securely mounted? Does the needle indicator point to green? Make sure that bugs have not nested in the nozzle. If it is a dry chemical extinguisher, turn it end for end till you are sure the powder is flowing freely and not caked. If it is CO2 or Halon, have it weighed and serviced by an extinguisher company.

What about your PFDs (personal flotation devices)? Check all the straps to make sure they are firm and have not suffered from rot. If you have the kapok filled style, squeeze each section of the PFD for any escaping air. If air comes out, water can get in. If your boat is less than 16', be sure you have wearable PFDs for each person on board to comply with the new Federal regulations. If your boat is over 16' is the Type IV throwable "immediately

accessible"? The Type IV "cushions" meet legal requirements for smaller boats but a ring buoy with 50' of yellow polypropylene line attached to the buoy, not to the boat, is highly recommended.

Take a hard look at your flares. Check the expiration dates. Will your flares be "valid" for the whole season? If not, now is a good time to replace them. Lift off the cap on the strikers and see if moisture has seeped in and made them useless. If you find moisture, a couple of hours in the sun will dry it out. Then store your flares in a zip-lock bag. The orange cylinders so many of us use are designed for quick opening and they are NOT watertight.

What date is on your charts? Perhaps this is the year to purchase new ones. Is your light list current? Do you have a current tide table?

Is there a cover on your battery box so nothing can fall across the terminals and short it out? The spark could ignite explosive gasoline vapor fumes.

How about the anchor rode? This is a good time to turn it end-for-end for longer life and greater strength. And check the chain and shackles for rust, securing the shackle pin with a piece of stainless steel wire.

What about a boarding ladder? If your boat does not have a swim platform, can you get a person overboard back to safety. You can make an effective and inexpensive boarding ladder from some PVC pipe or you might mount "steps", similar to the ones on many ski boats, on the transom.

The real purpose of fitting out is not simply to get the boat back in the water. The real purpose is to get it ready for as many hours on the water as you can manage to "steal" from the more mundane life ashore.

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CHURCH'S PHOTOS FOUND

The New Bedford Whaling Museum holds a substantial collection of Albert Cook Church negatives, the whereabouts of which was inquired into by reader R.H. Knight in the April 15th issue. Although a number of these went missing either during the 1954 hurricane or from other causes, the Museum's collection is certainly the largest that survives.

The collection came to the Museum after Church's death in 1965 and consists of all the negatives that remained in his studio at the Fairhaven shipyard. Mr. Knight visited as a youth. Included among them are many of the images that Church reproduced in "Whale Ships & Whaling" and in "American Fishermen".

The Registrar of the Museum would be pleased to respond to any inquiry about particular photographs or vessels.

Richard Kugler, Director Emeritus, Old Dartmouth Historical Society Whaling Museum, 18 Johnny Cake Hill, New Bedford, MA 02740.

STABILITY CONSIDERATION

Scott White's article on flotation in the April 1st issue should have considered stability when flooded. Flotation placed low in a monohull invites capsizing if the hull is filled with water.

Dick Newick, Kittery Point, ME.

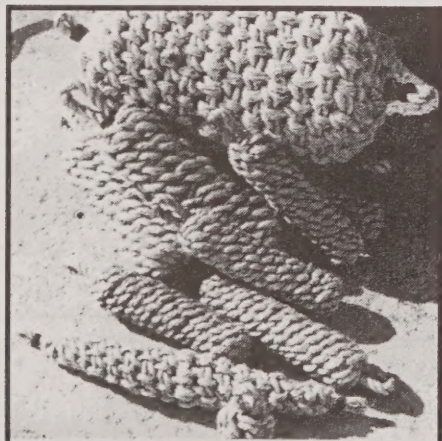
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Your Commentary

FEELS LEFT OUT

I feel left out to some extent when I read an article like that in the April 1st issue about Urbanna. My first reaction was, "Where was this happening?" There is nothing in the article that gives me a clue. I finally picked up on the telephone area code given for information that it was in southern Virginia. Wouldn't it have been easy to have mentioned this in the article?

This is not an isolated occurrence. In reading Ernest Murphy's article about his Thomaston Galley I wondered where this was happening and how I could contact Mr. Murphy to ask him some questions. And on the following page, Hans Waecker's commentary on a peak halliard for his lugsail provoked a response in my mind based upon another of Bolger's designs that I would have liked to communicate to Mr. Waecker. But again, no address.

Possibly this is done intentionally to protect your contributors from being pestered by the likes of me. If so, so be it.

Neil Folsom, 251 Temple Ave., Old Orchard Beach, ME 04064.

Editor Comments: This sort of oversight is just from carelessness, we seldom have requests from readers/contributors to keep their addresses secret. I am now watching this more closely and full addresses will be included when it seems appropriate.

THE THING IS "INTEGRITY"

I have to comment favorably on your encouragement of the two new publications, "Rowing" and "Bristol Fashion" in your April 1st issue. Not many publishers like you would tout possible "competition". As you say though, no problem. I'm sure most of your readers will stick with you. I will surely encourage "Bristol Fashion", and right now.

The book reviews are great, please keep them coming. It is so enlightening to read book reviews without the hidden clout of publishers, distributors and others who have vested interests.

The thing is the integrity which you have in abundance which makes you free to make "Messing About in Boats" such a fine publication.

George Berry, Palmetto, FL.

ABOUT ROWING THE DANUBE

In response to Sydney Dickson's inquiry in the March 15th issue into rowing on the Danube, I can comment as follows. Tristan Jones took his boat, I believe it was a catamaran or trimaran of 30 feet or so, all the way up the Rhine, carted it over the mountains where there is a canal under construction but not then ready, and all the way down the Danube to the Black Sea. He had some nasty run-ins with the Reds who were in power in those days, which Sydney should not have. I can't remember the name of his book, but it would be well worth finding and reading in preparation for the trip.

As for rowing, the current is tremendous in the upper reaches of the Danube above Budapest. At Budapest there are many rowing clubs with hundreds of sculls and shells and the like and so-called sport hotels along the river where the dedicated rowers stay. I personally don't know anything about downstream from Budapest, but I have marveled at the rowing clubs there. I have also taken the steamer from Passau to Vienna, a full day's run downstream and somewhat more the other way. Many locks and a swift stream.

Peter Brennan, New York, NY.

HOW ABOUT A DESIGN CONTEST

Since everyone seems to enjoy the design segments of "Messing About in Boats", why not initiate a contest for the readers to submit a design or a cartoon (like Bolger's cartoons in the old "SBJ") of what they think a "perfect" small boat should be. Break them up into a few different categories and watch all the stuff come in.

Also, how about setting up something, either through the letters column or the classifieds, for people in a given area who want to get together with one another. I'd like to find some other readers around here who would like to form a little group.

Martin Kochevar, 2054 E. County Farm Rd., Pueblo, CO 81006

DESIGNER'S VIEW ON BOAT PLANS

Here is how this seller of boat plans views the resale of plans after a boat has been built from them: Plans are usually sold with permission to use them to build one boat only. The design remains the property of the designer. Once a boat is built from them it is the same as theft to sell or copy those plans.

Dick Newick, Kittery Point, ME.

COLONIAL BOAT DESIGNS INFO

In Tom Doane's article on "Historical Designs of Small Craft" in the April 1st issue, he says he is looking for more information on early American everyday working boats. I suggest that he look at William Avery Baker's two books, "Colonial Vessels" and "Sloops & Shallops". Baker is a well-known naval architect and historian who seems to have plenty of information on these boats.

Roy Terwilliger, Harwich, MA.

WARNING ABOUT ALL THE MAIL

I want to warn you about all the mail you're going to get (or have already gotten) regarding the review of "Wooden Boat Renovation"...

Paragraph 6: Epoxies develop what System Three calls an "amine blush" that must be removed with water before sanding or re-coating. DNG is correct that water does a poor job removing waxes and if Mr. Trefethen used the word "wax" I can understand his confusion, but acetone should not be used to prepare epoxies for re-coating!

Paragraph 7: In our lab we soften epoxy blocks an eighth of an inch thick on a hot plate and cut them with a knife. Approximate temp is 140 degrees F.

Paragraph 8: Brightwork on our 32' sloop "Moonshadow" has been stripped 3-4 times with chemical removers over the past 18 years and we have experienced no adhesion problems. This is a popular misconception however. This year we will use heat (got to watch the pollution I suppose) on the authority of Giffy Full. It seems to me that driving the oils into the wood would be good for adhesion anyhow.

Ed Selig, Charlestown, MA.

WATER WON'T DISSOLVE "WAX" BUT...

David Goodchild, in his review of Jim Trefethen's book, "Wooden Boat Renovation", was disturbed by Trefethen's recommendation to "de-wax" cured epoxy with water rinse. While Goodchild is right that you can't dissolve "wax" with water, he might have checked epoxy manufacturers' literature before recommending an acetone wash. The "wax" on the surface of cured epoxy is described as "an amine carbonate" (the "Epoxy Book" from System Three Resins) and "not a wax, but a byproduct of the 105 resin and hardener" ("The Gougeon Brothers on Boat Construction", West System Epoxies). Both manuals recommend wiping it off with water.

Wiping off the wax-like film prevents clogging of sandpaper and poor adhesion of subsequent coatings. There is a lot of complicated chemistry in modern adhesives and coatings. For the sake of your health and the success of your project, it is important to get the manufacturer's information and read it carefully.

Christopher Cunningham, Seattle, WA.

THE "WAX" IS WATER SOLUBLE

Regarding the review of "Wooden Boat Renovation". David says the writer is wrong to recommend using water to remove the blush left on an epoxy surface, before recoating. I suggest he read page 6 of the "Epoxy Book" by Kern Hendricks of System Three. Kern knows more about epoxy than anyone else I know. The surface film is an amine carbonate, and is water soluble. Kern recommends washing before sanding and recoating.

Page 843 of "The Gougeon Brothers on Boatbuilding", a major authority, says adding a little ammonia to the water helps clean it up. Using the West System epoxy with their 207 hardener I have not found this blushing to be a problem, warmer temperatures here in Florida help prevent it.

I don't agree with using acetone. I don't even have any in my shop. Using thinners is, to me, a bad habit to get into. It becomes too easy to get epoxy on your hands and wash it into the skin with thinners, rather than using gloves to keep your hands clean in the first place.

Mac McCarthy, Feather Canoes, Sarasota, FL.

SORRY BUT HE'S WRONG

In the review by David Goodchild of "Wooden Boat Renovation" he says, "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."

Sorry, but David's wrong. The wax in epoxy is indeed soluble in water. And it is NOT soluble in acetone. Acetone simply smears the wax around the surface. Water is the only way to clean epoxy and it is very important to do so before sanding, or else the sandpaper will badly gum up.

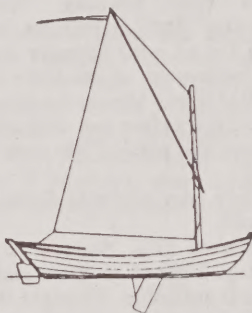
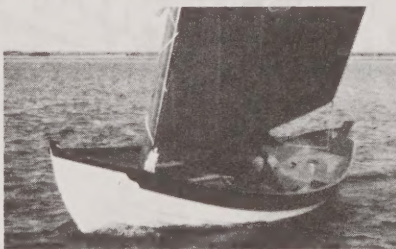
I learned this while I was building a kayak. I was having a terrible time with gummed sandpaper, and had tried every solvent I could think of, to no avail. Finally I called Gougeon Brothers and talked to their technical support fellow. He told me to use water. I tried it and it was amazing. A wash down with water and the sanding turned to nice fine powder, with no trace of gum.

I also disagree with David's comments on chemical strippers for varnish. They are widely used to strip brightwork with no ill effects. I don't know what oils he thinks they drive into the wood. The stripper must be cleaned properly after use of course.

Finally, he objects to laying fiberglass cloth dry. Has he ever tried to lay cloth over a large hull wet? Its very common to lay it on dry, sometimes to staple it around edges, then to wet it out with resin.

Ron Ginger, Framingham, MA.

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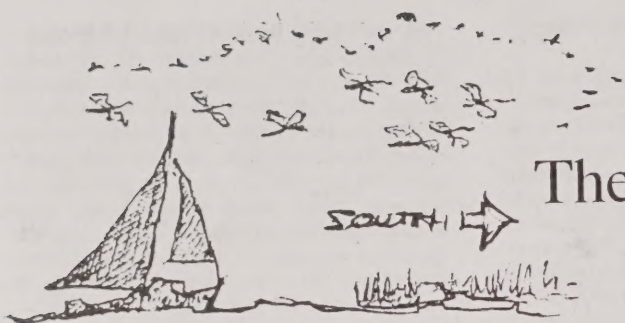
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The "Damn Foole's" Progress - 4



Continuing South

October 16th, Saturday. Sailed at 7:30am, three boats were aground in the middle of the bay. A fog settled in over the flat windless water. I should have waited until it lifted but being impatient I soon ran aground. Tried to kedge off but the anchor would not hold in the soft mud. A fisherman pulled us off.

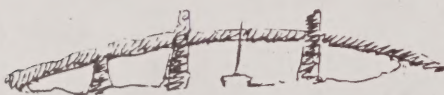


AGROUND



PULLED OFF

At the next bridge I blew the horn several times with no response. I was told the bridge attendant didn't work on a weekend. Motored under closed bridge. Very close. Continued motoring chased by fog.



CLOSE



CHASED BY FOG

It soon caught us and thickened. Ran aground hard and anchored. Lost, I heated tea and ate.

While resting I could see golfers ahead appearing to be walking on the water, graduating the game from the "royal game" to the "miraculous game". They teed up and hit towards us. Then the fog lifted enough for land to appear beneath them. "Have we sailed into their water hazard?" I asked the boat. The golfers played through and disappeared.

A police boat sped out of an inlet nearby. I checked the chart for a golf course and inlet. None. Remained lost.



When the fog lifted I pulled the anchor aboard and motored away in search of our position. The fog pursued us. We found a harbor before being overtaken again.



RECEPTION

Sailing in we were met by a parade with a band playing "Hail to the Conquering Hero". I thought it was a reception for us until banners declared it to be the centennial of the town of Babylon. We pulled into a slip on the town dock. We were told it was free and were asked how we had found the place. "We were lost," I explained.

"Only way anybody finds this place," I was told.

October 17th, Sunday. I awoke to a rainy day. I biked to town and bought an \$18 radar reflector. Thought it was about time. The boater beside us gave us flares, gas, oil, and a coil of line. Artie Shaw was his name. He asked us to send him postcards of our trip.



-RADAR-

October 18th, Monday. We waited for the first bridge to open at 9am and after a long day we reached the last bridge before 5pm after which they don't open. As we



LAST BRIDGE

approached the Cedarhurst Yacht Club we went aground. The chart was vague and the area was without buoys. We managed to kedge off and tie up at the dock. Couldn't find anyone about. Private club. Listened to the water slapping the stern all night. Pleasant.

October 19th, Tuesday. The tide is flooding until noon. I should wait for it to turn. But don't. Approached another bridge that would not open. Passed under it at half



WAITING

tide. Cleared it by inches. Took terrible chance. But free of the damn things. Sailed out into New York harbor intending to put in at Sandy Hook but conditions were so good we sailed on.



FREE

By 11am I began to worry if we could make Manasquam Inlet on the New Jersey coast before dark. I had been warned that the inlet could be rough with breakers. Fortunately we made it by 5pm with a favorable wind and tide. Motored into a marina that charged \$1.50 a foot. Too much. Found a commercial dock and tied up among five other sailboats. Two fishing boats came in later and rafted together.

October 20th, Wednesday. It rained heavily until noon at Point Pleasant. All boats stayed. The rain lightened but continued the rest of the day. I found a tavern in which to stay dry.

October 21st, Thursday. High winds with thunderstorm threat, small craft warnings. All boats stayed another day.



-TAVERN-

Returned to tavern where I was told that all the buoys in my chart kit were wrong. Should have heeded the warning to mariners. Paid \$82 for a chart kit that was no damn good.



CHART KIT

October 22nd, Friday. At 6:30 it was still dark, waiting for the light. I searched for the small jib. How the hell could a bag of sails get lost on a 22' boat? Reefed the main, found jib and set it. Cast off lines.



SEARCH FOR JIB

Other larger boat followed but sailed out inlet to make a long passage outside. We continue down the inland waterway. Another bridge would not open. Went under. Close. I'm bound to hit one of them. The markers get lost in the sun's glare and we run aground again. It took an hour to kedge off.

Got lost again, went on anyway. Saw a boat club off to port. The sun was near the horizon so we sailed into a slip. A club member told us we could stay the night. Club member drove me to a tavern where we drank and ate, hospitable. We covered 29 miles today with groundings and delays with bridges and tides.

October 23rd, Saturday. Cast off and sailed into a cold morning. Ducks were masthead high flying south fast, not waiting for stragglers. We meandered through the marshes. As we turned a promontory I saw a marker ahead and started for it. By chance I spotted two markers off to port and checking the chart I discovered I should round them. I turned, but too late. We ran hard aground with a falling tide and a current that drove us into the shallows. Kedgeing proved futile.

I gave up and sat down defeated. A patrol boat with two old timers happened by. After a feeble but accurate throw of the tow line across our bow we were pulled off. We made a marina by nightfall. \$16 with no store, no showers. Propane bottle empty, I had cold food and no tea. Crude living. Too tired to care I slept well.

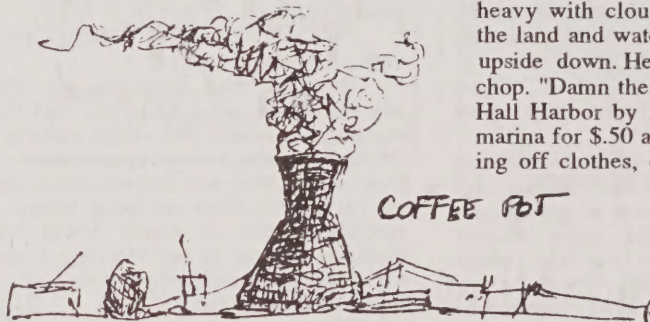
October 24th, Sunday. It rained during the early morning leaving a light fog. The wind was southwest at 10 knots. We continued motoring through meandering marshes with Bach on the radio. Birds were standing on the water everywhere showing us the shallows. The motor stalled. We anchored in a creek. I took the fuel filter

apart. All the small pieces fell into the boat. Put it together the best I could. Hate motors. They're unreliable pieces of junk. Damn thing started. Made Cape May by sunset. I had to buy charts of the Delaware and Chesapeake.

October 25th, Monday. At 7 miraculously the motor started. Entered the canal to the Delaware. The last bridge over the canal was under repair and left open, a nice present. Beyond it we were out into clear water free of the restriction of bridges and canals and into the Delaware. We should be steering 210 but couldn't keep the jib drawing. We anchored at the mouth of the Cohansey River with barely enough light to see. Chart gave little information on the area.

October 26th, Tuesday. At 6am an ominous red sky with no sun. Bad weather coming. We motored up the river to hide from it. The river turned and turned through the low marsh fields. I had no idea what lay ahead. No buoys and no idea of depth. We continued until a schooner's masts came into view. It was docked at a marina. We motored into a slip. "To hell with saving money, maybe learn something of the place." Learn nothing at anchor. Cleaned boat, washed clothes, showered, rested as it started to rain and blow.

October 27th, Wednesday. Motored out the river and set sails in the Delaware.



COFFEE POT

Passed an atomic plant that looked like a coffee pot. The sun came out at noon. I still didn't know what the tide was doing. Began shedding clothes as the day warmed up. Foul weather gear, jump suit, coat, two sweaters. I got smaller and smaller, began wondering if anything was inside all the clothes. At the end of the day we anchored

to the right of the breakwater at the beginning of the Chesapeake and Delaware Canal. A nearby buoy tooted us all night.

October 28th, Thursday. At 7am the tide was against us but abating. Should turn soon. After we passed a lift bridge at 9am the tide turned and we made good progress coming out into the Chesapeake, anchoring in Rogue's Harbor. Ate beans, drank tea and rested. Then hauled anchor and sailed another eight miles. The wind increased to 25 knots kicking up a rough sea. Seeing no good shelter ahead I decided to give it up and returned to Rogue's Harbor. "I could have walked the distance instead of dragging this old house," I said irritably.

"Oh shut up," the boat said in disgust. "I got to put up with a lot more from you than you have from me. Let's tolerate the unpleasanties so we can enjoy the good times."

"What good times?"

"Then enjoy the bitching."

"I do," I admitted.

October 29th, Friday. It was colder this morning with no heat in the cabin. My breath came out as steam. "Thar she blows." It was still dark. The days were getting shorter with less light for sailing. "We got to make some distance and get south." I hauled the anchor and sailed out around Lighthouse Island. The sky was heavy with clouds, more substantial than the land and water, making the world look upside down. Headwinds began building a chop. "Damn the Chesapeake." Made Rock Hall Harbor by 3pm and took a slip in a marina for \$.50 a foot. Exhausted after taking off clothes, ordered a meal at restau-

rant. Sat and smelled it. Couldn't eat. Returned to boat. Slept.

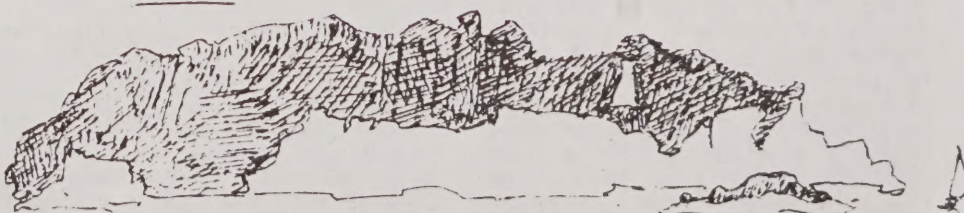
October 30th, Saturday. Rained, so stayed in slip. I rode the bike in the rain to a book sale at the local library, 14 miles. Got soaked. Worse, the books got soaked. Back on the boat I wished I had heat. Found a tavern to acquire some spirits and get warm. If I could just get a few good sailing days I could take a good bite out of this bay. I can only average 30 miles a day. The boat tells me it can do 6 knots. I don't believe it.

I would have liked to stay in the tavern but was driven out by, smoke, shouting, TV, football, jukebox. On the way back to the boat I passed the public landing. The sign said, "Boats Tie-up \$1.00". I wasted \$20 on a slip. Returned to boat in a black mood questioning what I am doing here.

To Be Continued.



TOOT TOOT



It's okay if a sailor gets to be more than three score and ten years old and hears voices when he sails. I know because it's happened to me, only the voice I heard was my own of many years ago.

It all began several years ago as I was starting an around the buoys, club race in Fishers Island Sound. There were about five Ensign class sloops jockeying for position around the committee boat just before the preparatory gun. Even though the committee boat was the preferred position on the starting line, being closer to the first mark, it was crowded and potentially ripe for a foul or collision.

The preparatory gun went off and then I heard it. "What are you doing here?" the voice said. "You're supposed to be off on a broad reach away from the starting line now. You know the way we used to do it, two minutes twenty-five seconds out, ten seconds to come about, two minutes twenty-five seconds back and hit the middle of the line just at the gun. No interference, full hull speed, clear air. Not like this!"

I was so startled by the sound I almost rammed the committee boat. I looked around quickly to see if any of my crew said anything or heard the voice but they were all busy with their duties and were probably too deaf to have heard anything anyway. "Quiet", I hissed to the voice. I knew to be my own. "I know what I'm doing. Once I pass the committee boat, I'll go off on the starboard tack, get clear air and be first at the mark."

"Humph!", the voice replied. "If you don't collide with or foul another boat first, that is."

I was too busy to answer. We had just gotten over the line and were starting back behind the committee boat to get into position again when the voice started: "Look out for that spectator boat ahead. You don't want to hit her!"

By this time I had heard enough and I resolved not to take it anymore. "Look, I wouldn't talk about collisions if I were you. Remember back in thirty-eight when our family had that Cape Cod knockabout and we were starting a race off New Rochelle, New York, just like we are now only instead of going over the starting line you ran over the race committee's dinghy they were towing astern! Right over the top of her you went. How embarrassing!"

"It could have happened to anybody", the voice whined "rainy and windy and the sea was rough. I couldn't see."

"Of course you couldn't," I growled, sarcastically.

"Did you say something to me?", one of the old fellows in the cockpit turned to me to say.

"No, nothing," I said. "Just talking to myself." Which is a justifiable response for men of our age.

By this time the starting gun had gone off and we were away in a bunch. Once past the committee boat, I did come about on the starboard tack to get clear air. We didn't get to the windward mark first as I promised, but due to superior boat speed, which had nothing to do with my or our ancient crew's abilities, we did get there third. The voice had no praise or complaint about our accomplishment, I can only guess because of what I had said to

The Old Man & the Sound

By Lionel Taylor

him earlier.

Despite a fozziled spinaker take down on the homeward leg by my sixty-nine year old friend on the fore deck (I was glad he didn't fall overboard), we finished a respectable fourth. As we were sailing back to the mooring, I heard the faint voice tell me, "Fair (not good, mind you) race. Fair race."

I didn't hear from the voice again until I decided to go for an overnight in my sloop to Chocomount Cove on Fishers Island. An occasional single-handed cruise got me away from things for a while. I had had a leisurely late afternoon sail over from the Connecticut shore, had dropped the anchor into the cove's thick mud, and was preparing to settle down with a before dinner drink when I heard the voice again: "Are we gonna stay out here all night? It's gonna get cold and if the wind shifts into the northwest, like they say it will, this cove'll get as rough as an old cob. I don't want to be out here if that happens. Let's get the inflatable out and go ashore."

"We can't go ashore here, it's all private property," I replied.

But the voice went on, not paying any attention to what I had just said "Look at that nice beach. We could build a big bonfire, have our supper and sleep right there on the sand just like we did in thirty-six on Lloyds Neck on Long Island. We wouldn't have to worry about being bounced around in our sleeping bags on the rough water and we could stay nice and warm next to the fire."

"Those were the good old days," I admitted, "You can't do that any more. Too many people now."

"Remember how it was," the voice went on. "We came up the Sound on a moderate southwesterly late in the afternoon, just like now, pulled up our centerboard, and ran our knockabout right up on the sandy beach. We only drew eight inches. We unloaded our gear and watched a beautiful sunset over the Connecticut shore. It was perfect."

"We gathered firewood from off the beach and lit a pungent fire. There were some lights in the distance but there wasn't a soul around. We got our hamburg patties out of the ice chest and had ourselves a good dinner. By the time we cleaned up we were ready for bed. Our brother and his wife decided to sleep in the boat while Dad and I laid our blankets down on the sand and slept on the beach. I remember lying there looking up at the stars overhead while waiting to fall asleep alongside the roaring fire."

"Come on. Let's do that now. Get your gear together and let's go!"

"No," I said, firmly. "We're staying here on the boat."

Sometime during the night, the wind did turn to the northwest and the boat began to buck and tug at her anchor. I didn't get much sleep that night. A couple of

times as I tossed and turned and attempted to stay in my bunk, I heard a few faint groans of discomfort from beneath me.

It was such a beautiful Sunday morning in June, I really didn't want to stay in bed. "Come on get up; let's go sailing," the voice said "It's too nice to stay in bed."

"Oh, it's you again," I yawned "Nah, you wouldn't like it. It's not like the good old days, too many boats and too many people on Long Island Sound."

"If that's the case, let's go where they aren't. Up some river or into some harbor that they'd just left. Take your sailing dinghy. She doesn't draw much."

I threw back the bed covers with some reluctance envying my wife who was still asleep alongside me. I suppose it wouldn't hurt to try going up the Mystic River again, I thought, I hadn't done that for a few years now.

Everything went swimmingly as I sailed across West Cove in Noank. There was bright sunshine and a moderate westerly breeze that was just right for sailing up the Mystic River. It was great, that is until I rounded Mouse Island into the mouth of the river. Then it began, a continuous stream of boat traffic coming from the marinas and moorings up river; sailboats, power boats of every description, all following behind one another like sheep going to slaughter. Even though we were able to stay out of the channel proper because of our shallow draft, the wakes tossed me about like a die in a cup.

"Ugh! This is terrible," I heard the voice say "Get closer to shore and we'll avoid some of this slop."

"I can't get any closer," I said, "or I'll go aground. We're just going the wrong way. Maybe it'll get better as we get farther upriver."

But it got no better. It would seem that the traffic would never slow down or end. It was like driving on I-95. Finally, with the railroad bridge over the river in the distance and the boats still pouring through it, I decided to go no further.

"This is too much," the voice agreed. "Let's go home. Bridges and harbors aren't as much fun as they used to be. Back in thirty-five your Dad and I used to sail around the back of Echo Bay, in New Rochelle Harbor on a sunny Sunday afternoon. Back and forth and around we'd go on the high tide in our Old Town sailing canoe. Past millionaire John Mansville's mansion, where, as a kid, I always believed he had machine guns mounted on his estate's searchlight stanchions. Past the big summer homes that had beautiful green lawns coming right down to the water. We'd wave to children playing on the grass and look over the side into the blue-green water and watch crabs crawling on the bottom. Not another boat to be seen."

"The bridges were different, too." (I turned to look back at the receding railroad bridge). "There was a wooden, arched pedestrian bridge to a small island in the back of Echo Bay that we'd sail under at high tide. There wasn't much wind back there so we could approach it slowly. We had to go right under the center or high point of the arch of the bridge or we couldn't get under. Even at that we had to lower the gaff of the lateen rig of our boat to get through. And if we didn't get there at

the exact moment of high tide, we'd never make it. So quiet, so peaceful," the voice concluded.

"Hey, look where you're going," someone from a fiberglass cruiser-racer going by in the river shouted at me in very un-nautical terminology. Daydreaming about years gone by was no way to operate a boat under crowded conditions like this, I had to admit. I only waved a quick apology in response and veered more toward the rocky shore to get out of the way.

It was later in the week at the mooring after I had put my sloop to bed and I sat coiling my mainsheet that the voice came again. It was quiet and there was no one around. I was in a pensive mood, enjoying the sunshine. "I guess I was wrong about that sail last Sunday. It was crowded and not much fun just like you said it would be. Things sure have changed. I'm glad I can remember the good old days," the voice concluded.

"Oh, I don't know," I said aloud. "There were some good memories but I'd have had a tough time singlehanded a big sloop like this in the 'good old days'. With roller furling sails, self steerers and self-tailing winches it's possible today. And alot safer too, with safety harnesses, lightweight, reliable PFD's, depth sounders, radar, VHF radio and more people on the water to help you out if needed, I don't think things are too bad. In fact I think an old fella like me is better off."

"I guess maybe you're right," the voice reluctantly agreed.

Funny, I haven't heard much from the voice ever since that day.

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Apprenticing in the Catskills

By Tora Johnson

The heart of the Catskill Mountains of upstate New York seems a very unlikely place to find a boat building shop, but Stillwater Homestead, nestled between mountains and bordering the Batavia Kill, is just that. Stillwater Homestead is the realization of a dream for Wayne Ford, Stillwater's energetic builder and founder. A friend recently quipped that Wayne followed the old adage and took an oar, walked west from the Hudson River until somebody asked, "What's that?", and that's where he built the boat shop.

Wayne, a veteran of the Rockport Apprentice Shop, worked as a shipwright, sailor and carpenter to fulfill his aspirations. With the help of family, friends, and a lot of drive, he has built a house, a well-equipped shop, and two cabins on nine fertile acres in a beautiful Catskill valley. This past summer, he was joined by his love, Julie Barker. Now, Wayne and Julie have opened the Homestead to provide a rare opportunity for people interested in boatbuilding and woodworking to learn by doing.

Stillwater Homestead is about an hour west of the city of Kingston, NY and the Hudson River. It is situated in the meadows of the rural Denver-Vega valley, surrounded by old, tree covered mountains. The property is flanked on one side by the Batavia Kill, a small tributary to the Delaware River where the launching of small shop projects will take place. There are still a few working farms in the valley, and local sawmills provide much of the boat lumber used at the Homestead. The Catskill region is an outdoor person's paradise with downhill and cross-country skiing, sailing, canoeing, hiking and fishing all easily accessible.

Chris Mullen, my husband, is Stillwater Homestead's journeyman. Chris spends each summer in Alaska fishing

salmon, and the rest of each year building and working on boats. Wayne and Chris met in 1985 when both were working for George Allen in Brooklin, Maine building the pinky schooner "Summertime". Last year, while I was working for the Hudson River Sloop "Clearwater", and Chris and I were looking for a shop in which to rebuild an ocean-going, live-aboard yacht, we ran into Wayne at one of "Clearwater's" mid-winter potlucks. By this time, Stillwater Homestead was nearly a reality, and we soon brought to the Homestead the first major shop project.

This past fall, together with the Homestead's first apprentices, we began work on the extensive rebuilding of our 32' Colin Archer-type ketch, an "Eric" design by William Atkin built in 1941. In this project, under the direction and instruction of Chris and Wayne, apprentices will replace traditional carvel planking, replace steam-bent frames, frame out and lay a new plywood deck, build a new interior, and overhaul the rig.

At the same time that this rebuilding is going on there will be small boat building projects which will provide apprentices experience in new boat construction. The shop will begin a Norwegian lapstrake pram in the near future, and apprentices are encouraged to undertake their own projects as time and shop space permit. Although the favorite shop activity is boat building, other projects are encouraged.

The men and women of Stillwater Homestead are drawn together by common interest in sailing, woodworking and the unique craft of building boats. Everyone at the Homestead eats their meals together, and shares in the chores, such as cleaning, cooking, cutting and stacking wood, shopping, etc. A good deal of Stillwater Homestead's work is in planting and tending the organic garden and putting up the

vegetables. With the warm days we have had recently, and the seed catalogues arriving in the mail the dinner table discussions frequently drift to what will be planted this spring. So, this year's garden will likely be bigger than ever, requiring many busy hands.

With all this, the Homestead's two apprentices work hard, and living quarters are rustic: a wood heated cabin with no electricity. Room and ample food are provided, but there is no other pay for apprentices. So, they must derive satisfaction from learning the craft, doing it well and living simply. Luckily, expenses are few at the Homestead, phone, travel (it's good to get away for a weekend every so often), entertainment and personal stuff. For their labor, apprentices at Stillwater Homestead learn wooden boat artisanry in a beautiful, quiet setting with friendly, knowledgeable people. Also, they have the use of Homestead boats, including a Swampscott sailing dory and sea kayaks.

If you think that you might be interested in such an experience, there are currently positions open for highly motivated apprentices to join the Stillwater Homestead community to learn to work with wood, grow an organic garden and continue the development of the Homestead. Spring openings are until the end of May (when Chris goes fishing in Alaska to earn more money for boat wood) and then from September '94 through the following May '95.

The best way to find out if you would like to be a Stillwater Homestead apprentice is to visit and spend a few days getting to know the people and the place. If you are interested in apprenticing, or just curious about the Homestead, call or write anytime, Stillwater Homestead, County Route 36, Denver, NY 12421, (607) 326-3025.





Return of the "Time Machine"

By Rich Alves

Now here is an ideal watercraft that I designed and built for easy daysailing or weekend couple camping onboard in comfort.

Being flat bottomed it's extremely stable at anchor or underway regardless of waves or wakes. Its so stable one can stand up and walk stem to stern underway and it doesn't heel but just slices forward.

Being designed to be out in scorching sun or torrential rain it's equipped with an optional sun tarp and underway rain fly which rolls down further to join full screening for camping.

Roof toppable, interlocking and stacked, devoid of motor, trailer and registration, it requires from arrival at water's edge to underway but ten minutes by myself.

"A ship within a ship" as described in the book "The Time Machine", it is a blend of traditional beauty and modern sleekness, displaying mostly brightwork of 1/4" Maylaysian lauan mahogany and oak trim.

The center pod provides the luxury of a fully unobstructed 4'x8' deck for cooking, dining, dancing, lounging and sleeping for two. A line and pulley system all around the inside makes steering the balanced rudders easy from virtually anywhere onboard without having to reach out for a tiller or a wheel.

The 75sf (max) sail is fully roller reefed around the boom, from lug to lateen underway, with ease and safety by one person in seconds. The arched hoop traveller keeps the center pod completely clear and safe from the sheet and also supports the tarps and tent. And there's no ducking the boom.

All construction was done at home using epoxy, glass fabric, common lumber, hardware and marine supply store goods.

Rich Alves, 168 Lohse Rd. Willington, CT 06279.



"The Surf Is So Big and My Boat Is So Small"

A Story of the 12' Malibu Outrigger

By H. Douglas MacNary

If you frequent the Malibu Beaches you might see some type of Malibu Outrigger. They range in size from 12' to 26'. They have been largely replaced by Hobies, Nacras, P-Cats, Prindles, etc. A few may remain in the Malibu Yacht Club at the west end of the beach.

This story pertains to the 1960's when the Malibu was one of the fastest surf boats around and there was a lot of "messaging about" and racing. I owned a twelve footer named "Papette" that was built by a construction worker to fulfill the membership requirements of the Malibu Club. He sold it to me in order to fund an eighteen footer.

Warren Seaman had designed the twelve footer for his wife and children. She sewed quite a few sails and she also competed in many races. Warren, of course, is half of the design team of Seaman and (Rudy) Choy that developed many ocean racing catamarans. His two sons have become outstanding competitors in the multihull field.

The boat was constructed of 1/4" plywood and was skinned with 4 oz and 6 oz fiberglass. Polyester resin was used throughout. The 20'-6" hollow mast and solid boom were fabricated of spruce. The curveous akas (cross beams) were laminated. The daggerboard and rudder were mahogany. The dacron sail area was 95 sq ft and it was loose footed. There were two planks fastened to the akas with thin line to provide hiking seats on the starboard side. The port side used a large diameter bamboo tube for hiking. There were eight bolts connecting the akas to the hulls. The whole boat could be disassembled and stuffed into the back of a station wagon in about 15 minutes.

Sailing the little outrigger into the Pacific took a lot of nerve (foolhardiness?). The objective was to pick the seventh (smallest) wave of a set. Then one would push off and paddle like blue blazes until the wind took hold. Returning to the beach was also nerve racking. The daggerboard was partially retracted, the waves were counted, and "Geronimo", in you went. In case you mistimed the wave, you could drop over the stern and act as a sea anchor, holding the aka with one hand and the tiller with the other. I am not exaggerating the riskiness of the effort. Each year we would have a luau at the club where we burned all the broken boats in a large bonfire.

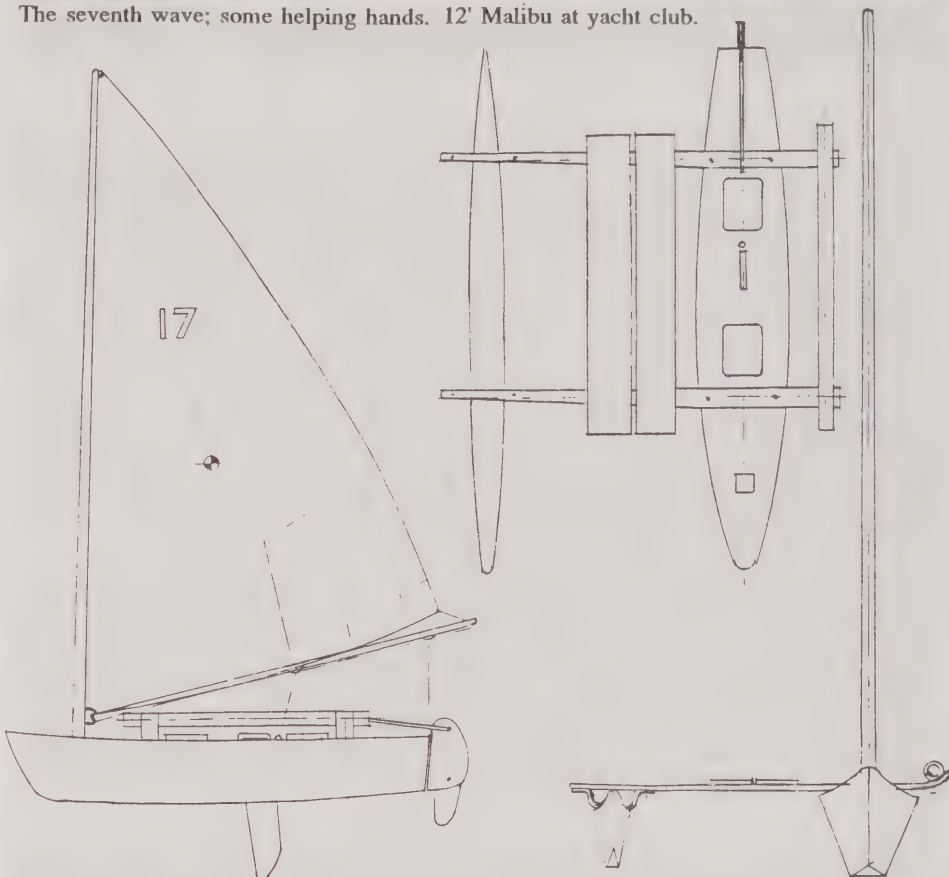
Regardless, we had great fun and attracted sailors such as Will Windom ("Murder She Wrote") and Forest Compton ("Gomer Pyle").

In recent years, Cris White has designed a modernized version of the Malibu Outrigger. It is 15' in length and is a high performance single-hander. Speaking of performance, the 12' and 18' have low Portsmouth numbers.

I moved from California to Florida and sold my boat to a native before I left. It was a mistake! Florida has just the environment for a beach boat that can also move in shoal water (board up) and maneuver in rivers and bayous.



The seventh wave; some helping hands. 12' Malibu at yacht club.



Sailing Through The Eighteens

By H. Douglas MacNary

A number of years ago, I had a Malibu Outrigger. It was only 12' long. The "big guys" had 18' hulls and twice the sail area. Most of the time they sailed rings around me, but not this day. While Malibu Beach normally has a steady breeze, this day was very calm.

The eighteens started the race five minutes before the twelves so that we did not get in the way. All the boats were moving slowly, but the twelves seemed to be catching up to the eighteen foot fleet.

I had read an article about holding the sail shape in light air by having someone reclining in the sail while sitting on the boom. I had decided to bring my twelve year old daughter to try the technique. We seemed to be moving while the eighteens were "dead in the water". In fact, we sailed

past an eighteen where the husband and wife were having a "discussion" about who forgot the wine skin.

Finally, we rounded the last mark and there were the eighteens bunched together and not moving. But we were still making way! After banging into a few sterns, we finally sailed clear. We were ahead of all the eighteen footer's.

So was the twelve footer #75. We trimmed as best we could to stay clear of the eighteens. As we approached the finish line at a snail's pace #75 was close on our bow. Since we were both on port tack, I decided to roll over on starboard but we were too late and #75 beat us by a foot.

The eighteen fleet was a little flustered. In future events, the twelves were to be started ten minutes after the eighteens!

The Toy Boat

"Mr. Southman, where did you get the toy boat?" The precocious young boy was watching Pete Southman check his new boat in his swimming pool. The "Toy" name stuck! Actually, the boat is "320" (centimeters) designed in France for the Libby (glass) Company.

My Toy Boat story began when I was contracting with an Architect/Engineering firm in Toledo, Ohio. As I was walking past Libby's headquarters building one morning, I saw the boat on display in the lobby. Libby had developed a process called "clamshell" for forming polyethylene and was trying to establish a product line to sell both the material and the process. Inquiries revealed that Libby was selling its production prototypes, about sixty units, at a discount. About thirty had been sold to a local yacht club. I bought seven on the spot for \$200 each and had them transported to Oak Ridge, Tennessee.

I sold six of the boats to associates at work and we formed a fleet. While we never had formal races, we did a lot of messing about on Melton Hill Lake (Oak Ridge) and Loudon Lake (Knoxville).

The boat is now available in France where it is used as a trainer for the 5-0-5 class. The price delivered in Paris is over \$1,500!

The boat is a miniaturized version of the 5-0-5. It can be cat or sloop rigged and a young crew can hike out on a wire. The hull bottom is made of two formed polyethylene pieces, one inside the other. There are standoffs between the two components. The flared rim of the assembly is heat bonded. The cowl is screwed to the rim. The hull is tough and UV resistant although it will scratch. The mast and rudder/tiller assembly are aluminum. The daggerboard is a hydrofoil formed of two pieces of polyethylene. The hull is bright yellow and the cowl, daggerboard and mast are black. The white sail has an area of 45 sq. ft. The hull weight of 60# makes for easy cartopping.

We have had a lot of fun with the boats. They will carry two people so wives and children enjoyed the sailing. The fleet is gone now due to job changes and moving on to other boats, but we have fond memories of messing about in Toy Boats.

Pete Southman and the precocious boy who named the Toy Boat.

A messabout at Melton Hill Lake.

The boat will carry two adults.

Cartopping with a device that uses the trailer ball as a pivot (Sears Roebuck).



Open Water Rowing (and Sailing) Boat

By Tim Barnum

As I'm sure is true for many reader's, I've found the process of designing and building my own small boats to be tremendously satisfying even to the point that my wife considers obsessive. I usually design them while travelling on quadrille lined paper, build a 1" to foot model to check out the plywood bends and then start cutting 5+mil lauan.

In the design of this boat, I wanted to achieve the smooth water flow of the cosine wherry and Whitehall pulling boats. The bottom is close to symmetrical fore and aft but the thin bow is replaced by a wide stern. The length is two sheets of plywood, 15"10". The width was determined by my desire to roll it on its right side up down the ramp to the floating dock accessible from my home on the Damariscotta River in Maine. Its 3'3" beam is less than the 3'6" width of the ramp but I forgot about the curve in the railing so I built a saddle to fit on my lawnmower wheel trailer to carry it on its side.

The only frames were the mid-station seat and transom. To build it upright, I set the flat bottom on 2x4 stringers atop two sawhorses. The garboards were stitched with wire to each side of the bottom, folded up and wired to the seat. Further shape was created by clamping scrap to the sides to force it them out. Once the gars were epoxy taped, sides were put on, stitched and glued. The frames for bow and stern seats were fitted and glued after. All frames were 5mil lauan. The lauan served as support for the fore or aft part of the seat and 1x2 furring strips (my selection for tiny or non-existent knots) serve as beamwise reinforcement for the other end of the seat with a short strip under the butt. All of the materials were acquired locally mostly at the hardware store.

The boat was originally designed to be for rowing only but being a sailor at heart and being lazy, I couldn't resist putting in a daggerboard trunk, mast support and rudder. The sail, mast, boom, board and rudder as used on my first design were used.

The first launching was in my brother's swimming pool. From this launch I determined the true waterline. I also tested how far over it would go before tipping since the boat was destined for the cold waters of Maine. It was gratifying that it started to fill over the sides before going all the way so there would be some warning. I had placed foam high in the bow and stern decks with a bit added under the stern seat. The high placed flotation was supposed to keep the boat from turning turtle, but I found that the boat's light weight meant it was just as happy being upside down as right side up.

A good case could be made for having a daggerboard slot at least a fingerwidth wide on any boat because it allowed it to be flipped rightside up easily. My nieces thought that playing in the boat and flipping it was a lot more fun than the short pool length row.

Incidentally, I made the sail myself

with a simple zig-zag sewing machine. I have been making sails for years, and used them in racing, based on the Sailrite Kits Sailmaker's library. I notice readers looking for sails in the classified ads, and I really think that anyone who builds a boat can easily build the sails. I know that Dynamite Payson thinks that you need a good sailmaker to have a suitable sail but sails have been made with some pretty simple rules of thumb that made boats go very fast before any computers existed.

The sail on this boat is only 50 square feet on a 13' mast to keep the heeling moment low. The low resistance shape (Thomas Firth Jones, author book by this name is one of my idols) makes for a sweet and spritely way with light to moderate wind. However, the narrow and tender shape means sitting near the center edge of the side seats. She rows easily but the lack

of a skeg keeps her from tracking well with a side breeze. However, leaving the sailing rudder on without even lashing the tiller, straightened it right out. The boat is very sensitive to weight fore and aft so I built two rowing positions. The middle position for solo does have the drawback of being just aft of the daggerboard slot. It discourages vigorous rowing with a slosh on the back side, a complaint easily solved with duct tape or a real short daggerboard to fill the slot.

I was so encouraged by the lauan epoxy tape construction that I am now building my Design #6 (#4 & #5 might be built some day) a 14'10" long 5' beam sailboat (which can be rowed) from 5+mil lauan which used lauan for frames every 2' to gain stiffness. My goal is 100# or less hull weight which looks very doable if I don't slather on the epoxy too thick.





"Sea Island Princess", a 21' fantail launch built in 1980, powered by a 5hp Volvo, is owned by Wis Goodhue of Sea Island, Georgia.



Schofield's Boatworks of Oak Hill, Florida, displayed this 15' molded plywood Lee Craft outboard from 1956.

A 17' 1957 Chris Craft owned by Bob and Chris Smith-Braaf, grandson of Chris Smith, founder of Chris Craft.



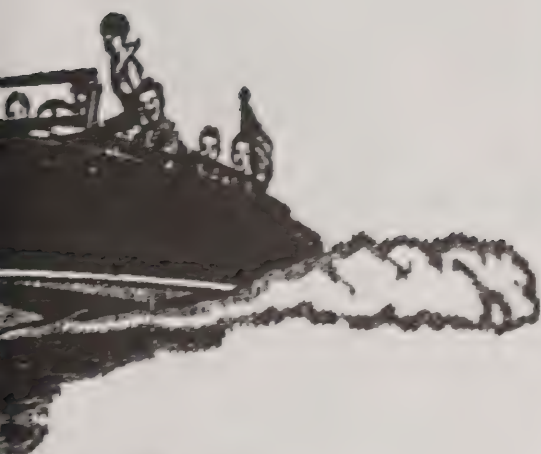
Annual M Antique B



"Evergreen" is an E.M. White motorized canoe built in 1956. It has a two-cylinder, with reverse gear. The "driver's seat"

A couple of raceboats. "Dancing Bear" was raced by Brayer and his son. "Jr. Prowler", a 20' racing boat, set a straightaway record in its class of 94.6mph. Sold in 1956 by Brayer and his son. "Jr. Prowler", a 20' racing boat, set a straightaway record in its class of 94.6mph. Sold in 1956 by Brayer and his son. "Jr. Prowler", a 20' racing boat, set a straightaway record in its class of 94.6mph. Sold in 1956 by Brayer and his son.





unt Dora t Festival



1910. The engine is the original Eagle two-cycle, "ga", a classic Chris Craft barrelback.

56-72. During this career it established a world it was found in 1988 in very poor condition by its racing condition. It is again being racing seriously about, was built in 1956 and was national classic inch, 300hp Cadillac Crusader. Restoration was into Gorda, FL.



This 196' Grand Laker Maine guide canoe owned by Bob Schofield was built by George Bagley of Princeton, Maine, in 1943. It is powered by a 1946 Air Motor.



A 1964 Amphicar arrives. Owned by Bob and Nancy Stowers of Belfast, Maine, the amphibious car was made in West Germany and powered by an English Triumph Herald engine. It travels up to 60mph on land, 6mph afloat. 4,500 were built over seven years, 3,000 were sold in the U.S. About 500 remain today.

Reporter/photographer Fullam snaps a passing raceboat (note those exhaust stacks) from his floating vantage point in one of Bob Schofield's skiffs.



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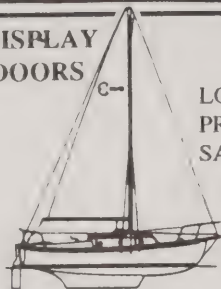
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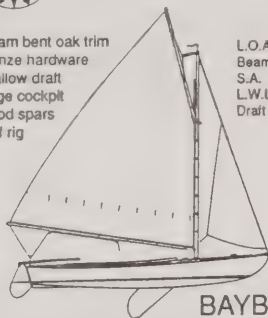
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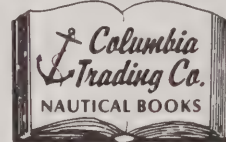
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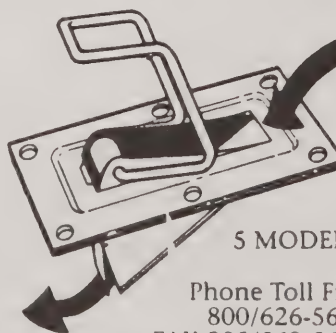
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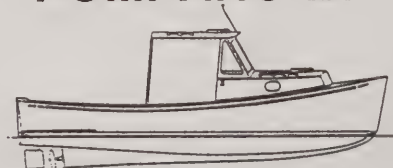
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BOOK REVIEW

YACHT DESIGNS II

by William Garden

Reviewed by David N. Goodchild

(Published by Mystic Seaport Museum, 50 Greenmanville Avenue, Mystic, CT 06355-0890. 193 pages including index. Illustrated with line drawings and photographs. \$39.95).

This book made me very sad. Bill Garden is one of the three designers I most revere. The other two are Jay Benford and Phil Bolger and no ranking is intended in that listing. His earlier volume *YACHT DESIGNS*, published by International Marine in 1977 is one of the most thumbed books in my library. Here there was something for everyone. From Garden's own interpretation of Holmes' EEL to TOADSTOOL, the designer's own exquisite small schooner, to PRIVATEER an ancient dream ship in every aspect, even to the cutlasses racked by the companionway, to the irresistible SPICE ISLAND CUTTER, a seagoing ship of 22' 6" on the waterline to the magnificent NEREUS, the only square-rigged power vessel I have ever seen and my only power vessel infatuation.

There is none of this in *YACHT DESIGNS II* however, and the first volume of *YACHT DESIGNS* is long out of print. (I have seen it listed as a "rare" book in nautical bookstores).

This is a book of big boats and the trouble with big boats is they are forever out of reach of most of us and they do not engender dreams. But a little 22 foot SPICE ISLAND CUTTER can be embraced by anyone. This is also a book of very modern boats. There is scarcely a gaff to be seen and fully half of the book is taken up with motor-sailors and powerboats. There is no inherent evil in these latter (I suppose), but they are remote, and it is this very remoteness which makes them of little interest to those of us who would prefer to mess about in smaller boats.

Bill Garden is a designer who is not afraid to be as iconoclastic as Bolger or as modern/traditional as Benford but there is little of that here. Outside of OYSTER, and TLINGIT there is little unusual. All of Gardens designs are elegant, but 196-foot motoryachts can't really help but all look the same. Whatever individuality they might have is drowned in the very size and complexity of the machine.

OYSTER is a unique little "barge yacht" designed as a liveaboard, tie-up, go-to-school, home-sailing scow for a girl of 20. OYSTER succeeds and is, as Garden stated on the plans "a dinghy for space ship Earth". TLINGIT is a 62 foot motor yacht which originally appeared in the first volume of *Yacht Designs*. She was built as a commuter launch for one of Garden's neighbors and in this volume she is converted to an economical cruising launch. While TLINGIT is 62 feet overall, she is only 7 foot 6 inch beam. A real needle!

So, a disappointing book, yes! But sad?

Well, I found in reading several of Garden's illuminating commentaries on his designs, that he is apparently thinking a great deal on his own mortality. It is perhaps best illustrated by the following closing paragraph about the 36' yawl QUERIDA. "A few years ago QUERIDA, with Jim and Winkie on board, sailed away to Valhalla a couple thousand feet deep off Monterey. QUERIDA was a lovely carriage for the last voyage. Jim and Winkie were terminally ill and QUERIDA was aging. After long deliberation and with peace of mind, the final sail and the quiet descent to the ocean floor."

BOOK REVIEW

"Low Resistance Boats"

By Thomas Firth Jones

Paperback, 242 Pages, 122 Illustrations
IM #158003 - \$21.95

International Marine Publishing
Blue Ridge Summit, PA 17294-0840
Reviewed by Jim Michalak

This book will be first class reading for almost anyone who designs, builds or messes about in boats. But maybe not for the reason you might think.

I didn't find this to be a textbook about low resistance. That idea is a weak thread that runs through the book. There are no tank tests, no computer printouts or differential equations. Jones doesn't seem to believe in studying flow lines but instead concentrates on things like surface area and various coefficients. Alas, he doesn't go through the nitty-gritty of calculating most of the numbers so we're left to search through other books for the methods. Jones is a fanatic about weight and I found that refreshing.

The book's subtitle is "Build 24 Boats That Move Easily Through the Water". But this is not a build-it book in the blow-by-blow manner of Harold Payson. None of these boats are "instant" types and the book does not contain complete drawings of all of the boats. The boats range from simple tiny canoes to an ocean crossing trimaran. In between are several boats that Jones built and used but didn't design. All of the designs, to me, are wholesome boats intended to be fairly simple, easy and inexpensive to use.

So why bother with this book?

Jones has given us a banquet of his wide, first-hand experiences with designing, building and using various boats.

Jones the designer tells us the plus and minus aspects of each example boat. He discusses the results of experiments and modifications on them. He discusses scaling designs up and down, modifying the work of other designers, and designers' rights. And he doesn't hesitate to comment

on the work of other designers.

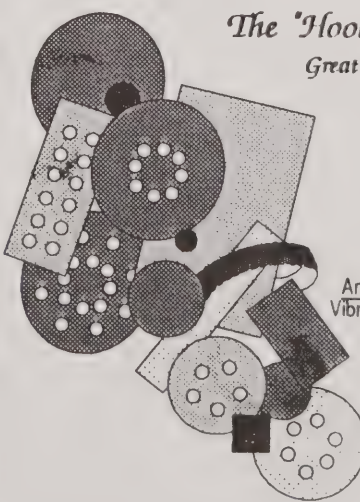
Jones the builder tells of his experiences with different building materials and techniques. In the 24 examples are cold molded plywood, tortured plywood, batten seam and taped seam. There are carvel planked, strip built and lapstrake boats. There are several foam core fiberglass boats. He built them rightside up and upside down. It's almost as if he made a point of trying about every type of construction. He talks about relative costs, mess, and building satisfactions of the different types.

Jones the boater seems to have done it all, from racing tiny canoes and El Toro dinks to sailing the Atlantic in his multi-hulls. This stuff is all folded in with the design and building stuff, as well it should be. My favorite tale is when he and his wife encountered a hurricane on the way back from Bermuda in a small 1,200lb. 1/4" plywood Wharram catamaran. The double berth was 28" wide. Anyway, it became apparent that their only chance of survival was for him to leave the security of the cabin hull, crawl outside through the hurricane and across the boat and put his weight in the other ama. He made it, but not before the two exchanged what they thought might be their final farewells.

There's also a lot of Jones the philosopher woven through the book. He seems to be the type of guy who lives by his own experiences rather than someone else's. Try this comment: "There was never a time sheet on the wall. That's the way to build anything, and that's the way to live too. Time and money are not the same thing and what makes work worth doing is not the profit or even the product, but the personal growth and satisfaction."

Or, how about: "The preoccupation with looks in functional objects (such as human bodies) is the greatest modern absurdity..." Folks, this book has lines like these from stem to stern.

I don't agree with all of Jones' conclusions and neither will you. But this is a book that will make you think hard about boats, and there's not a boring paragraph in it.



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A Boat for Thin Water - Part 3

It had become apparent by January, 1988 that there was no way I'd sail "Beach Girl" this year. Although I had the hull and deck built they weren't faired or painted. Even worse I still had to build mast, boom, yard, leeboards, rudder, tiller, cockpit sole, mast step, hatch covers, oars, etc., etc. But the worst part was my knees were giving me trouble.

Not without reason. In my wasted youth one of my hobbies had been motorcycles. I had been hit by a Pontiac in 1966 while on a BSA 650, breaking my right leg in numerous places. Years later while

riding a dirt bike I fell and damaged my good knee. So my knees had good reason to complain about all the hours I'd been standing on a concrete floor. I was going to have to take it easy which means slower.

About this time a friend told me of an interesting little catboat that could be had very reasonable. It's just that it had this little hole in it, and the boom was rotten, and the daggerboard was missing. But it was a bargain. I'm a sucker for interesting little boats. It turned into a major project of its own and it was late summer before I

got back to "Beach Girl". I had been letting things go around the house for over a year while working on my boats, but that couldn't go on forever. Now I had something to sail, "Beach Girl" became a long term project. I just didn't know how long term it would be.

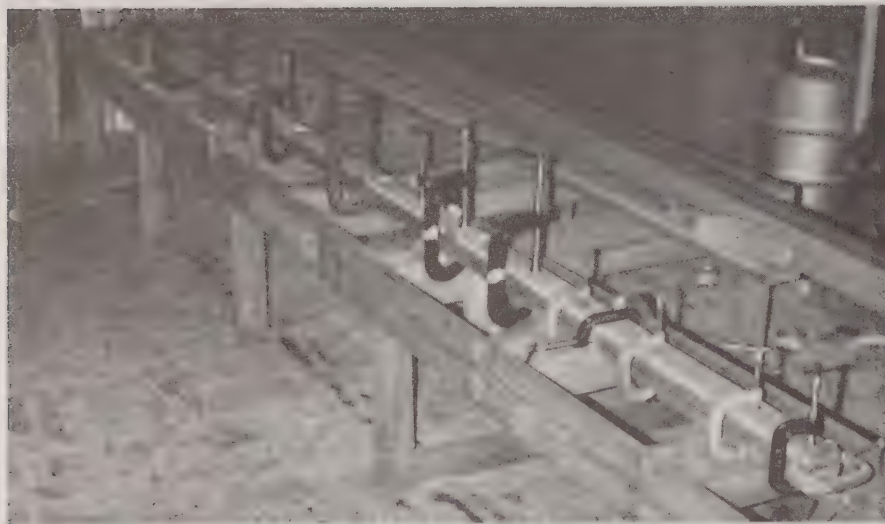
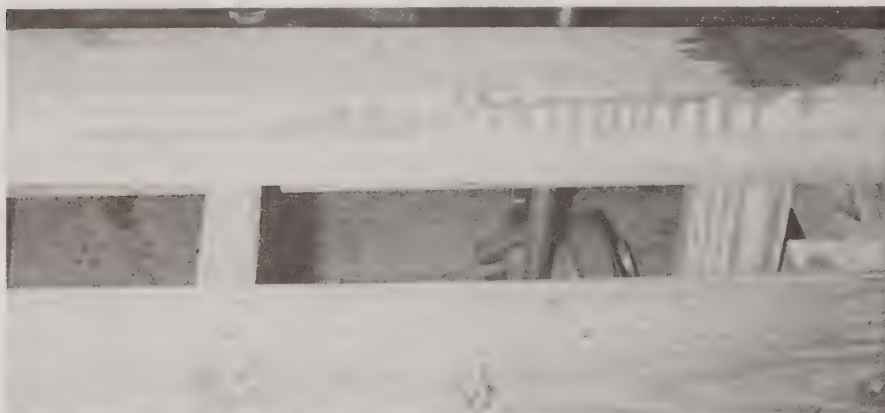
Frankly, I've forgotten what I did next, but I built the spars in the winter of '88/'89. I did not know exactly how long to make the mast so to be safe I made it 17'. Of course the longest fir 2"x4"s I could find were 16'. I bought two 16 footers and one 8 footer, cut the 8' in half, and scarphed them to the 16's. Next I ripped the 2"x4"s to about 3-1/8" and glued them together with WEST epoxy. Note I used the strongback as a bench to build the spars. It was a bit too low to be ideal, but I had it and made do. After the glue set up I squared the mast to three inches with a hand plane. Then I marked the taper on both sides and sawed off most of the excess with a handsaw. I used a handsaw for two reasons, #1 a skillsaw would not cut deep enough to do the job and #2 I can cut more accurately with a handsaw. I was sore for days afterward from all the sawing. Now I planed the taper to the marks. Next I eight sided, sixteen sided, and rounded the mast with a hand plane and sandpaper. This included tapering the butt where it would be in the

The yard was glued up of three pieces of 3/4" x 2-1/4" to finish 2-1/4" square. It was so heavy I decided to get some advice. This is when I screwed up my courage and wrote to Mr. Bolger at his new address, explaining how I'd modified one of his designs, and now I needed advice on spar dimensions. I then awaited his reply cringing at what he might say. If he had not replied I really couldn't have blamed him. But his reply came back promptly with the information I needed and a compliment on MY design. The man is incredibly generous. Thanks again Mr. Bolger.

With the mast and yard built I applied two coats of varnish and put them in the spar rack. I didn't build the boom at this time for the simple reason I couldn't make up my mind to use a sprit boom or conventional boom. Shortly before sailing Beach Girl I built a sprit boom and haven't regretted it.

To build the mast step I wrapped the butt end of the mast with several layers of waxed paper and then applied three layers of mat alternating with three layers of cloth wetted out with resin. When this had cured I drove it off the mast, trimmed the ends, and installed it in the boat. The black line shows the location of the forward bulkhead. Any water that goes down the mast step will drain into the cockpit instead of into the forepeak. Both the forepeak and after peak MUST be watertight as they are the only flotation when the boat is swamped or overturned.

By this time I had tried to fair the hull several times, but had to admit I didn't have the knack for it. However, my friend Andy (Anderson) did have the talent needed to fair a boat so we made a deal. He would fair my boat and I'd fix his car. I got the best of that deal. Thanks Andy.



I built the rudder of two layers of 3/8" mahogany laid at about 30 degrees to each other with the head cheeked out to take a tiller. As an experiment I put an endplate on the rudder instead of a pivoting blade. The tiller is laminated of five layers of mahogany, light and dark layers alternating, and was glued up in a temporary jig to put the curve in it.

The leeboards are made of two layers of 3/8" marine mahogany, glued together and glassed with one layer of 11 oz fiberglass and West epoxy. I epoxied in a 12 lb. disc of lead in each board before glassing. Mr. Bolger had recommended 15lbs minimum in his letter, but after pouring, mine came out light. Not wanting to remelt them I put them in as is. I could add more lead later if needed.

Gambell & Hunter did a beautiful job on my tanbark lug sail. Even better, they had the best price of anyone I'd checked.

To build the hatch covers I had to build two separate molds as the hatches were different shapes. Both hatch covers are laid up of 3/4 oz mat and 10 oz cloth alternating. I've forgotten how many layers are in each, but the after one is overbuilt (I think a Clydesdale could stand on it). Then I overreacted and made the forward one too light (I'm afraid to step on it).

Other than fairing the hull the toughest job in building "Beach Girl" was making the leeboard guards. I had a terrible time making them. After scrapping two or three I found a way to do it. For someone who had worked with epoxy for fifteen years I'm surprised at how long it took me to think of this. The problem was the guard changed in width over its length and the angle changed (where it met the hull). My solution was to shape the guard approximately to the hull then apply thickened epoxy to the inside face of the guard, fasten the guard to the hull using two of the mounting screws, with waxed paper between the guard and hull, let it cure over night. Instant perfect fit. To do this you might have to plane the outer face a little to get it parallel to the centerline. Don't forget the waxed paper if you want the guard to be removeable.

The lovely tanbark sail from Gambell & Hunter.



By now it was the fall of 1992 and my six month project was approaching its sixth year anniversary! Somewhere in his writings Phil Bolger says something about "projects that hang around too long become terrible things", or words to that effect. "Beach Girl" was just about there. It was time to finish this thing. I had started her on April Fool's Day 1987 and I would sail her on April 1, 1993, or die trying.

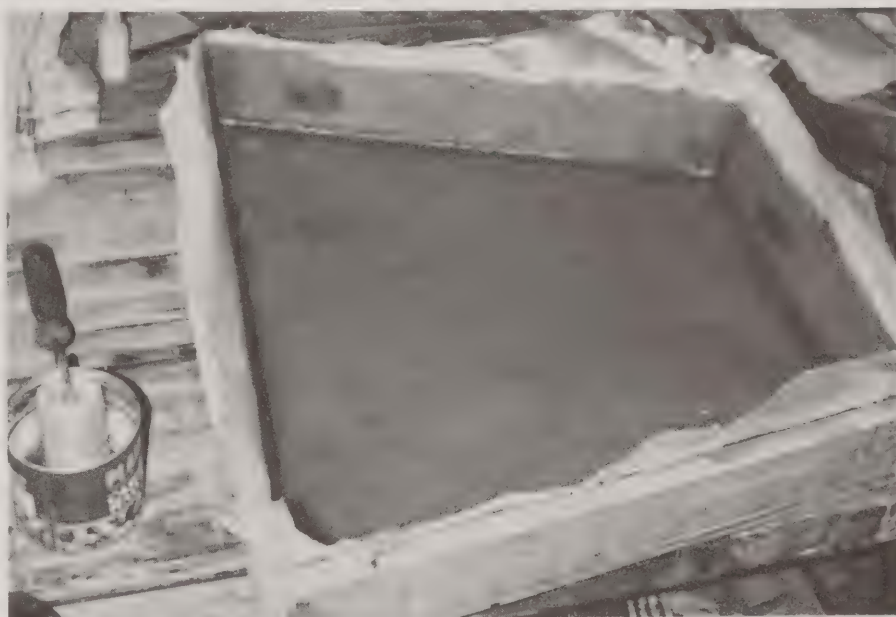
Over the next six months I painted inside the fore and after peaks, glassed in the 1/4" ply bulkheads, built floorboards, trimmed the hatch covers to fit, built a sprit boom, filled and sanded the hull more

times than I care to remember, primed one last time, and painted her. She is painted dark green topsides, cream deck and stripe, red bottom (with deck paint) and mast, buff in the cockpit.

I still had to install the hardware, figure out how to hold the hatch covers down, and a million other details. I missed my deadline (again), but did have her ready by mid-April, and then had to wait a week for the weather to cooperate. But, "Beach Girl" was ready to go sailing, at long last.

The next installment will be about sailing her.

Molding a hatch cover, painting the bottom, and ready to sail.





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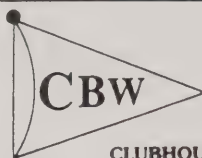
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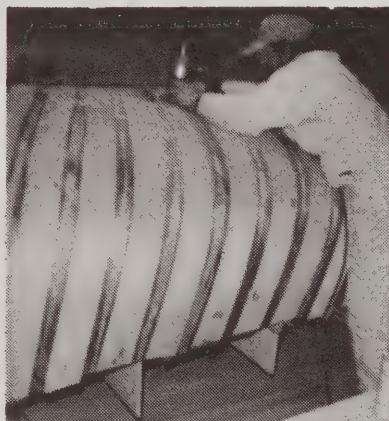
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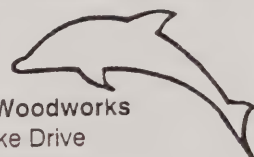
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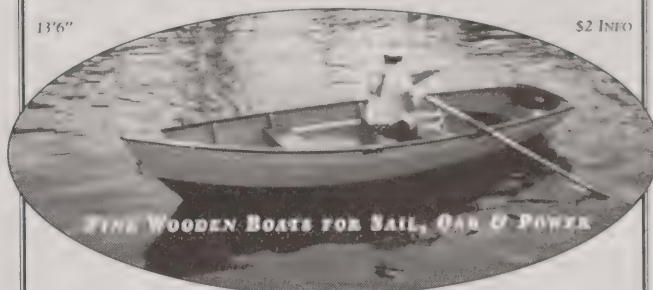
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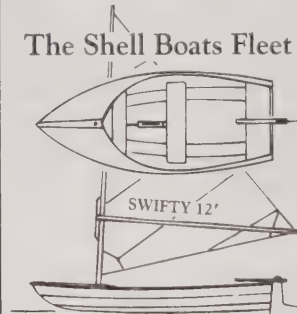
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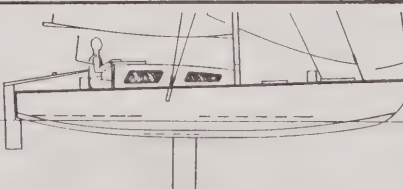


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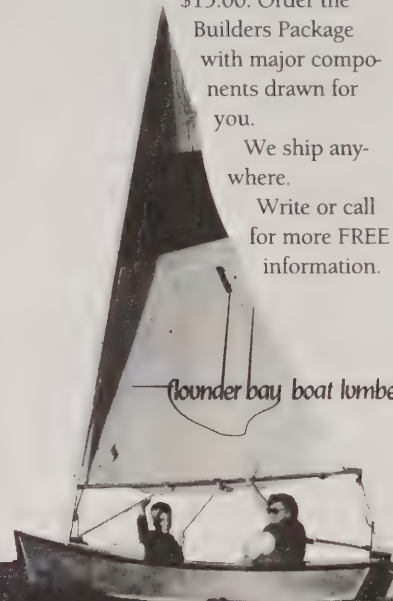
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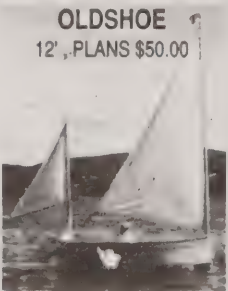
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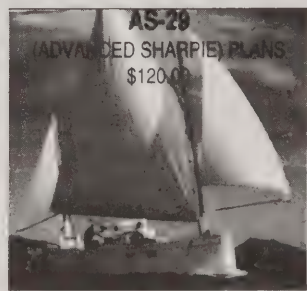
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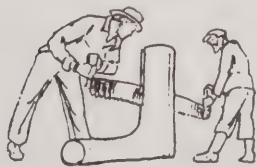
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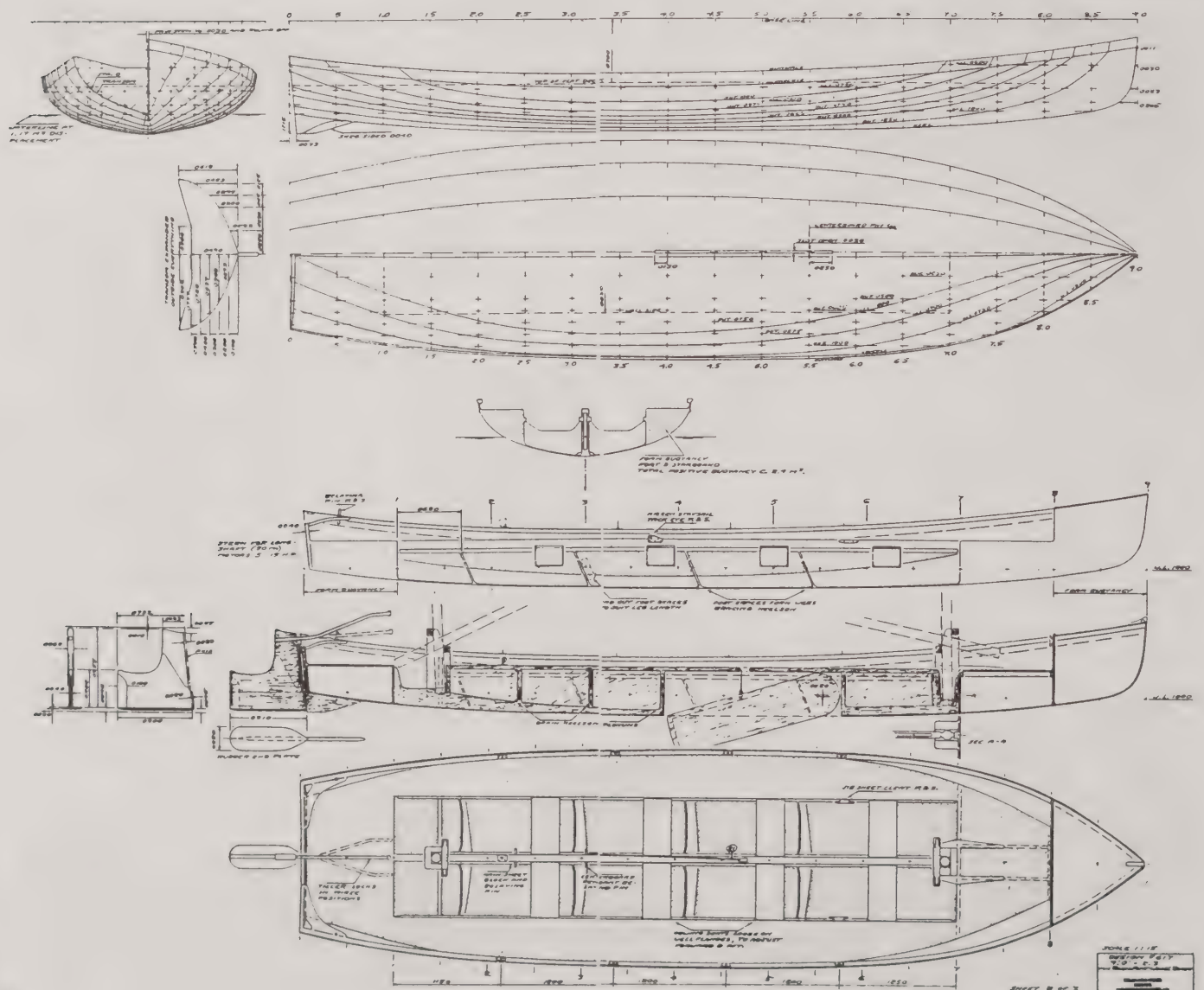
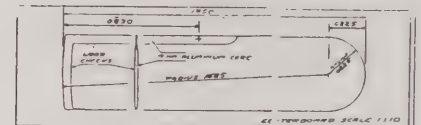
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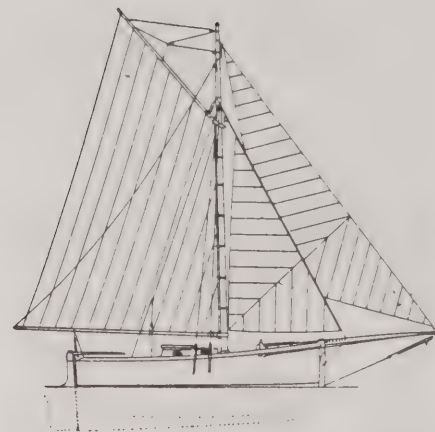
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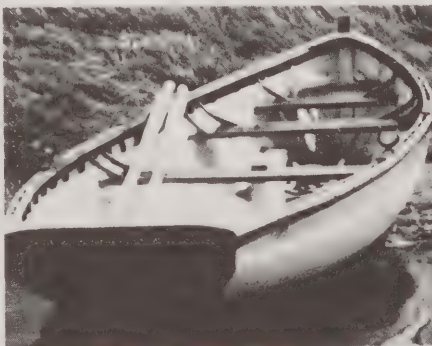
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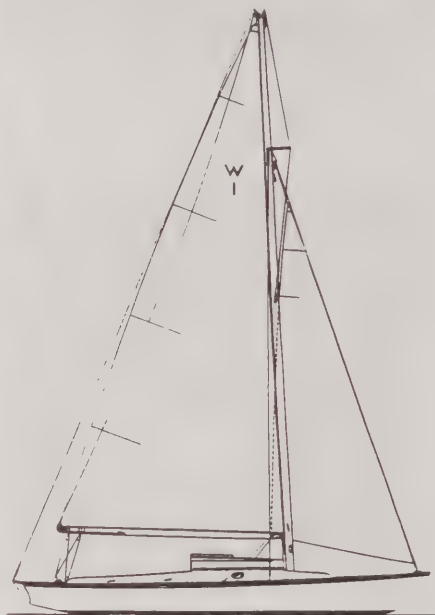
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BAUER 10 CB SLOOP, gunter gaff rig, tanbark sails, oars, trlr, ash/teak used lavishly. Blt 7/93, paid \$4,500, asking \$3,500, as new cond.

JOHN DENT, 103 Red Fox Tr., Winchester, VA 22602, (703) 877-2829. (1)

OLD TOWN WAHOO CANOE, sailing model. \$995.
FERNALDS, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (1)



22'6" HARTOG DESIGN, hard chine, cedar on oak, bronze fastened, 75% compl. Plans incl.
KENNETH LUDLOW, N. Pembroke, MA, (617) 826-2091 aft 6pm. (1)

WEST WIGHT POTTER 15, '85, exc cond, jib, main, genoa, trlr, cushions, new 2hp Honda. Dry sailed, garaged, \$2,400.
RANDY WRIGHT, Merchantville, NJ, (609) 665-2744 eves. (1)

18' DUXBURY DUCK Alden sloop, '47, rblt '91. New trlr gd cond, \$3,900.
DAVID HINDS, Wakefield, MA, (617) 245-1283. (1)

19' O'DAY DAYSAILER, main, jib, trlr. \$1,500.
HARRIS NEWMAN, Box 147, Gwynedd Valley, PA 19437, (215) 641-1302. (1)

10' HERRESHOFF PRAM, cedar on oak, mahogany transoms & thwarts, copper & bronze fastened. Tows & rows well.
GEORGE OVERBAUGH, 69 S. Stonybrook Dr., Marlborough, CT 06447, (203) 295-0693. (1)

20' OLD TOWN CANOE, wood/canvas, older vintage, remarkable cond, dry in water. Maine Fish & Game Dept. stamped on bow & stern decks. Orig decal. \$1,150 or BO.
BRUCE BUCKLEY, E. Sandwich, MA, (508) 888-2457. (1)

SMALL CRAFT WARNING 18' rowing shell w/9'9" oars, \$950/BO.
MICHAEL MC MANUS, Hingham, MA, (617) 740-2523. (1)

18' HOBIE CAT, lt blue hulls, dual trapezes & harnesses, extra daggerboards, main & roller jib. \$1,200/BO.
MICHAEL MC MANUS, Hingham, MA, (617) 740-2523. (1)

30' KNARR CLASSIC SAILBOAT, mahogany on oak, gd sails, sound hull. Nds some TLC & minor deck work. \$3,600.
ALEX KAMPF, 17A Grayson Rd., St. Inigoes, MD 20684, (301) 872-5782. (1)

17' SIREN FG SLOOP, small cabin, trlr, 4hp Merc OB, all in gd shape. \$1,500.
RICHARD BRIDGE, Laurel, DE, (302) 875-0879. (1)

SAILBOARD, O'Brien "Sensation", gd cond, trade for mountain bike or treadmill of equal value.
RICHARD BRIDGE, Laurel, DE, (302) 875-0879. (1)

NORTH END 28, upgraded sailing dory, side & after decks added. Awlgrip, self tending Housley jib, 500# lead ballast, 4 opening ports, 8hp Seagull, trlr. 1st sensible offer takes her. Lying Hobson's Boatyard, Bishopville, MD.
NEAL COCHRAN, Frederick, MD, (301) 669-5601, (410) 524-5617. (1)

10-1/2' FG WEE LASSIE CANOE, 28 lbs, \$270.
BOB WOLFERTZ, P.O. Box 75, Rosemont, NJ 08556, (609) 397-0141. (1)

WAYFARER #4100. FG on trlr w/all sails. Exc cond. Asking \$1,900 or trade for Laser, J-Y, VW Beetle or two wks this summer in some exotic place.
MICHAEL TIMM, 7 Volino Dr., Poughkeepsie, NY 12603, (914) 462-5444. (1)

16' GLOUCESTER GULL DORY, plywood hull, Shaw & Tenney oars, gd shape, \$750.
BOB WOLFERTZ, P.O. Box 75, Rosemont, NJ 08556, (609) 397-0141. (1)

420 CLASS SAILBOAT, FG hull, teak rail & brightwork, alum spars, main & jib. Made by Honer Marine in England. '70 vintage, exc shape. Asking \$895, no reasonable offer refused.
RON PATTERSON, Wilton, NH, (603) 654-9687. (1)

NORDKAPP HS SEA KAYAK w/retractable skeg, small cockpit, deck pump. White w/black trim, a beautiful boat, used 1-1/2 seasons. \$1,950 new, will sell for \$1,550. Will meet serious inquirers halfway in NE or NY.
STEVE TITCOMB, Jeffersonville, VT, (802) 644-8249. (1)

25' VERTUE SLOOP, 1950 British blue water pocket cruiser. Extensively rblt '83-'85 incl many new floors, frames & fastenings, new decks (marine ply, dynel, epoxy). 10hp diesel installed '91. Standing & running rigging renewed '87. Much recent equipment & electronics, Lapstrake pram incl. \$16,500.
JOHN LACOCO, St. Michaels, MD, (410) 745-5440. (1)

16' BULLSEYE Herreshoff designed daysailer, Hull #29-62, sail #327. Thurston main & working jib, cockpit cover, OB mount, Danforth anchor & rode, compass, pump, paddle, winter cradle. Treated with TLC for last 17 yrs, located in Lakeville, MA, asking \$3,500.
JONATHAN BRADLEY, N. Monmouth, ME, (207) 933-3536. (1)

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RAY SCHAEFER, Brooklyn, NY, (718) 743-9539. (1)

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18' MARSHALL CATBOAT, blt '84, 4hp Johnson OB, green hull, cream cabin & decks, self-contained head, drop-leaf table, painted spars, running lights, shock cord furling gear, all teak trim, lazy jacks, cockpit cushions, sail cover, spring line cleats, bronze step-on rudder, flag halyard, Harken mainsheet system, knotmeter, PFD's, anchor & rode. \$12,500.
BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742, (908) 295-1590. (1)

18' MARSHALL CATBOAT, blt '73, w/8hp Palmer IB, sail new '87, sail cover, cockpit cushions, running lights, bronze step-on rudder, lazy jacks, painted spars, opening port, all teak trim, spring line cleats, PFD's, anchor & rode, and more. \$10,500.
BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742, (908) 295-1590. (1)

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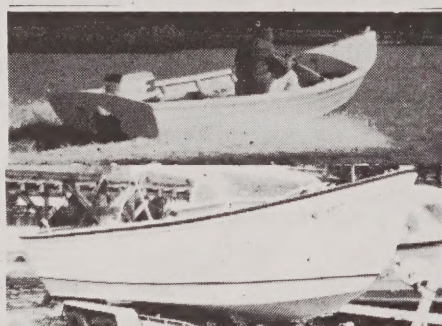
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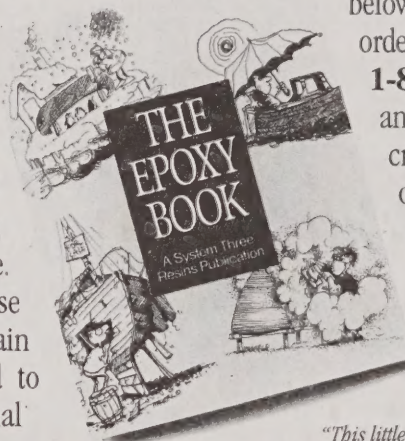
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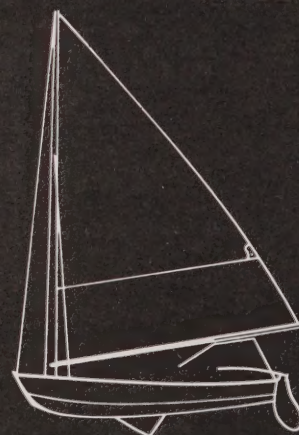


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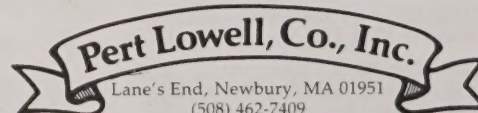


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