



messing about in BOATS

Special Features This Issue
"A Boat for Thin Water"
"Bolger Was Right"

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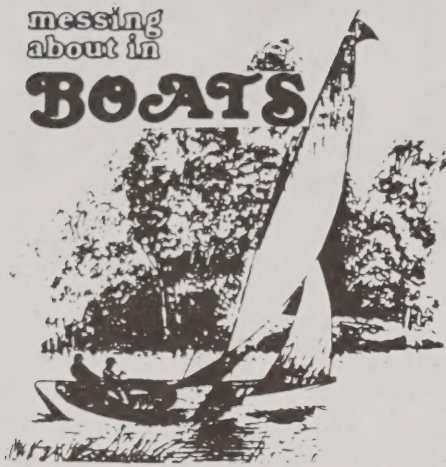
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June 1, 1994



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Volume 12 - Number 2

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Guest Commentary

Editor's Note: I have turned over this page in this issue to Bob Whittier, who has extensively written in the past in outdoor journals and boating magazines about small boating. His view of the U.S. Coast Guard's role in today's small boating is thought provoking.

Our Next Issue...

Picks up a couple of dropouts from this one, one an adventure, "Just Getting There" by Kent Mullikin, the other a major project, "An Ad Hoc Skiff" by Steve Boissoneault. Then on to the following (or most of them anyway): In the "event" category; "England's International Wooden Boat Show" by Gordon Talley. For "adventures"; "Cruising the Cheapeake in April" by Nancy Lee Harvey and "Simplicity on Armistead Lake" by Eugenia James. For another major project, "Senior Citizen Sampan" by Hugh Horton. There'll be several "design" articles; "Sinkers Bill" by Don Baarstad; "A Toy Whitehall" by Platt Monfort; "How Many Does It Sleep?" by Jim Thayer; "Samba, a High-Performance Daysailer" by Peter Thompson; and Phil Bolger's "Keel Canoe Yawl". There'll be some more builder techniques, two more book reviews, some more news on "What You Are Building", and, of course, Tom keeps on heading south in "The Damn Foole's Progress".

On the Cover...

David Gulley finally enjoying the fruits of six long years of designing and building his boat for thin waters, "Beach Girl". The concluding installment of his story is featured in this issue.

Commentary

By Bob Whittier

I would like to discuss the subject of why we have a military organization, the Coast Guard, in charge of supervising civilian recreational small boating. I respect individual Coast Guard personnel; some are very dedicated and capable. My gripe is that Congress has put a military organization in charge of private boating, which is a most unmilitary activity. Each Coast Guard person must operate within rules, regulations and procedures with little room for personal feelings or initiatives. We would not put the Air Force in charge of model airplane activity, we would not put the Navy in charge of college rowing activity, we would not put the Corps of Engineers in charge of the Boy Scouts.

By the time a Coast Guard officer reaches policymaking level, while performing his assigned duties he walks a very fine line between going by the book and assuring his own promotion and retirement pension. So "don't rock the boat!" is the guideline. By the time an officer reaches policy-making level, his background has included sea time on the "Eagle", work on buoy tenders, weather ships, port security work, etc. Assigned to safety regulations work in Washington, he does it with a big-ship mentality.

For a practical example, small boat navigation lights are always going bad because of salt corrosion, boat vibration, infrequent use, etc. A practical answer would be to combine the red, green and white lights into one fixture atop a shaft that can be removed and cleaned of salt before being stowed for those occasional nighttime runs. Operators of large craft could identify such lights easily because of the typical fast movement and pitching action of small craft. But no, the Coast Guard people with their training in how to use bow, port and starboard, stern and mast-head lights to plot courses being made good by other large ships cannot understand or accept the common sense of this.

I can cite many other examples. Fearing PFDs of the inflatable type might get torn and become useless when users are scrambling through sharp wreckage of a shipwreck, they cannot see approving inflatables. A big problem is that small boat accidents happen so very much more suddenly than ship collisions and groundings that occupants are often separated from PFDs. Currently there is a drive to encourage small boat people to wear PFDs all the time while afloat. People won't do it for all sorts of reasons involving practical boating conditions, hot weather, vanity, type of operation, level of boating skill, etc. I will concede that this drive has succeeded when I start seeing yacht advertisements in the boating magazines showing bikini-clad young ladies also wearing PFD's.

Common sense says that a lot of pleasure boaters' lives could have been saved had they been wearing compact, inconspicuous, carbon dioxide-inflated life-saving devices that could be worn around the waist or on the wrist. A point worth thinking about is that people aboard a

boat could quickly detach such devices from their own persons and throw them in uninflated condition considerable distances to persons who have fallen into the water.

Early in this century the appearance of one-cylinder marine engines prompted the introduction of powered skiffs, dories, launches and then small cabin cruisers. Since most boating was done in coastal and Great Lakes waters, at that time it made sense for Congress to put the Coast Guard in charge of pleasure boating. Also at that time, the Coast Guard maintained many more lifeboat stations than they have now. As pleasure boating grew, the Congress gave the Coast Guard more small boat responsibilities. Then trailer boating came on the scene and changed the small boat picture completely. The average Coast Guard officer does not have much trailer boating experience! Early in this century most pleasure-boaters belonged to yacht clubs and picked up seamanship both in the classroom and by word-of-mouth out on the water with more experienced members.

What I am now about to say will make some people unhappy, but it's the truth. Today's pleasure boater goes out on the water to escape workaday pressures, to get away from highway traffic, to be his own person. The last thing he wants is some person in a very official-looking uniform to come along and cast a damper on his fun. How would we feel if we were having a backyard cookout and the local Fire Chief came into the yard to check our charcoal grill and give us a lecture on the safe operation of a propane grill?

Understand, I am not faulting individual Coast Guard or Coast Guard auxiliary individuals. I am pointing out that none of our leaders of thought have tumbled to the fact that by automatically giving the Coast Guard more authority over little boats, they have put a military organization in charge of an intensely informal civilian activity. And, while one Coast Guard lifeboat station after another has been shut down, more and more boatable waters have come under the eyes of speedboat-equipped local harbor masters. It is not unreasonable to say that harbor masters know the local scene, local conditions, local hazards and are closer to the scene when mishaps happen.

Having had plenty of experience with the Federal Aviation Administration's Washington bureaucrat supervised field inspectors (private pilots call the FAA the Fierce Aviation Administration), I can't advocate turning the Coast Guard's pleasure boating division into a similarly organized civilian office. I can point out that skiing, snowmobiles, auto racing, scuba diving, radio control model flying and many other present day, highly sophisticated sports are acceptably policed by civilian organizations. I suggest we all do some thinking about the pleasure boating scene as it really is today.

Over the years Congress has given the Coast Guard one responsibility after another until now it has a hard time keeping up with them all. Who knows, the Coast Guard might actually welcome a movement to get them away from the field of smaller boats and release personnel and rescue craft for larger duties.

SPECIAL NOTICES:

For events requiring advanced arrangements.

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.

AUGUST 4-7:

30th Annual Antique Boat Show @ Clayton, NY.
The Antique Boat Museum, (315) 686-4104.

AUGUST 18-21:

Antique Race Boat Regatta @ Clayton, NY. The
Antique Boat Museum, (315) 686-4104.

SEPTEMBER 16-18:

Charleston Maritime Festival @ Charleston, SC.
Southeastern Management Co., (803) 723-1748.

EVENTS NEXT TWO MONTHS:

JUNE 2-18:

Watershed Festival @ Various Locations on
Merrimack River, MA & NH. Merrimack River Watershed
Council, (508) 363-5777.

JUNE 3-5:

Used Boat Show @ Newport, RI. Newport
Yachting Center, (401) 846-1600.

Festival of Paddle & Oar @ Fineview, NY. NY
State Office of Parks 1000 Islands Region, (315) 482-
2593

JUNE 4:

Middle States Rowing Regatta @ Philadelphia,
PA. Liz Bergen, (610) 221-5600.

JUNE 4-5:

Annual Small Craft Workshop @ Mystic, CT.
Mystic Seaport Museum, (203) 572-0711 XT 5028.

JUNE 11:

6th Annual Moosehead Lake Rowing Regatta
@ Greenville Jct. ME. Betsey Rockwell, (207) 695-
2680.

Canoe Camp @ Bridgeton, ME. L.L. Bean (800)
341-4341 XT 6666.

JUNE 11-12:

5th Annual Midwest Messabout @ Rend Lake,
IL. Jim Michalak, (618) 537-2167.

Berkeley Island Small Craft Meet @ Berkely,
NJ. Barnegat Bay Chapter Traditional Small Craft
Association, (609) 971-1749.

JUNE 18-19:

Small Boatbuilders' Get Together @ Valhalla,
NY. Clearwater Hudson River Revival, (914) 462-
3113 after 7:30 pm.

JUNE 18-30:

Anticipated Finish of Double Handed Trans-
Atlantic Race @ Newport, RI. Sail Newport, (401)
849-8385.

JUNE 19:

Schuylkill Navy Rowing Regatta @ Philadel-
phia, PA. (610) 978-6919.

JUNE 20-23:

Great International Steamboat Flotilla on Rideau
Canal, ON. William Burwell, (613) 432-4616.

JUNE 24-25:

4th Annual Mississippi Messabout @ Frontenac,
MI. David Christofferson, (612) 222-0261.

JUNE 24-26:

4th Annual No-Octane Regatta @ Blue Moun-
tain Lake, NY. Adirondack Museum, (518) 352-7311.

JUNE 25:

Charlemont Lions Canoe Race @ Charlemont,
MA. Dennis Waller, (413) 339-5357.

JUNE 25-26:

Summer Solstice Melonseed Regatta @
Duxbury, MA. Roger Crawford, (617) 837-3666.

JUNE 30:

Wood Regatta @ Southwest Harbor, ME.
Wooden Boat Magazine, (207) 359-4651.

JULY 2:

Somes Sound Rowing/Paddling Classic @
Southwest Harbor, ME. Reg Hudson, (207) 244-5411.
ACA Cruising Class Canoe Sailing Champion-
ship @ Lake Sebago, NY. Don Uebel, 105 Johnson
Town Rd., Sloatsburg, NY 10974.

JULY 3-14:

JULY 2-4:

Lake Union Wooden Boat Festival @ Seattle,
WA. Center for Wooden Boats, (206) 382 BOAT.
Canoe Camping Trip @ Temagami Wilderness
Area, Ontario. Hulbert Center, (802) 333-9840.

Happenings

CHANGING THE LISTINGS

Well, space is simply running out for
our fast growing calendar listing, so I am
restructuring it as of this June 1st issue.

I am going to provide you here with a
list of those organizations that offer a
number of ongoing activities, such as club
events, boatbuilding classes, water skills
instruction programs, museum programs,
etc. To learn what they have to offer you
will have to request they send you their
calendars. This will get you the detailed in-
formation I receive but am unable to
reprint in full due to lack of space.

This substitution of a "referral list"
for much of the calendar means that you
will look into only those events you are
personally interested in, and receive in-
formation in much greater detail. Our at-
tempt at publishing a comprehensive list
on these pages has been cut back to the
bare bones of date, event, location and
info telephone and now there's just not
room for even this.

What will remain in "Happenings" in
addition to this referral list will be the ma-
jor events offered by any of the above or-
ganizations as well as one-off activities
that are offered by others.

The May 1st issue carried in detail
most of the events scheduled for June, so
consult that issue for June activities while
you await receiving any listings of July
and later events you may request.

JULY 9:

Small Craft Day Rowing Races @ Kittery Point,
ME. Seavey Island Rowing Club, (207) 439-4635,
(207) 439-0236.

Isles of Shoals Alden Ocean Shell Race @ Kittery,
ME. Alden Ocean Shell Association, (800) 477-1507.

Erie Canal Canoe Classic Race @ Marcy, NY.
New York Canoe Racing Association, (315) 736-3036
or 736-0511.

JULY 9-10:

6th Annual Small Craft Exhibition @ Basin
Harbor, VT. Lake Champlain Maritime Museum,
(802) 475-2317.

JULY 16:

Blackburn Challenge Open Ocean Rowing/Pad-
dling Race @ Gloucester, MA. Cape Ann Rowing
Club, (603) 465-7920.

JULY 16-17:

Atlantic Coast Sea Kayak Symposium @
Castine, ME. L.L. Bean, (800) 341-4341 XT6666.

12th Annual Boston Antique & Classic Boat
Festival @ Quincy, MA. Friends of Lightship "Nan-
tucket", (617) 666-8530.

JULY 17:

Toms River Wooden Boat Festival @ Toms
River, NJ. Toms River Seaport Society, (908) 349-
9209.

JULY 23:

Antique & Classic Boat Rendezvous @ Old
Forge, NY. Adirondack Chapter, Antique & Classic
Boat Society, (518) 793-2351.

JULY 24:

Town Canoe Fun Race @ Winchendon,
MA. Birch Hill Paddlers, (603) 242-3633.

19th Annual Antique & Classic Boat Rendez-
vous @ Mystic, CT. Mystic Seaport Museum, (203)
572-5315.

JULY 29-31:

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

JULY 30:

Wooden Boat Show Rowing Race, Southwest
Harbor, ME. Ben Fuller, (207) 354-0441.

JULY 31:

War Canoe National Championships @ Nor-
wich, CT. Glenn Clark, (203) 445-6205.

JULY 31-AUGUST 6:

Mississippi Annual Downriver Adventure by
Canoe starting @ Winona, MN. MADRAC, (913)
632-2389.

ANTIQUE & CLASSIC BOATING

Adirondack Chapter Antique & Classic Boat
Society, Box 666 c/o Castaway Marina, Lake George,
NY 12845.

Antique Boat Museum, Clayton, NY, (315) 686-
4104.

Chesapeake Chapter Antique & Classic Boat
Society, St. Michaels, MD, (302) 645-8686.

Havre de Grace Maritime Museum, Havre de
Grace, MD, (410) 939-4800.

Old Boats, Old Friends, Racine, WI, (414) 639-
0061.

CANOE CONSTRUCTION/RESTORATION

Sterling College, Craftsby Common, VT,
(802) 586-7711.

CANOE EVENTS

Connecticut Canoe Racing Association, Preston,
CT, (203) 889-9893.

CANOE SAILING EVENTS

ACA Canoe Sailing Committee, Green Ln. PA,
(215) 453-9084.

Sebago Canoe Club, Brooklyn, NY, (718) 331-
8577.

CLASSIC YACHTING

Friendship Sloop Society, Friendship, ME 04547.
Museum of Yachting, Newport, RI, (401) 847-
1018.

CONTEMPORARY YACHTING

Sail Newport, Newport, RI, (401) 846-1983.

MUSEUM EXHIBITIONS & EVENTS

Cape Fear Museum, Wilmington, NC, (919)
341-4350.

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

Hudson River Maritime Museum, 1 Rondout
Landing, Kingston, NY 12401.

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

Michigan State University Museum, E. Lansing,
MI.

Mystic Seaport Museum, Mystic, CT, (203) 572-
5028.

North Carolina Maritime Museum, Beaufort,
NC, (919) 728-7317.

Peabody-Essex Museum, Salem, MA, (508)
745-1876.

San Diego Maritime Museum, San Diego, CA,
(619) 234-9153.

PADDLING INSTRUCTION

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

L.L. Bean Paddling School, Freeport, ME, (800)
341-4341 XT 6666, Mon-Fri: 8-4:30.

PHYSICALLY CHALLENGED BOATING

Shake-A-Leg, Newport, RI, (401) 849-8898.

ROWING/PADDLING EVENTS

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

New England Interclubs, Hollis, NH, (603) 465-
7920.

SMALL BOAT MESSABOUTS

Midwest Messabouts, Lebanon, IL, (618) 537-
2167.

Mississippi Messabouts, St. Paul, MN, (612)
222-0261.

Northwest Small Boat Messabout Society,
Everett, WA, (206) 334-4878.

Southern California Small Boat Messabout So-
ciety, San Diego, CA, (619) 569-5277.

STEAMBOAT EVENTS

"Steamboating", Rt. 1 Box 262, Middlebourne,
WV 26149.

TRADITIONAL BOATBUILDING & SEAMAN- SHIP INSTRUCTION

Antique Boat Museum, Clayton, NY, (315) 686-
4104.

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

Lake Champlain Maritime Museum, Basin har-
bor, VT, (802) 475-2022.

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

Workshop on the Water, Philadelphia Maritime
Museum, PA, (215) 925-5439.

"WoodenBoat" School, Brooklin, ME, (207)
359-4651.

LESS THAN IDEAL WEATHER IS BEST

I have come to the conclusion that it is better to mess about when the weather is less than ideal. It seems most Floridians and all the tourists actually believe the advertising concerning our perfect weather conditions. Whenever the sun ducks behind a cloud or the wind kicks up and the temperature goes down they all run for cover.

We spent the New Year's holiday camped on an island in the backwaters of the Gulf Of Mexico without a tourist in sight. Of course the 30 mph wind, cold rain and what passes for cold temperatures in these parts may have had some influence on all but the hardier souls. We had an inspiring sail New Year's day when all the rain and most of wind vanished leaving vast areas of the Gulf backwaters mirror smooth. There is something almost primeval about ghosting along with no apparent means of propulsion, the silence only broken by the call of a Great Heron or the sudden breath of a dolphin surfacing next to your small craft.

Matt Maloy, Seminole, FL.

RULE-BEATER REDEFINES CRAFT

The Shore-to-Slimy-Shore Race, a paper boat competition held recently at Miami University in Oxford Ohio, has underscored the need for careful rule writing and raised yet again the vexing question, "What exactly is a small boat? The muddy sixty-foot sprint over Western Duck Pond was won by crafty first-year student John "S. S." Rowland, who saw that the race rules requiring him to build a boat out of paper products allowed him to make a suit of newspaper and swim the course. The design of Rowland's boat in pre-race condition seemed to be influenced by the Tin Man in the "Wizard of Oz", complete with paper gloves and hat. Rowland decently wore a paper mask as well.

Jim Clark, Oxford, OH.

BOLGER'S TICKET TO HEAVEN

I've met a few boat plan junkies and shoreside dreamers, and have seen all the big boats sitting idle month after month in local harbors. I think these phenomena are somewhat in the realm of dreams, fears, ego, self-image, while the real joy of boats is like the uninhibited joys of childhood that care nothing for what others think and expect. I don't think the Gloucester Light Dory is Bolger's ticket to heaven. I think he gets in for the joy he's brought to so many of us.

Bob Gerfy, Snohomish, WA.

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Boat Builder

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N. Billerica, MA 01862
Telephone (508) 663-3103



Your Commentary

UPPER TENNESSEE MESSABOUT ANYONE?

I would like to muster an informal messabout here on the upper Tennessee River in late summer, with Labor Day an ideal date. I invite anyone interested to call or write to me.

Robert Hoge, 635 Shaw Ferry Rd. N., Apt. 8, Lenoir City, TN 37771, (615) 988-5253.

LONG ISLAND SMALL CRAFT GROUP FORMS

The Long Island Maritime Museum has provided a place for a small craft group to meet to use and discuss all types of small craft. Meetings will take place on the second Saturday of each month, the next being on June 14th. All interested persons are invited to join. For more information contact Myron Young at (516) 298-4512 or the Long Island Maritime Museum at (516) 854-4974.

Myron Young, Laurel, NY.

FLOATING THE APPLE

I wish to express the sincere appreciation of the members of "Floating the Apple" for your April 1st publication of Don Bett's article and photographs on the Governor's Island launching of the "Cheticamp 19" last December. The cover photo of "Cheticamp" against a background of Coast Guard cutters makes a strong statement for recreational rowing on this harbor.

Many New York area subscribers have called since reading the article. Many other people have stopped to read the article on display in the windows of our boat building shop in the old McGraw-Hill building on 42nd Street where we are now planking the first of two 26' four-oared gigs of Mike McEvoy design.

The launching of the "Cheticamp 19", a craft now proving as fleet a performer as it is beauty to the eye, has had the effect of bringing many in this city to reconsider use of its waterways. For the gift of "Cheticamp" to Hudson Harbor we are indebted to the foresight, perfectionism and generosity of Jean Paul Gaudet, president of the Cheticamp Boatbuilders Ltd. of Cape Breton.

Michael Davis, New York, NY.

NEVER GET RID OF ANYTHING

When I traded in my old Grumman Canoe for my new Sport Boat a few years ago, I included all the little stuff, like the sail kit, since I figured I could always get another.

After a year or so of motoring the Sport Boat I decided it would be fun to try to sail it. I tried dealers whenever I would drive by. They all let me know the Grumman stopped making the sail kits a while ago.

I advertised for one in "Messing About in Boats" a few times with some interesting results. At one point in my life I had a fantasy that Malcolm Forbes (of "Forbes" magazine) would like to sponsor me on a motorcycle trip across Russia, so I wrote to him with my proposition. One Saturday my son called me to the phone saying "Malcom Forbes" was on the phone. Of course it was occasional contributor Malcom Forbes calling to offer sail kit advice, not the other Malcolm Forbes.

Finally this Spring I tried again. I received a nice letter from Jack Lloyd of Sinclairville, NY, offering me exactly what I wanted at what seemed a fair price. I called and we closed the deal with the assurance that delivery could be accomplished. We are in the same state, after all, although it would be hard for two New Yorkers to live further apart.

At first Jack thought delivery might be possible as he drove to Maine later in the Spring. I checked my local express company, who assured me they could handle the package for \$476. If the mast were 5-1/2" shorter, I would be able to save \$400. I was tempted.

About this time my son acquired the need to visit Cornell. With some quick navigation, I figured out that I would have time to drive the rest of the way across the state to Jamestown and get back to Ithaca in time to pick up my son. The calls and arrangements were made, with delivery being accomplished the last week of April.

This experience taught me two things. First, the free ads in "Messing About in Boats" work. The second, never get rid of anything.

Michael Timm, Poughkeepsie, NY.

CONSIDER ENVIRONMENTAL MEETS

We did the Earth Day thing this year, spur of the moment decision so not with my usual lavish setup. It was worth the \$30 fee just for the varnish rubbing ego massage. Small boat builders might do well to look into this sort of environmental event as a place to show off their work.

Jim Thayer, Grand Mesa Boatworks, Collbran, CO.

INTERESTED IN "ANTIQUE IRON"

Great article on the old Coast Guard tug in the April 15th issue. I've enjoyed sailing all my life, but having made my living in various southern shipyards as a machinist-welder I've developed a true soft spot for "antique iron". I'm particularly interested in steamboats old or new and would appreciate any contact with clubs or individuals with this interest.

Chris Williams, P.O. Box 447, Woodbine, GA 31569-0447.

THE ETHICS OF RE-SELLING PLANS

I've read with interest the letters on the subject of used boat-plan sales. Most of them tended to focus on the legality of selling or copying plans, but in the case of low-priced designs for home builders, this is all but irrelevant. Given the best imaginable protection under the law, what could a wronged designer do, travel a thousand miles or more to sue a backyard builder over a \$40 loss? In practical terms, it is an ethical matter, not a legal one.

The easiest way to understand the ethics involved is to view the problem from the viewpoint of the designer. When a set of used plans is offered and sold, the designer loses the normal profit that would reward the creative effort invested. He or she probably loses respect for home builders as well. After all, the plans were presumably worth the price originally paid, yet here is the builder trying to make back a few dollars by undercutting the designer.

The obvious response is to argue, as one reader did, that boat plans are the same as other copyrighted material, i.e., books and recordings, which are often resold. There is a significant difference. Books and recordings are almost always marketed in comparatively high volume. Success or failure of a book or recording is generally determined in short order, before used copy sales could have any meaningful effect, even if the new and used market populations were one and the same. Have you ever heard an author or recording artist voice concern over such sales?

Small boat designers, on the other hand, very seldom approach the plan sales volume enjoyed by even modest book sales. I recently saw an ad for a boat design that had enjoyed exceptional plan sales numbering two hundred over a fifteen year period. Thirteen plans a year. Given a net profit of \$30 each, one can see that the designer wasn't getting rich. One can also see how a few sales of used plans each year could really hurt. Now imagine that the designer had sold three sets. Period.

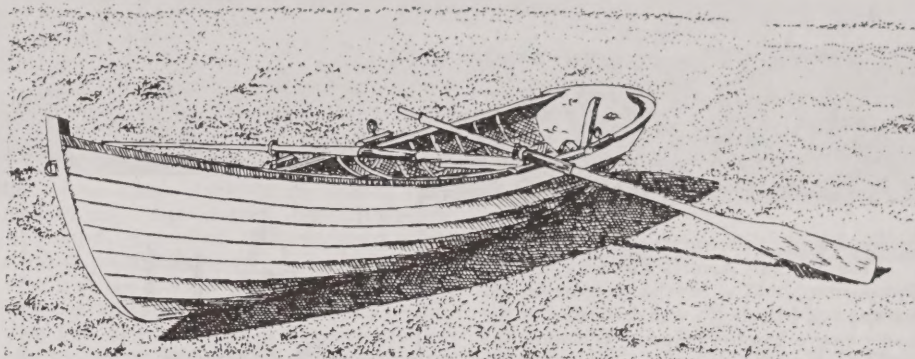
Nor does it really matter whether a boat has been built or not. The "one boat" stipulation is to (hopefully) prevent series building of a design by a professional or club without royalty payment. If an individual buys a full set of plans just to study them, then he has paid for entertainment or education. The same goes for the victim of an unrelenting spouse or an untimely shortage of funds. Why should the de-

signer suffer a loss because the builder will not accept responsibility for circumstances?

So what should a builder do with a used set of plans? Burn them, possibly. Or perhaps designers will start including a credit coupon with each set of plans, made out to the purchaser, offering the refund of

normal postage costs if the used plans are returned. The designer could not resell the used plans, of course, but would then know that they weren't out in the market presenting competition. In any case, let's do what's right.

James Thomas, 2100 Oregon Gulch Rd., Oroville CA 95965.



THAT TERM, "TRADITIONAL"

Perhaps defining the term "traditional" does not enhance the goals of "Messing About in Boats", but I don't think it detracts either. I think it just puts the term in a less nebulous state.

I ask for a definition for two reasons (yes there is an agenda here):

1. To preserve the pre-fiberglass design and construction methods.
2. To allow those who desire to build

or row those designs a class of similar parameters.

Perhaps this does, on the surface, smack of clubbiness, but any special interest group can be viewed thusly, even "Messing About in Boats" subscribers.

I believe that in the present era where many words are spoken and little is said, that definitions are not a waste.

Art Poole, Mt. Vernon, ME.



FUR LINED CURRACH

This unique craft was spotted on the ramp at the Hull Lifesaving Museum's Boatshop at Pt. Allerton in Hull, Massachusetts at the Snow Row in early

March. It was unclear just what was happening, was the fur being installed or removed, and for what purpose? Wonders never cease in this small boat game.

Bob Hicks



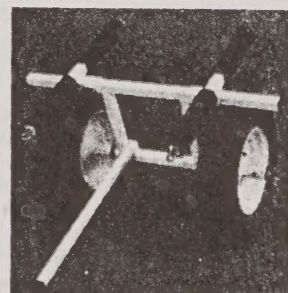
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By Jim Lacey

The Seventh Annual Yachting History Symposium, held at Mystic Seaport on the weekend of March 18, was dedicated to Art and the Yacht. Jon Wilson of "WoodenBoat" graciously presided over the occasion as usual, introducing a full schedule of topics and speakers to a standing-room only gathering of enthusiasts at the Seamen's Inne. The symposium included lively and informative talks, in most cases accompanied by slides, dealing with esthetics and design, as well as with books, models, paintings, and photographs of yachts.

On Friday afternoon Joseph Gribbins, publications director at Mystic Seaport and former editor of "Nautical Quarterly", began the session with a talk entitled "Ugly Ducklings", in which he commented upon yachts, mostly power boats, that now look silly because their designers were trying to make them resemble contemporary automobiles, with bulbous lines in the 30s or tailfins in the 50s. Gribbins also noted that this "autofication" seems to have given way recently to ugly yachts designed to look like "major appliances."

Llewellyn Howland, whose Boston-based company has been dealing in marine and yachting collectibles for some sixteen years, chose to focus his talk on books about yachts and yachting. In a witty and engaging presentation, Howland nostalgically recalled the first purchase he ever made in the field as a prep-school boy in 1954 and then detailed his various adventures and misadventures in the trade, including his acquisition of L. Francis Herreshoff's nautical library, a subject that was to provoke controversy in the panel discussion that followed.

On Saturday morning there were talks on the yacht-design artistry of Charles Nicholson by William Collier, a yacht broker on leave from the Vintage Yacht Division of Camper and Nicholson to earn what may be the first Ph.D. granted in yachting history, and of L. Francis Herreshoff by Roger Taylor, founder of International Marine Publishing, currently working on a biography of L. Francis. Much of the discussion was concerned with elegant vessels beyond the pale and the pocketbook of most mortals; racing yachts and luxurious cruising vessels from an age of conspicuous consumption. Taylor did mention more plausible boats such as Herreshoff's canoe yawl (actually,

Art & the Yacht

a ketch) Rozinante, and he paid homage to Phil Bolger's essay on L. Francis, which appeared in the "Nautical Quarterly", No. 9. Both talks referred to the work of the English designer George L. Watson, who appears to have been the greatest of all designers of vintage yachts.

Before lunch on Saturday, Gregg Dietrich, president of the North Star Gallery, which specializes in ship models, treated the audience to a tour of the inner sanctum of the lavish, high Victorian digs of the New York Yacht Club, which houses the largest collection of yacht models in the world, including 151 of them fully rigged and about 1200 others. This collection, which is available only to members and their guests, began interestingly enough because of a club rule requiring that a model of every yacht entered into a regatta be given to the club for handicapping purposes. The elaborate craftsmanship of some of these models was made clear in the slides prepared by marine photographer Dan Nemey.

The Saturday afternoon session was given over to marine painting and photography. Russell Jinishian, Director of the Mystic Maritime Gallery, provided an overview of maritime painting from the Dutch in the seventeenth century to artists plying the trade today, including John Mecray, a fellow presenter who has recently completed a portrait of Mystic Seaport's Olin Stephens-designed schooner yacht "Brilliant", a reproduction of which adorned the symposium's invitation/program. Jinishian's slide presentation was accompanied by commentary on how various artists presented the yacht itself, the sea, and the sky.

Mecray spoke about his specialization, the painting of large, racing yachts, and his methods, which include the use of the model collection of the New York Yacht Club, sketching on tracing paper, and the use of oil and acrylic in alternate paintings. Despite Jinishian's inclusion of paintings by artists not known as specialists in yachts, and a few boating scenes not in the realist tradition, the impression remained that maritime painting was related to painting the way photographing children is related to photography or military music is related to music. The work may be engaging and satisfying, but not often aesthetically serious.

Brian Oliphant, a dealer in maritime paintings, let the cat out of the bag during Friday's panel discussion when he provided a formula for a successful yacht painting. It should be of a visually attractive and preferably well-known vessel, portrayed in a winning situation and with a pleasant, cheerful ambience. Such paintings may display remarkable technical skill, but the formula obviously inhibits, as Oliphant himself pointed out, the creation of a profound work of art. Winslow Homer, America's greatest artist of the sea, was not much interested in painting yachts.

A.J. Peluso, collector and scholar in the fields of marine photography, painting, and antiques, introduced the audience to the pioneers of yacht photography in America, including Edwin Hale Lincoln, Nathaniel Stebbins, James Burton, Charles Bolles, John S. Johnston, Edwin Levick, and Morris Rosenfeld. When asked for his evaluation of the relative merit of these photographers, Peluso had no hesitation in singling out Edwin Levick as the best because of his imaginative approach and innovation. This was of some interest to me personally, because my wife's uncle, Charlie Truhan, who died recently, had worked in the Levick studio in Manhattan in the 1940s, and has asked me to find a proper home for the collection of prints and glass negatives he rescued when the studio went out of business.

The most enjoyable and inspiring presentation for me was Benjamin Mendlowitz's "Old Boats, New Photographs". As his modest title suggests, Mendlowitz, who is probably best known for the photographs he takes for the "WoodenBoat Calendar", gave an unadorned, straightforward account of his feelings about small boats and the art and craft of recording them as they actually are in a moment of time. Mendlowitz prefers to have his pictures printed as they are taken, without cropping or adding things like clouds to create a more dramatic effect. He avoids extreme wide angle and telephoto lenses, generally staying with from 50mm to 105 mm, and uses a 35mm camera with a power drive that shoots six frames a second and standard, 36 exposure, 64 ASA color film.

His advice? The soft light early in the morning or before dusk is preferable; if you have to photograph at high noon, clouds will help, but if they are unavailable, get in close and crop most of the sky. When photographing vintage boats, keep the background clear of

obviously modern houses, vessels, and the like. Photograph sailboats from the leeward. Get someone like Maynard Bray, who knows about both boats and photography, to pilot your chase boat. And he confessed that he never knew which pictures would make the grade until the film was developed. According to Ben Mendlowitz, taking stunning, lyrical photographs of lovely boats is all that simple!

Something unexpected was the note of controversy sounded at Friday's panel discussion by Bill Peterson, Curator of Collections at Mystic Seaport Museum. He recalled the way dealers had descended upon the Stebbins' collection some years ago, breaking it up according to their interests and specialties, and his feeling even as a schoolboy that the collection had been plundered. His point was that context is very important to the historian of maritime collectibles and that some sort of code of ethics should be considered to insure that valuable collections might be cataloged and documented, when possible, before their contents were dispersed. Since

Peterson's example may have seemed to resemble the case of the L. Francis Herreshoff collection which Llewellyn Howland had just described with self-deflating drollery, and since the question affected the conscience and the pocketbook of many participants, most of the panelists and speakers felt compelled to comment upon it throughout the afternoon and into the following day.

Opinions ranged from the sound Republican conviction that all such objects are subject to the laws of the free market and that they will inevitably gravitate into the hands of those who can afford them to the view that maritime historians, museums, and even the public may have some rights in the matter. The consensus, represented by Llewellyn Howland, was that dealers must take ethical principles into consideration but that it is not always obvious how to apply them in an imperfect world. In any event, Bill Peterson and Mystic Seaport will be the first to be offered the Charlie Truhan collection of Levick materials.

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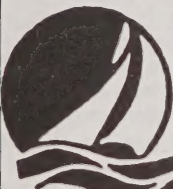
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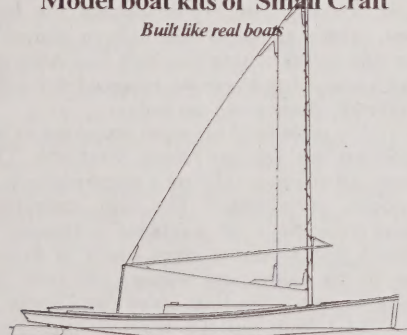
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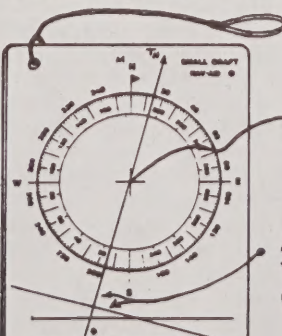
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We should have looked at a map. It might have saved us a bad scare. Of course, we could have asked someone about it just as well. We didn't. We just launched the canoe on a beautiful, quiet stretch of river on a warm and sunny spring day, and down it we went. We had not a care or a concern that things might always be as they first appear.

My brother Alan had arrived at my house in North Stratford, Vermont, about mid-morning. He was pretty fired up about doing a little canoeing in the Connecticut River, and I had never tried the stretch above the town. We mounted my then new Old Town onto his car and, with Alan's wife Pam at the wheel, drove north along the river about ten miles. She dropped us off at the edge of a yet-to-be planted corn field just below Columbia Bridge. We lugged the ninety pound canoe the two hundred yards across the muddy field and launched on a peaceful stretch of water.

Since it was my canoe, I got in the rear as a matter of course. I'm not sure if there are any rules about this. It seemed to me that the guy in the rear pretty much controlled the direction of travel, and thus ought to be considered "the captain." It also seemed appropriate that the owner of the boat somehow had first refusal on being captain. So, I just naturally had a habit of jumping in the rear of my own canoe, and in the front of someone else's. This seemed at the time, and still does, to work quite well on flat water trips. I had never been on any really quick water before and should thus be excused for not realizing that in rough and rocky going, it's the guy in front who keeps you upright and afloat.

We felt lazy and comfortable as the flat water slid beneath the hull and the warm spring sun beamed on us through the leafless branches of the river maples. At about the third or fourth bend in the river we began to hear rushing noises ahead of us; not bad, at first, but getting louder.

Dam

By Eric Livingstone

As we rounded the next bend the world seemed to drop away in front of us. The sound of rushing water became a snarl, then a roar. The black tops of rocks poked up everywhere so that it seemed impossible to find a path among them for our boat to pass through. Worse, many rocks lay just beneath the surface, displaying only a scooped out hollow in the water just downstream of the rock. It's hard to remember, at times, that the submerged rock always lies some inches or feet above the telltale evidence of its being there. Whether it's inches or feet depends on the swiftness and depth of the water, and the size of the rock.

The guessing game of "where is the rock" is one you get to play over and over again. Generally, you only get one wrong guess. An error can cause a hole in the boat or a wet swim to shore. The consolation prize is spending the rest of the day gathering up all the gear that spilled out when you turned over and is now strewn along five miles of river. When the guessing game starts, the guy in the front suddenly gets to be awfully important.

The front man can see the water and the rocks better and quicker than the guy in back. By the time the rear man sees a submerged rock he has already hit it or already missed it. He has fifteen feet of boat in front of him and is lucky if he can see a rock five feet away. The front man can do a lot with that five feet of warning.

Then too, there's the issue of control. It's impossible to quickly change the course of a canoe rushing madly down a river from the rear. Any attempt will likely leave you sideways to the current and in serious trouble. The front man (no gender intended), however, can reach over the front and "sweep" with his paddle from one side to the other. This abruptly avoids rocks and changes the course of travel, while leaving it to the rear man to merely follow the lead by keeping the boat pointed down river. The front man can also use his paddle as a push stick to fend off rocks at the very last instant. This does take its toll on the front man's legs and shoulders, as kneeling in the usually wet canoe bottom while leaning way out over the front to push and sweep is a very uncomfortable and tiring activity.

In flat water I sometimes can get pretty lazy, looking upon the front paddler as the source of locomotion, while my role as captain is to steer the ship, applying power only out of a sense of generosity and fair play. In swift water the front paddler is really doing all the steering, and in a sudden role reversal, the rear man has to provide all the power required for steerage to keep the boat from going sideways. After a couple of miles of near misses and narrow escapes, I was more than glad to pass the captain's hat forward.

Then the strangest thing happened. As we rounded a bend, the water ahead seemed to have just dropped away. It looked like two levels of water, the one we were on, and another some distance below it. Alan and I stared as though it were an apparition. "What the Hell?", came the

query. "Dam", came the answer. Lyman Falls Dam to be precise, as we later discovered after buying a map. "Warning" it said, "Portage on right. Do not try to run this dam."

As I said, it was springtime, and the current was strong; just strong enough so that the time we wasted trying to figure out what lay ahead of us was time we should have used getting to shore. Now we were hopelessly caught up in the current with no chance of escape. I had this nightmarish vision of the two of us going over the dam sideways while desperately trying to pull for shore. We still did not know how high this dam was or what awaited us below it. The decision came quickly. "Run it. Take it straight on."

Instantly, fight replaced fright, and the dam and the river became at once our mortal enemy. Like an animal hopelessly trapped and outnumbered by its tormentors, we turned on our enemy and attacked, and the odds be dammed. Had there been any bystanders to witness I'm sure they would have reported hearing growls and the gnashing of teeth as our paddles bent to their breaking point and the bow of the canoe rose to challenge its fate.

We flew to the edge of the precipice as if we could fly off its edge and glide to a landing below. But, instead, with a lurch and a jolt we ground to a halt, in mid-air it seemed, with the front edge of the boat a foot over the edge. Hung up. We sat motionless for an instant, taking stock. We could see the cement lip of the dam a foot or so beneath our hull. We took notice of the cement spillway and the resumption of the river ten feet below. We were hung up on something. But what?

The current now tried to turn us sideways and I had all I could do to keep the boat straight. Digging and prying, Alan got us free from the long iron bolt sticking out of the top of the cement works. It must have been placed there to hold splash boards before the dam had been abandoned. The wood had long since rotted away. Once loose, we bounced down over the sloping concrete spillway to the water below. Miraculously, we were still pointed in the right direction, we were still upright, and we had no great amount of water in the boat. Pulling out, we inspected the bottom. Although there was a deep gouge in the fiberglass where the bolt had held us, and a few chips where we bounced down the spillway, there were no holes.

The river held no more surprises as we finished our trip to North Stratford. The steep pitch gave way to a good current in smooth, deep water. The only casualties were two days of extreme soreness in Alan's legs resulting from hours of kneeling in the canoe and leaning out over the front to sweep the boat away from rocks.

As I look out my window through a late winter snowstorm I can see just a patch of yellow where that Old Town sits under a pile of snow and awaits springtime and more trips on the rivers and lakes. If I look carefully I can see the white scar in its bottom even from this distance. It has been at least fifteen years since the day we did not, against all odds, destroy that boat, or least put a hole in her. The credit for not losing the boat has to go to the front man. The credit for not buying a map has to go to the captain.

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My Vacation's Revenge

By Benjamin Lange

I pounded down the dock, skipping three boards with every stride. My jeans made flapping noises and my hat was nearly blown off by the wind. I attained the end and jumped. Excitement and anticipation coursed through my body as I vaulted through the air. The 23-foot sailboat, "Blossom", rocked as I struck its smooth white deck.

"All right!" I yelled, as weeks of painful waiting finally ended. "This is going to be great." After listening to my friends bragging about their Florida vacations for the last five years, I was about to go on one that would pulverize all others. The sights of Key Largo weren't as memorable as the sudden change in temperature. On the plane and car trip, the drone of the engine and sight of trees and fishing stores, summarized the things of interest. However, the change from New Hampshire's freezing cold February, to Miami's 85 degrees was unforgettable! While my friends shivered, I worked on my tan. I had dreamed of Florida forever, and now I was actually there.

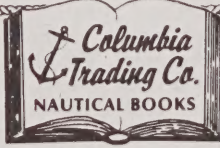
Nothing could be like sailing in the Key's beautiful paradise, with eloquent islands, graceful sea birds, dolphins, and palm trees stretching into the distance. I smiled triumphantly as I compared my friends' boring Disney World vacations to mine. The satisfying feel of vengeance coursed through my veins. Those kids wouldn't be laughing at my vacations' inadequacies ever again. They would be admitting their own were inadequate.

I raced to the bow, holding on to the maroon sail that was wrapped around the boom. A pelican glided quietly across the bay, as the blue-green water sparkled under the sun. Palm trees and mangrove islands were everywhere, and softly rolling waves slapped against the sides of the boat. The mangrove bushes were small but tough. Their thin roots penetrated the water gracefully, reaching to the depths for food. They provided shelter for birds, but the small roots and marshy soil would hardly hold the weight of a person.

Clanking and thumping noises came from "Blossom's" sister, "Skimmer", as my friend Will and his dad explored their craft. I walked over to "Blossom's" cabin lid, opened the warm metal latch, and entered the cabin. This would make my friends become uncontrollably jealous. A perfect little "house" stood before my eyes with small portholes for looking outside. Pads were laid down for beds toward the bow, and shelves covered the walls. Salt, pepper, and a first aid kit stood on one shelf, while the others were waiting for personal gear. A crate held pots, pans, cups, silverware, and a small gas stove for cooking. Under one shelf was the icebox for food and toward the rear, under the deck, extra storage space was available. The interior wood was painted an attractive shiny white, while the cabin lid and exterior sides were a richly varnished. The perfect cabin was a huge delight for me, because I was sure no other ten year old kid would ever sleep in such comfort.

Waves lapped and splashed against the hull, as "Blossom" skimmed over the water. It felt like I was traveling very fast, even though the distant side of the bay didn't seem to move. We stopped halfway out of the bay and went swimming in the crystal clear water. Tropical fish and coral were everywhere and through my mask I could see jellyfish relaxing on the bottom, casually waiting for their dinner. I spied a conch shell and dove through the warm water, sending ripples along its smooth surface. I felt a cold, yet smooth and slippery surface, as I touched the pearly white conch shell. As my hands closed around it, a chill of excitement ran up my spine, because I had found the Key's ultimate seashell souvenir. I just couldn't wait to see the kids' faces when I told them I found the conch shell diving in the Key's. Oh, what sweet revenge!

The sun began to set, its orange-red light reflecting off the horizon's water in the most beautiful sunset I had ever seen. "Blossom" and "Skimmer" absorbed the last of the sun's rays as they were anchored near a mangrove island. The small bushes with little pipe-like roots sticking into the water, provided some protection from the wind. The tantalizing smell of chicken reached my nose and I hurried over to "Skimmer" for a sumptuous dinner. It was fantastic, and all that remained were several dirty dishes and an empty frying pan. That night I closed the felt cover of my ship's log and laid my pen to rest, thinking of all the events of my first day at "sea." I was completely sure and satisfied that this vacation would more than make up for five years of anguish. Revenge was mine!



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Answers to the Name of "Lucky"

By Richard Scheideman

Lucky. For a few hundred dollars Tom and I became partners in a used 12-1/2' Pelican complete with sails and trailer. The picture in my mind's eye was of billowing sails and a crisp breeze always blowing from the stern.

Lost Dog. We had a shakedown cruise on the Willamette River. The rudder broke off in my hand and we paddled back to the boat ramp none the worse for wear.

Has Mange. Sailing in Admiralty Inlet off Port Townsend we saw the swing keel afloat, sheared off even with the hull. As it drifted past the side of the boat we understood why we could not steer a course into the wind.

Limps on Left Hind Leg. The boat was in a precarious position as the boom swung from port to starboard. In slow motion the boat turtled and Tom and I found ourselves swimming in the evening ebb tide. We were definitely at the wrong place at the wrong time.

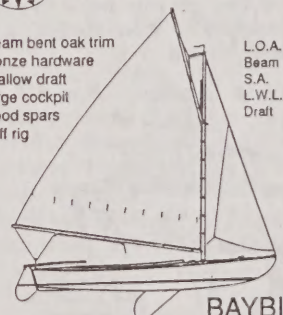
Recently Neutered. The PFD's worked, the windbreakers kept us warm for a while. Still it was good to see another boat drop its sails and come alongside to help us back to port. The couple towed our righted boat back to Port Townsend in full view of the Wooden Boat Show crowd.

Answers to the Name of "Lucky". The boat was repairable, nothing irreparable was lost. It was then that Tom told me the story about "Lucky". The name just seemed to fit.



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NORFOLK

Flight of the "Damn Foole" -5

By Tom

Continuing South...

Sunday, October 31. Overcast, damp and cold. Motored with genoa set through fog. Began to rain. Everything soaked. Trying to do 20 miles today to get out of the Chesapeake and into the land waterway at Norfolk.

Entered Eastport harbor. The motor stalled as I dropped the anchor. Wondering if this is a sailboat. Should cut the mast down and use the sail for a tablecloth. Tired and depressed but determined to get up early tomorrow and sail before thinking begins.

Monday, November 1. Windy, 25 knots, gusting higher. My good intentions wilted. We hung on the hook all day



HANGING
ON THE HOOK

telling myself, "We'd better get south." I was told that I've got one week to get out of the Chesapeake, then forget it. I'm ready to forget it now.



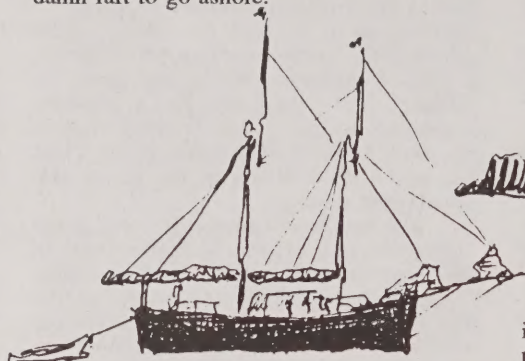
THOMAS PT. SHOAL

Tuesday, November 2. 6am, cold, no heat. Sailed with light westerly. Passed Thomas Point Shoal and Cove Point Light. An English built boat passed us as



COVE PT LIGHT

we anchored in Solomon harbor. Stayed aboard, didn't want to blow up that god-damn raft to go ashore.



ENGLISH BOAT

Wednesday, November 3. We sailed through a target range for jet planes and was told to get out. Two planes flew by practicing war games. Anchored off Point Lookout in St. Jerome Creek. Ate, rested, then went ashore. A lot of Smoky Bears around a camping and fishing ground, closed for the season. "Best time to be here," I was told. A park commemorated a hospital, prison and graveyard that treated 9,000 soldiers wounded at Gettysburg.

The American holocaust brought on by a messianistic president, corrupt politicians and insane generals. Slavery made it a "moral war". The slave was promoted to second class citizen. The federal government won central power and corruption. I began to realize I was in bullshit country.

I found a fish bait store and bought a propane tank, now I could have tea and hot food. I was still wearing clothes to bed, slowly tearing them off as the sleeping bag warmed up, then in the morning pulling them back in to warm them up before putting them on.

Thursday, November 4. The wind was south to southeast at 10 knots. It was cold. A clear sky gave us a beautiful sunrise. A good beginning but bad weather was coming tomorrow. "We'll put in a long day today," I told the boat. "Make some distance, then hold over in a good harbor tomorrow. Sunday we should see the end of this damnable Chesapeake."

The wind and waves increased by noon. Damn tide never turned. Just kept coming in. Discouraging. We motor-sailed against wind and wave. If we were just sailing we would sideslip back up the Chesapeake. Avoiding fish traps added to my frustration. I finally gave up trying to round Windmill Point on Fleet's Island and ran for Little Bay. I found it too exposed and sailed for Indian Creek and anchored in Waverly Cove. It was a pretty spot. We

listened to the wind singing in the tree-tops all night.



Friday, November 5. Slept late listening to the rain and wind. Thunderstorms predicted. I found a library and read most of the day. Returned to the boat at sunset. The weatherman said that a cold front was moving at us. So we'll have to make distance tomorrow as always. I hope the motor holds up. It doesn't like rolling seas. Gets seasick and stalls. As we swung at anchor listening to the silence I told the boat, "I was in a state of zen thinking of nothing."



RAIN

"Easy for you," the boat said, "when you turn off the bitchin'."

Saturday, November 6. Away at 6:30 am, we passed the harbor entrance buoy by 7. The wind was light from the east. The sea was flat with an overcast sky. Possible showers. I was nervous, didn't know why.

We crossed Fleet Bay to Windmill Point under sail. "We may have a good sail today," I told the boat, "and give the motor a holiday." Too soon. I had to take the mainsail down to run with the headsail. That came down when the wind increased. Running under bare poles, waves were breaking and coming aboard. "The hell

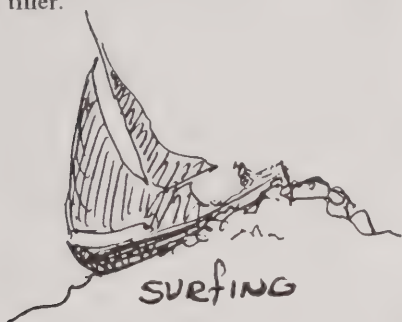


LYING AHULL

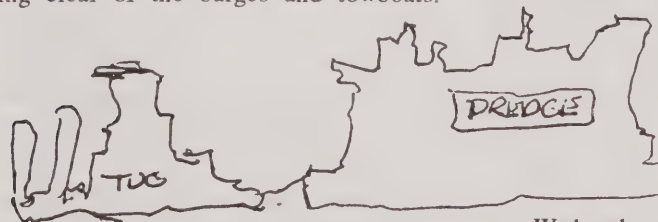
with this. Take care of yourself," I told the boat. Lashing the tiller to leeward like I knew what I was doing, I went below to lay on the bunk and munch crackers.

The boat drifted sideways out into the Chesapeake smothering the oncoming waves, handling itself better than I could. It blew itself out in time leaving a wicked sea. I raised the sails and ran for a harbor while it rained, drenching everything top-side, charts as well as myself. The weather forecast was repeated all day, "Pleasant day with 10 to 15 knot winds, mild chop on the Bay. Happy sailing."

Sunday, November 7. Away at 6:30 am with reefed main and small jib running before a strong wind. "The Chesapeake is giving us a hearty farewell," I told the boat as we surfed the waves. I would have liked to take the main down because we yawed and jibed several times but I couldn't leave the tiller.

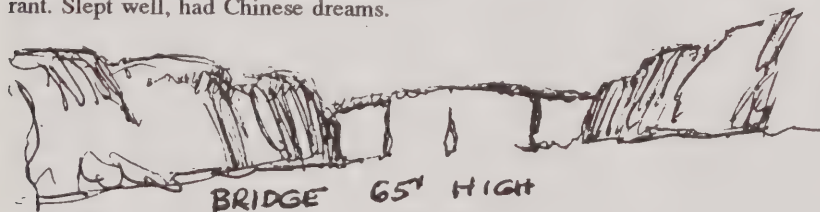


We left the Chesapeake at noon, staying clear of the barges and towboats.



tankers and liners at Norfolk. We motor-sailed through decommissioned warships from ancient times to the present. We continued on to the Great Bridge Canal, entering the lock. Five other boats came in. We stayed in the lock until after sunset for some unknown reason.

When the lock opened I made sure I was the last out so I could follow the other boats. I could see nothing but their stern lights. They quickly tied up to a wall on the right before the Great Bridge. Met other boaters at a nearby Chinese restaurant. Slept well, had Chinese dreams.



Monday, November 8. Awoke to dense fog, Chinese landscape. Frost on the boats made everything slippery. One boat left early but was stopped by the fog beyond the bridge. The rest of us waited until noon. We stopped at Capt. George Marina early because beyond was a long shallow bay. Were we to be caught out there at night and not be able to see the markers we



would surely go aground. With hardly any tide we would have a hard time getting off. The night had a winter bite to it but I was convinced we could now enjoy the trip, no longer being chased by approaching winter.

Tuesday, November 9. Awoke to light rain. The wind was favorable so we raised sails and started over Currituck Sound into Coinjock Bay by 7 am. From Pungo Ferry to Buck Island was a distance of 27 miles. We stopped along the way to shower, wash clothes, gas up, and buy food. At Goose Pond we anchored in four feet of water. It began raining again. There were no trees to block the wind that started blowing hard. We were snugly settled in when the schooner "New Way" anchored to the stem of us just before sunset.

Wednesday, November 10. It was cold and windy still. Small craft warnings. Indecision kept up, lying at anchor until noon, would have liked to have moved but thought better of it. I cleaned the boat, changed the spark plugs and listened to the wind for the rest of the day.



Thursday, November 11. Cold and damp but sunshine brightened the day. We sailed across Albemarle Sound running before a light wind. Entered the Alligator River. We were denied going the Dismal Swamp route. It was closed, not having enough water. Perhaps on the return trip. Anchored at Tuckahoe Point near dead tree.



DEAD TREE ANCHORAGE

Friday, November 12. From the Alligator River we entered the Pungo Canal, 25 miles long, all motoring. Ten miles further on we anchored at Belhaven. Covered 35 miles today. Too far.



Saturday, November 13. Left Belhaven at 7 am. Cool, but not cold, for a change. Light wind. All alone trying to reach Oriental. Covered 40 plus miles, keep telling myself to just do 30 miles. Anchored in Broad Creek at 4:30 pm.

Sunday, November 14. It was a great morning. Feeling good, passed grounded boat high out of water. At Beaufort harbor dockage was \$.50 a foot with a minimum of 40 feet. "Why not make it 100 feet?" I said in disgust.

"Wise guy," I was told. I can't deal with people. Anchored far out, didn't go ashore.

Monday, November 15. Bright sunny morning, flooding tide, no wind, clear sky. I didn't know what to do, stay or leave. No one else left. Could go ashore but would have to inflate the raft, pain in the ass. I can't stay nowhere too long. Crowded fishing boat, no place to put the fish. Motoring against wind and tide, pulled into Morehead. Large sailboat aground at entrance at Pelletier Creek. \$10 for the tie up. Tide will be with us tomorrow, I hope.

To Be Continued.

It took a long time but now I've decided Bolger was right about which boat was right for me.

Years ago I asked him to comment on my sketch of a sit down sail board. Phil wrote back saying: "I think 'Teal' would be best for you, but if you will agree to build it I will design something along the lines you have in mind but with a more exotic shape." I, of course, agreed and soon came the plans for "Boxer".

"Boxer" turned out to be a collection of ideas that Phil wanted tried: A carved foam hull wrapped in glass, a mast wide athwartship, rounded forward to create a hard leading edge for the sail which slid across to the lee side of the mast on loose ties, a steering oar, a one sided wishbone boom and a equilateral triangle sail. The hull was 12' by 40" by 8" deep with soft rounded rails and a 6' hiking seat set across the hull.

Being new to glass I had a terrible time getting the hull smooth and fair. The finished result looked pretty good but a bit overweight. The steering oar didn't work. It was a little better after I offset the blade. With equal area each side of the shaft it would twist and my hand couldn't hold it. So Phil sent a sketch of a kick-up rudder which worked fine.

Bolger Was Right

By Chuck Wilson



"Boxer" under sail with steering oar.

"Boxer" was fun to sail but took quick reactions in gusty winds, in fact I tore a thigh muscle pushing out on the hiking seat. I mentioned this to Phil and he said: "The length of a man's boat should equal his age." That put me in the 70' class! No way! I like small boats.

Once I got "Boxer" on a plane but then I didn't react to a gust and found myself walking (the south end of Morro Bay is shallow enough for walking most of the time). "Boxer" laid over on its side, the sail flipped up and the boat beat me home by about 20 minutes. Luckily home was downwind.

The soft rails and "Boxer's" weight made the boat hard to handle on the beach, so I made the decision (mistake) to take extreme measures to lighten the hull. One of the mistakes made in building the hull was failing to box in the mast step so water got in between the foam and the fiberglass, adding to the weight. All efforts, including vacuum, didn't get the water out. So I poured solvent down the mast step and melted out the foam. That sure made the hull lighter but there wasn't enough structure to hold the shape. Now I had all the pieces for a boat except a hull to tie them all together. The pieces got stored neatly while I considered other ideas.

About this time I bought a 14' "Lido" class sloop which had an active fleet at the local yacht club. My wife and I raced for a few years until we got tired of that. I sold the "Lido", bought amateur radio gear with the money and started studying for the license so I could use the gear. All the time thinking about the leftover "Boxer" bits and pieces.

I spent a lot of time sketching ideas to use the "bits and pieces" Some of the ideas seemed to be worth models. One was to be a sharpie with "Boxer's" dimensions but without the fancy shape. It sailed well enough to confirm the idea but was not radical enough to really satisfy. Then I made a hull model of a hard-edged "Boxer-To-Be" in 1/8" ply. That was rather interesting, but what about a trimaran? The idea here was to eliminate the weed catching centerboard by using asymmetrical amas. The sailing model went through several modifications but I never got the balance right.

Thinking about this led to outrigger canoes. Hung in the overhead of my shop was a 17' 1/8" ply single chine canoe built for a "press-on-regardless" race that I used to sponsor. Now it has a sliding seat, bolt on oarlock outriggers and 9' sweeps. It was easy enough to add a single ama with the centerboard in it, tied to the hull by two planks. The forward plank included a mast step. Gudgeons at the stern took care of the rudder and the hiking seat clipped on the gunwales with thumbscrews. This contraption would sail but wouldn't come about. Not enough rocker in the hulls. Gybing around took a city block. Sigh, back to the drawing board!

At left from the top: Three models; the sharpie, a "Boxer" hull in plywood, and the trimaran. Sailing the outrigger.



Next I discovered the "3 Meter Trimaran" Class. This needed a closer look so I bought a set of plans from John Marples and spent some time considering changes needed to suit our local conditions: A weedy bay and storage. One evening while browsing through my "Bolger" collection, it occurred to me that the "Boxer" sail could be cut near-enough to the "Teal" sail as to make no difference. Later I found my friend Bob had the center frame, fore and aft building frames and two sets of stem pieces for "Teal". All available for nothing. In my shop I had enough cedar lengths, gotten free from a defunct window blind shop, to make all the spars, rails and chine blocks. Also I had a 2"x4" out of a fence that was long enough to make the keel. Why fight fate? "Teal" it would be. Also I had enough room in the overhead in my shop to hang one more monohull (the trimaran was out because it wouldn't fit in the available overhead space).

"Teal" requires two sheets of ply. The plan says 3/8" but, being hung up on weight, I bought 1/4" ACX and went to work. First I had a sail maker cut the "Boxer" sail by cutting the leach (with a slight hollow) from the head to a 9' 3" foot. Then the ply was cut and butt spliced per plan. The sides were wrapped around the frames and the stems secured. Oops! there were two bow and stern stem sets. One was wrong and I picked it. It had been cut with too small an angle so there is a

slight hollow in the bow in plan view. But no one except Payson and Bolger would notice, so to heck with it! Diagonals from chine to opposite rail, in way of the partners, eliminated any possible twist under load.

In the spirit of, "Gotta change something", instead of the "hairpin" lee board I hung the board on a bolt through the main frame so it could be swung to clear the accumulated weed. Also the rudder was rigged to kick up by pulling on the tiller. A straight sprit boom always bothered me as it looks bad cutting the sail on the off tack. So I laminated a curved sprit and supported the curve by a line from up the mast to the apex of the curve. As the boat is built out of scrap lumber I named it "Scrappy".

At the launch a bottle of root beer was shared with the boat. The first sail, in light air, revealed a slight lee helm, a second sail, in stronger wind, showed the same. Also "Scrappy" seemed too deliberate about coming about. So I cut off the skeg, leaving just the extension of the keel that supports the bottom gudgeon. Now all I need is more time to go sailing.

Bolger was right, "Teal" is the right boat for me. But no regrets about all the thrashing about since he first said so. There is nothing half so much worth doing as messing about with boats.

Daughter-in-law tries sailing "Scrappy".



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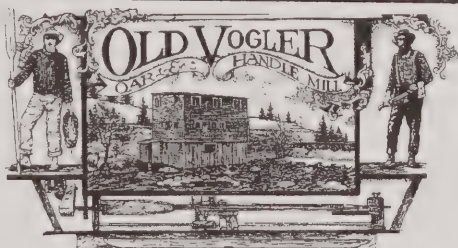
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By David Gulley

D-Day, or first sail day, was April 22, 1993. "Beach Girl" had been ready for over a week but I waited for a day with light wind. When sailing a new boat I prefer to go out early in the morning with a very light breeze in case things don't go as planned. Just to make things interesting, 1993 was the wettest, windiest, and stormiest spring ever recorded in southeast Texas. By the time I'd towed the boat to Galveston and rigged her the breeze had come up to about 10 knots, which was more than I really wanted. But I was already here and I could put in a reef if needed.

I had changed so much of the original design ("Felucca") that I didn't know if "Beach Girl" would even come about. So it was with considerable trepidation that I hauled in the mainsheet and sailed away from the pier. To make it more interesting I'd never sailed a boat with leeboards. I filled away on the port tack and was doing 3 to 4 knots on a beam reach very quickly. The leeboard made a little more water noise than a centerboard would have, but worked fine. Bringing in the sheet I put her on a close reach and then close hauled. "Beach Girl" had a light weather helm and tracked well. It was time for the acid test.

Putting the tiller to leeward she came up into the wind and tracked on around to the starboard tack effortlessly. As she was coming thru the wind I dropped the port leeboard and raised the starboard leeboard at my leisure. She had a wide turning circle for a small boat, which was probably due to the full length external keel, but handled fine otherwise. I'd launched at 61st St. in Galveston on Offatts Bayou, so with a SE wind a few tacks took me to the head of the bayou. So far, so good. I now knew I could get back, so I turned onto a broad reach heading out of Offatts Bayou to West Galveston Bay. With a 10 knot breeze "Beach Girl" behaved very well, the only problem being with the wind aft of the beam the leeboard would not stay against the guard, kiting out and trailing broken-wing fashion.

Instead of following the marked channel I coasted the south shore of Offatts Bayou using a tidal channel not shown on the chart. The water is about one foot deeper in the summer than what is charted. Don't ask me why. Suddenly the stern wave was a foot high and breaking. What in the world is going on? I let the sheet run and checked the depth with my solid state depth finder (a 4' stick). 15" with a hard sand bottom. I still had 9" of water under the keel. Not wanting to scratch my new paint I fell off a bit to get into deeper water.

With a new boat I should have stayed in Offatts Bayou on the first sail, but "Beach Girl" was proving to be so good that I sailed for miles down West Galveston Bay before stopping for lunch. To stop I sailed into shallow water and dropped both leeboards and let the sheet run free. This works fine in protected water if it's not too windy.

I'd built "Beach Girl" with leeboards to get the open cockpit and had been very nervous about them, but I'm starting to like them. Phil Bolger hadn't helped by mentioning "erratic handling" on leeboards hung this way (on a rope). I soon

A Boat for Thin Water - Part 3



discovered what he meant. Assume you are broad reaching on the port tack with the starboard leeboard trailing broken-wing on the surface of the water. If you were to suddenly turn to port the starboard leeboard will dig in and crash against the guard. What happens is the boat starts skidding to starboard when turned to port, the leeboard will suddenly dive due to being ballasted, and the boat sails into the leeboard.

If "Beach Girl" is ever accidentally capsized this is the most likely way as she is surprisingly stiff. I can stand on the rail and I weigh 194 lbs. There is a simple cure for this. Don't leave the board down if it won't stay against the guard. Or don't let a leeboard trail broken-wing. It isn't doing any good and is just asking for trouble.

While eating lunch I probably had a big smile on my face. I was very pleased with "Beach Girl". During lunch I made a mental list of things to change. The shoal rudder with endplate was marginal when running, I needed a more powerful tensioning system on the outhaul of the boom, the athwartship block in the masthead didn't give a fair lead for the halyard, the mainsail downhaul needed to be more powerful, and the mainsheet was hard to get in with a 2:1 purchase. Even with the problems it had been a very good first sail. I think I have a winner.

Over the following five or six weeks I tried to correct the problems I'd found. I changed the rudder four times, ending up with the original shoal rudder, minus endplate, with a 9"x18"x1/8" pivoting blade. This is adequate as long as the blade is full down. When I get into 16" of water the pivoting blade begins to be forced aft and the rudder starts losing its effectiveness. Actually, the rudder is okay up to about 15 knots of wind, even with the blade full up. You can't run downwind under full sail in less than 16 inches of water if the wind is over 12 to 15 knots. The boat runs out of rudder and will round up. Several times I've

had to drop the sail and run under bare mast to get out of places I'd sailed into (to windward).

To fix the downhaul I went to a 3:1 purchase. The boom outhaul went from the original dumb sheave to a single block, and then to a 2:1 purchase. I stopped using the athwartship block in the masthead and hung a block on the aft side of the mast to fix my halyard lead. The mainsheet was tried with a 3:1 purchase, but this made the sheet very long, as I wanted to be able to let the sail weathervane even if it had to go out forward over the bow. You can do this if you have no standing rigging. I eventually went back to a 2:1 purchase and added a clam cleat on the tiller to be easily released.

I had my most enjoyable summer of sailing in 1993 since I started sailing back in 1968. For 25 years I'd wanted a boat capable of sailing in the very shallow, oyster-reef strewn waters of Texas and now I had her. I sailed into places where no one had seen a sailboat in living memory! One of my favorite tricks is to sail along the windward shore passing behind wading fishermen who are standing in 2'-3' feet of water. This keeps me out of where they are fishing and blows their minds. One wading fisherman told me I couldn't sail back there because it was too shallow, as I passed by at 3 knots.

On a memorable day in June I sailed "Beach" Girl 17 nautical miles down West Galveston Bay and returned in 8 hours for an average speed of 4.25 knots. I will admit I had nearly ideal conditions, a reach both ways and about 15 knots of wind. Still, this is very good going for a 16' boat. It took until September to beat that record and then over a much shorter distance. I averaged 5 knots for 7.75 miles on a broad reach, planing in the puffs and doing hull speed most of the time. In October I did 5.4 knots for 30 minutes planing most of the time on a broad reach.

November 11th was my last sail in

1993. I launched from the Texas City dike and sailed south and southwest to Campbell Bayou and return covering a straight line distance of 9 nautical miles in three hours. The wind was northeast at 5-6 knots and later picked up to 8-10 knots. I had to beat to windward for 2 or 3 miles returning and still averaged 3 knots. "Beach Girl" seems to be able to maintain a surprisingly high average speed for a 16' boat. I attribute this to the relatively large sail plan of 128 sq. ft. If the sail plan doesn't sound large to you for a 16' boat consider this; "Beach Girl" is a small 16 footer with only 5' beam. Like her cousin "Felucca", "Beach Girl" is really a 14' boat with the bow pulled out to make a fine entry.

Did I create the perfect boat? Well, no, but I did come closer than I expected. "Beach Girl" does have a few faults. In order to be rowable she is low sided and can be wet in the right conditions (wrong

conditions). She isn't closewinded, sailing 50 or 55 degrees off when close hauled. I might be able to improve this with a stiffer yard and different sheet lead. The boat makes more leeway than I think she should, but maybe I'm spoiled from sailing keelboats.

I'll try toeing-in the leeboards a degree per side this year. I'm not happy with the rudder, but can't see how to improve it. In spite of the complaints, "Beach Girl" is the best trailerable boat I've ever had and she is not, repeat not, for sale. Not at any price! Nor am I offering plans for her as she is too difficult to build for there to be much of a market. I think it would be possible to develop plans for a multi-chine plywood version if there is sufficient interest. I'll write an update in a few months to let everyone know how my improvements worked out.

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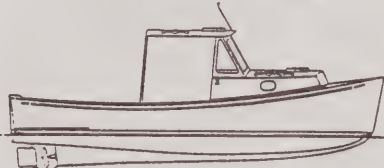
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A black and white photograph of a sailboat with a large, tall mast and a single sail, sailing on the water. The boat is viewed from a low angle, emphasizing the height of the mast. The water is choppy, and the sky is overcast.

Four Tremolino trimarans: One here at home in Kittery Point, Maine; one in Kino Sonera, Mexico on the Gulf of California; one in Dangriga, Belize; and one in Frederica, Denmark. All available for year-round sailing for me and my friends, who would charter them when we were not using them to make them self-supporting. The fifth boat would be one of my 16' kayaks kept here in Kittery Point. How's that for a pleasant dream?

A technical drawing of a sailboat, likely a catamaran, shown in profile and plan views. The main drawing is a side profile of the boat with a large sail. Above the boat, there is a plan view of the sail and mast structure. To the right, there are three detailed views: a cross-section of the sail, a side view of the sail's internal structure, and a top-down view of the sail's internal structure. The drawing is labeled with various letters and numbers, indicating specific parts and measurements.

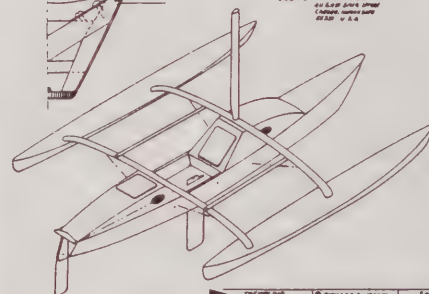


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More About Modifying the Sea Pearl

A Wonderful Little Boat

By C.D. Janes

I read with great interest "Some Suggestions For The Sea Pearl" by Steve Axon in the February 15th "Messing About In Boats". He hit it on the mark when he says of this wonderful little boat: "Easy to tow, easy to rig and launch. Shoal draft and beachable. Has a big cockpit and can handle a crowd well. Is well made, a fast sailer, and easy to singlehand" All this is so very true. I have had two Sea Pearls and can attest to all of this and much more. However, his negative notes are very far off the mark in my opinion and are not at all applicable to this very fine beachcruiser.

He states that she has little design stability and is very tender. Admittedly, she is tender until she reaches her sailing marks at which time she stiffens up. But with the modern twin ballast tanks filled she stiffens up immeasurably. These are very easily installed and she increases her stability even more and gets momentum.

He notes that the "flat bottom" pounds. She does have a short length of flat on her keel, like a dory, that keeps her stable when beached. Remember, she is a beach cruiser and can sail in very skinny water. I find that when ballast is moved forward there is very little pounding. The ballast tanks come in here and make her very seaworthy as the little whaleboat that she is.

Mr. Axon suggests some design changes that to me would ruin this fine little boat. He suggests more beam because we don't row nowadays. I row my Pearl and find it quite comfortable to row and I am pushing into the mid-seventies.

His other suggestions also seem rather superfluous. I would hope that he and any other Sea Pearlers who have not kept up with the advancement of this design would talk with the designer and builder, Ron Johnson, and come to the Sea Pearl Nationals this fall and see some twelve or fifteen Pearls doing their thing.

I singlehand my eleven year old Pearl on three and five day overnights and am more than happy with her as she now is with leeboards (weighted) and ballast tanks in the wings. Her convertible top is very liveable and quite comfortable.

The split rig was not mentioned and this adds much to her balance. Reefing and furling sail is so easy as the sail furls without fuss around her masts. She can weathervane into the wind so that one can get things done aboard. You know, those most necessary things that cannot wait. The split rig keeps the center of effort low when it begins to pipe up.

Other considerations regarding the Sea Pearl are the self-bailing cockpit and deck covered with the tonneau cover that makes her shed water. Best of all, she is an extremely well built little cruiser. I defy one to see or feel the scarf joints in her beautiful teak rails. Anyone considering a wonderful beachcruiser that trailers and sails so easily should look into this beautiful, seaworthy boat.

A Fine Boat As It Stands

By Charlie Pearsall

I am writing in response to Steve Axon's suggestions in the Feb. 15th issue for a makeover of the Sea Pearl 21. There can be no question that the next best thing to messing around in boats is messing about with them. However, there are some boundaries that should not be crossed lightly.

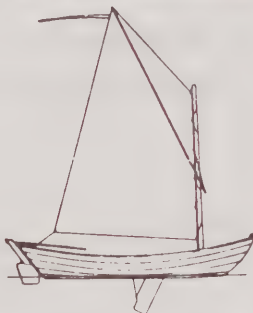
The Sea Pearl is a fine boat as it stands. Whether the design should be the basis of Mr. Axon's proposed beach cruiser is debatable. Question: What do you get if you chop off an elephant's trunk, saw its legs in half, and stick a horn on its nose? Answer: You have a poor likeness of a rhinoceros that was much happier as an elephant. Adding a jib to the Pearl means adding shrouds and complexity. The large centerboard needed to balance the rig would be too invasive of the forward cockpit. Water ballast only works when it is trapped above the waterline, so even a wider Pearl would be near broach before any righting moment occurred.

What Mr. Axon needs is a Flying Scot. Beachable, easy to trailer, carries six adults (more if they're friendly), is fast, carries lots of beam for form stability, and has the ability to take a 90 degree knock-down without shipping water because of the sidedecks. There's plenty of space to store camping equipment and supplies for extended trips. When working to windward she heels enough that she presents a round bottom to the chop, and off the wind she planes. That's a lot to ask of any design. Best of all, there is usually a used one available somewhere because they have been in continuous production since the late 50's. If his "crowd" is too large for a Scot he should convince one of the gang to get a second Scot. Then he can add the excitement of racing to his sailing excursions.

On the other hand, if you used an off-centerboard and worked some rocker into a 25 foot Sea Pearl hull . . .

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Techniques, Tools, Materials: Your Ideas & Needs

A SOUNDPROOF CHART

Embassy's Complete Waterproof Chart to Long Island Sound is available for the coming season. Our goal was to create a comprehensive multipurpose chart of the entire Long Island Sound area. It had to have all the useful navigational information a boater would want plus additional information for those who fish and dive in the Sound.

The first requirement was coverage. We had to somehow combine the five NOAA charts of the Sound into one. The only feasible way we could see to accommodate such a large area, from Throg's Neck to Block Island and Point Judith, in one chart was to use both sides of a 36"x48" sheet.

Once we laid out the coverage we added navigational references like 160 Loran Waypoints taken on site, and displayed in lat./long. so GPS users could also access them, for the major buoys, as well as 100 pre-plotted courses and distances along some of the major routes.

For the fishermen we researched 150 hot spot fishing areas and located these on the chart. And SCUBA divers will find the locations of 150 wreck sites identified. Trailer boaters can refer to locations of all state launching ramps.

We further required that the chart be extremely durable and a good value. The material on which it is printed is designed for use in all weather conditions. As for value, the standard retail of the waterproof edition is \$19.95 (a paper version is available for \$14.95), very reasonable when the cost of approximately \$75 for the five NOAA charts it replaces is considered.

Ian Quarrier, Embassy Imprint Inc., 142 Ferry Rd., Old Saybrook, CT 06475, (203) 395-0188.

BUILDING THE SIX-HOUR CANOE

The people who built that Buffalo Ferry which aroused some interest amongst your readers are now working on a book to be out sometime this summer on "Building the Six Hour Canoe" (see November 15, 1993, page 7). They have plans for the canoe and also the Buffalo Ferry, as well as videos for both. More details can be obtained from William Bartoo, Bartoo, Butz & Montague Associates, 382 Chestnut St., Fredonia, NY 14063.

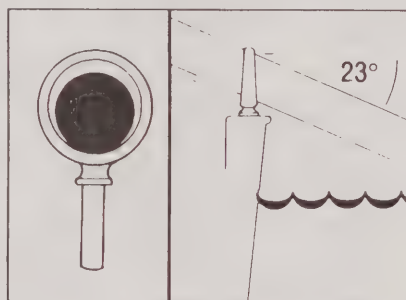
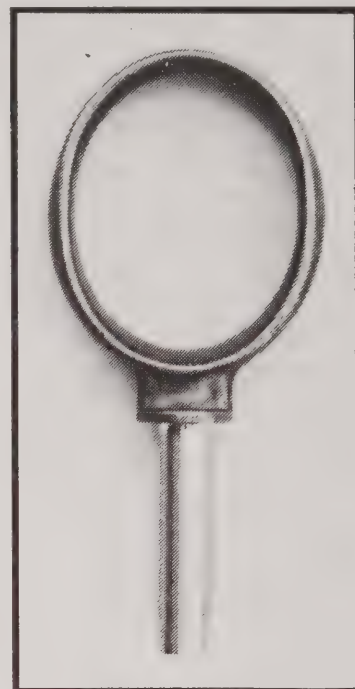
J.A. Haviland, Shonto, AZ

THOMAS OARLOCKS

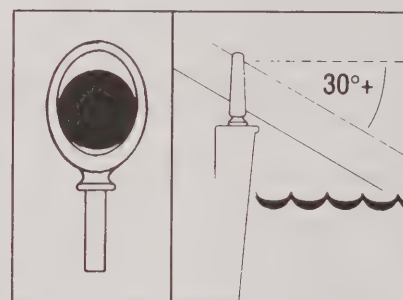
Why a new oarlock design? What's wrong with round oarlocks? Round oarlocks waste a portion of every stroke moving the oar back and forth inside the oarlock. Oars in round oarlocks ratchet together and bang the hands when they come together. Round oarlocks oblige the rower to row against the top of the oarlock increasing shoulder strain.

My Thomas Oarlock, U.S. Patent #5,213,529, improves the rowing experience through its innovative design. It offers increased up and down range of motion reducing shoulder strain on the power stroke. Higher vertical clearance allows deeper, more efficient rowing, more rowing out of every stroke. Narrower sides hold the oar in place, no ratcheting together. Ergonomically oval design provides greater control over the oars. Quieter rowing is achieved with no need to keep jamming the oars back down into the oarlocks. Instantaneous response results as every inch of stroke moves the boat forward.

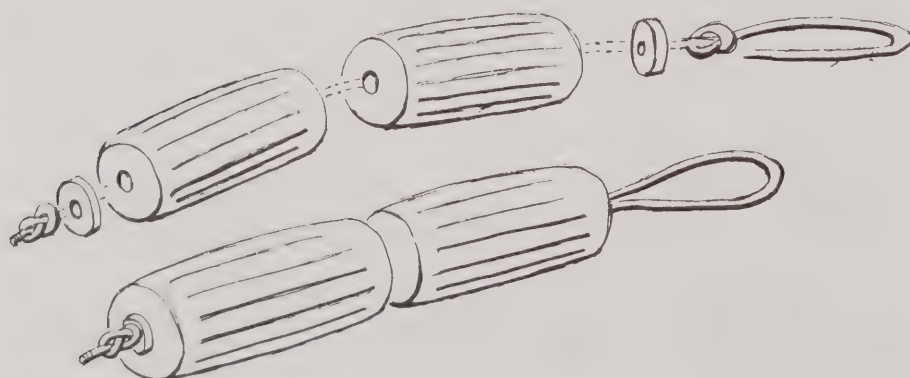
Charles Thomas, Thomas Machine & Foundry, P.O. Box 6789, Lynnwood, WA 98036, (800) OAR-LOCK.



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BEACH ROLLERS

Here is a good beach roller for use with a Sunfish, Laser, etc. made of boat fenders. Knot the bitter end of a thick rope, pass it through a large washer of plastic or plywood, through two fenders and a second washer and knot as snugly as possible. The two fenders should be as close together as you can bring them. Leave a large loop in one end of the rope for dragging along the beach. It works remarkably well.

Ralph Heinzerling, 4 Drury Ln., Port Washington, NY 11050.



GAFF RIGGING BLACK SKIMMER

When I moved to Long Island four years ago with my Bolger Black Skimmer I was shocked to discover that the marinas charge over \$11 a foot to step, unstep and store a mast! That meant the annual bill for taking care of the 35' mast of the Skimmer would run close to \$400. Carrying this mast on top of my car proved to be a more exciting adventure than I wanted to try often.

A study of the plans showed me that I could convert to a gaff rig with a reduction in sail area of only about 20sf, and carry this on a 25' mast. The resulting rig handles surprisingly similar to the original sprit boom rig for balance. Performance in very light air is slower and so I sometimes use a jib which helps a lot reaching in light air. Without the jib she sails very well in heavy weather, not requiring a reef until conditions become really severe.

Handling the 25' mast alone turned out to be quite simple using an 18" gin pole, a 4"x4" with a block at the top and a winch at the bottom. This rig fits into a very simple clip-on temporary partner just forward of the mast partner. The mast can also be stored at the marina on the boat at no added cost as it's no longer than the boat.

I will be pleased to respond to inquiries from any readers who may have been tempted to modify the Skimmer rig to a shorter mast.

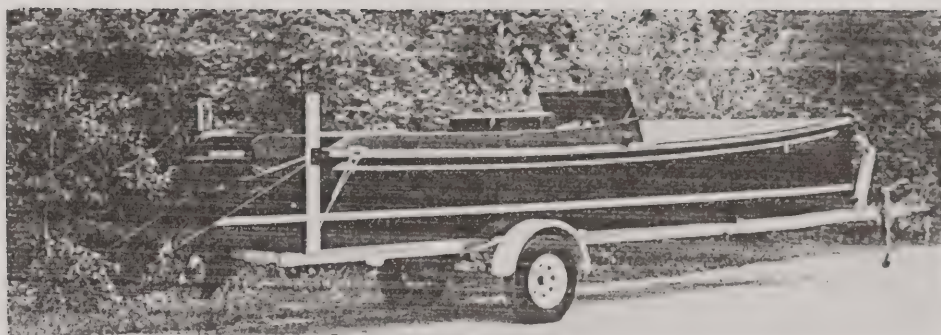
Edwin Erland, 35 Kalmia St., East Northport, NY 11731.

TRY A CUSTOM CAMP CRUISER

In response to Steve Axon's article about the Sea Pearl camp cruiser I suggest that anybody interested in this type of boat contact Joe Dobler, 4 Park Place, Manhattan Beach, CA 90266-7213. Joe Dobler N.A. has been camp cruising and designing boats suitable for this longer than many of us have been alive.

I think those who have "topped out the curve" with production boats would do well to go to a designer such as Joe and get the design they really want. There are small builders out there ready to build such custom boats if the interested person cannot do so himself.

Marc Pauls, Riverview, MO.



ANOTHER 1920'S "LAKER"

Robert Hoge's series on building his Phil Bolger designed "Laker" ("Instant Boat et al", beginning in December 15, 1993 issue) was brought to my attention by a friend who subscribes to your periodical. I also have a version of this boat that we use on Lake Leelanau, Michigan.

We added freeboard, changed the cockpit coaming and seats, used a lay-down windshield, went with a two-piece foredeck instead of strip plank and hung a 35hp Mercury electric start on the transom. She will run at over 30mph light, banks into turns with grace and goes forever on very little gas. We elected to go

the "yacht" route on finish. The attention she attracts is incredible.

Those of us who have built one of these probably are quite few in number. The fellow who commissioned the design lives in St. Petersburg, Florida. Can you forward my letter to Bob Hoge so we can compare notes, it would be most appreciated.

James Miller, Chicago, IL.

Editor Comments. We are always pleased to bring together readers with common interests. To make this simpler to achieve we will commence including full address where it seems appropriate for such direct communication.

HOW TO CHARGE BATTERIES?

I'm building that little tug "Candu-EZ" reviewed in the February 1st issue. As the name suggests, the building is going along "EZ".

I plan to use a Honda outboard instead of electric power though in a trek down the ICW from New Jersey south. I will need batteries for refrigeration and lighting and am looking for information on the Honda's ability to charge batteries for such needs. I have no experience in this area.

Stan Dziemja, Box 233, S. Walpole, MA 02071.

GLASSING WITHOUT A TACK COAT

In the April 1st issue a book reviewer criticised the practice of laying fiberglass cloth onto a dry panel and then wetting it out with resin. He strongly advised using a tack coat.

I would like to hear comments from readers regarding the success, or lack of it, of glassing without a tack coat. To me the most difficult and messy part of glassing is getting the cloth into position when using a tack coat.

B. T. Shrader, 9440 Hume Lane NE, Bremerton, WA 98310.

NEW GLUE GOOD CANDIDATE

Readers might be interested in the relatively new "Titebond II" glue of Franklin International which is billed as being water-resistant enough to pass Type II waterproof requirements. I called their technical service number and asked how it compared with powdered urea-formaldehyde glues such as "Weldwood Plastic Resin Glue" that many of us have built boats with. They told me it is as water-resistant as the U-F glues, but not as heat-resistant. It should be a good candidate for instant boatbuilding.

David Carnell, Wilmington, NC.

THE ROWPROP EXPERIMENT

Just for the fun of messing about, we have rigged up a system that enables two people to "row" a boat by turning a propeller by means of a 3/32"x7X9 cable wrapped around small drums linked to a prop shaft through ratchets. When one person is in "drive" the other is in "recovery" thereby sustaining continuous power to the prop. One of these "oarless oarsmen" steers with his feet linked to a rudder.

We finished up the main mechanical parts and tested the rig by driving the prop in a tank while challenging some strong young crewpersons from the local high school to "break it". And we are sure it will float, having tested it on the local pond. But cold weather prevented a real test, and we now await a chance to operate our craft on bigger waters. We will report on the results.

Shields Bishop & Bob Fearing,
Bishop Pedalboat Co., 103 Sunnyside Rd.,
Scotia, NY 12302, (518) 393-0657.

VIKING SHIP

In between building my strip built C-1 racing canoes, I designed and built a 15' "Viking Ship" for a friend who runs a summer camp for boys which has a theme of Vikings. It was simply built stitch & glue, rows nicely, is "camper-proof" and even sails with a small square sail the campers made complete with a dragon emblazoned upon it. The kids love it.

Having built a lighter and faster version of my earlier stripper C-1 racing canoe which is a joy to paddle whether preparing for a race or not, I am now working on a kayak design which I plan to strip build soon. I have found kayaking to be a wonderful and safe way to get out on the water in winter time. I had a great paddle on Christmas morning on Muscongous Bay.

Thomas Page, 5 Scotland Bridge Rd.,
York, ME 03909.

HOGTOWN BAYOU BUSY

Currently in my shop I have been working on a 27'x12" Olympic racing shell based on Uffa Fox's best boat (round bottom). The boat is strip planked with 3/16" juniper (southern white cedar) and glassed with 2 oz cloth. Decks are Coverite dacron and 2mm mahogany plywood. The rigging is a boomerang shaped wing made of wood and kevlar. Hull weight is 39lbs.

I am also planning to build an 18' Whitehall for single or double fixed seat rowing or single sliding seat. I will display both of these boats at the Wooden Boat Show in Maine in July.

Joe Thompson, Hogtown Bayou Boatworks, P.O. Box 1281, Santa Rosa Beach, FL 32459, (904) 267-3539.

What You Are Building



"MELODY IRENE"

Here's my Gloucester Gull dory "Melody Irene" which I built over the past fall and winter in a small shed just big enough for me and the Gull. She is 3/8" marine ply on the sides and 1/2" on the bottom, bronze fastened, with 8 ounce fiberglass epoxy construction using West

Sytem. The chines and outwales are fir, the transom a 2"x12" spruce plank, the stem is epoxy glued 2"x6" spruce. She has mahogany oarlock supports with Wilcox bronze oarlocks.

She was launched in late March in Hull, Massachusetts.

Joe Kush, Millis, MA.



FOUND GARAGE TO BUILD IN

Yes I've been building this awful winter. I had some delay in finding a garage to rent that had a wide enough door for the Great Pelican's 8' beam. In mid-January I finally found one with a 16' wide door.

Last summer I acquired the assembled hull with cabin and decks, centerboard trunk installed, centerboard laminated with lead weight, rudder blade and cheeks laminated, bowsprit carved out and spars laminated. All I had to do was install the cockpit seats and fillet, tape the deck edges and fair, the same for rudder and centerboard. I used West System epoxy and System Three

microballoons. Lots of sanding and priming, with System Three water reduceable primer which I'm very pleased with. The water cleanup is more desirable than the alternatives.

I painted the hull blue with white for the decks and spars, again using the System Three water reduceable Topcoat polyurethane which is pricey but promises long life. The end of March I laminated the tiller. It's huge, 2-3/4" square by 5'6" long. The plans call for that size, so be it.

Tony McGarry, 2200 NE 88th St.
#13A, Seattle, WA 98115.

BOOK REVIEW

"Upgrading Your Small Sailboat for Cruising"

By Paul and Marya Butler
International Marine Publishing
(This book is out of print, look for copies at used marine book dealers or in libraries).

Reviewed by James Pope

This is the second of three excellent books written by Paul and Marya Butler. It represents the distillation of twenty years work building and refitting small sailboats for longer more enjoyable adventures. There are projects for the fourteen footer to the thirty footer (perhaps even beyond that) with discussions on why those projects work. The Butlers discuss what does not work, what can go wrong with existing equipment, and how to restore marginal equipment to a seaworthy state. "Upgrading Your Small Sailboat for Cruising" will always be relevant to a small sailboat owner.

It begins with the uses of various useful tools, techniques, and boat building materials, generally discussing what worked best for the Butlers in their business. The book then meanders through structural reinforcements, flotation, portlights etc., interior stowage with creature comforts, canvaswork, ending with off-season cradles and covers.

Being a proud owner of a 20 year old fiberglass sloop I found reading the Butler's book a slow task because I was drawn into every detail of "Part II, Structural Reinforcements for Fiberglass Sailboats". Here the Butlers share some real magic showing us how to put structural integrity back into profitable for the boat builder but skimpy designs. They show how to reinforce both the hull and deck areas which just about covers the whole boat.

"Part III Flotation" combines somewhat with "Part V Interior Stowage and Creature Comforts" to the extent that the latter describes "modular cabinetry." Any locker that can be made watertight can be considered to add to the flotation of a boat. Since I am the captain, if the boat stays afloat so will I. "Upgrading Your Small Sailboat for Cruising" has very useful ideas for developing large amounts of flotation in small boats.

"Part IV Portlights, Hatches, and Lockers" shows both manufactured products and do-it-yourself products. There are interesting ways to lock a companionway, build extra hatches and lockers, and in general make pieces of the boat seaworthy.

"Part V Interior Stowage and Creature Comforts" could almost be a book in itself. It starts out with, "Ceilings, Hull Liners, and Insulation," no small task. This section will add warmth and liveability to a sterile fiberglass boat. It describes how to remake the boat's interior into a pleasant place to pass time. The next section shows efficient locker, bin, and compartment designs for the interior. Then

comes a short section on building your own water tanks and a galley sink. The general consensus on galley sinks seems to be that stock ones are never large enough.

Finally we end up at "Modular Cabinetry." Here some of the items can be made watertight thus adding buoyancy to the boat. The question, "Can this be made water tight?" should be asked of anything being installed inside a boat. Finally there is a section on small boat tables. Most of them hide away, tuck away, or have a unique mounting design that make them space savers. Part V is a complex presentation of all the details that make a boat a yacht with liveability whether it be 14 feet or 40 feet.

"Part VI Canvaswork" can really put the finishing touches on making a boat into a home. Canvaswork can add more living space, can be done yourself, can add insulation, is easier to run into, can be slept on during weird boat angles, can be mended easily, can be furniture, decking, spray shields, tents, seats, organizers, spice racks, and gear holders. Part VI will show you all of this and even some trick shortcuts.

For us smaller boat owners, or boaters of frozen over lakes, Part VII gives us some answers for the off season. Just what a book about small boats needs for the final touch.

You may have read in "Messing About in Boats", Volume 11 - Number 21, that this book is now out of print. However it is still listed for sale by Boatbuilder Books, P.O. Box 540638, Merritt Island, FL 32954, (407) 459-1558.

BOOK REVIEW

"Traditional Work Boats of North Carolina"

By Michael B. Alford (Illustrations by Author)

North Carolina Maritime Museum, Beaufort, NC, 28516, \$4.95

Reviewed by David Camell

Traveling along US 17 through North Carolina today you will cross a good many tidal rivers and creeks, but never see the ocean. Even though good roads now reach the coastal points, North Carolina has more ferries in its state highway system than any other state on the Atlantic coast. I can visit my friend across Pages Creek quicker by rowing 1/4 mile than driving the 8 mile highway route; especially if I hit the three traffic lights wrong.

"Traditional Work Boats of North Carolina, Part I", is "Boats Since the Civil War", a time when there were no good roads, the coastal area was growing, fishing and farming were expanding, and boats were the basic transportation. Flatbottom shove skiffs and sail skiffs were basic transportation, but larger vessels were more efficient. The sharpie, imported from New England, was highly successful in oystering and evolved into a distinctive North Carolina version that grew and replaced round bottom schooners in sound and coastal freighting.

The round bottom Albemarle shad boat, state boat of North Carolina, evolved from the dugout boats in this period and lived on as engines replaced sails for power. The other sailing craft made similar transitions to gasoline engine power.

Deadrise, V-bottom, boats are more related to dugouts by their fore-and-aft bottom planking. These originated as sail skiffs and then became the "snappers" with their small, lowspeed, one-cylinder gasoline engines. The early Core Sound boats were long and narrow with slight bow flare. They had small engines unlike today's versions with exaggerated bow flare, great beam, and big engines.

After a small "Part II" on "Trawlers and Other Commercial Boats" there is "Part III", "Some Early North Carolina Boats", where we meet the dugout boats, including the sailing "kunner". The larger periauger lives only in references to the type and the sloops and schooners are typical of the 18th and early 19th centuries. Last are the flatbottom sternwheeler river steamers that were major freight and passenger carriers to and from the interior on the major rivers.

The booklet presents a nice survey of North Carolina watercraft with significant material that has not appeared in print before. The author's sketches are artistic and, you can be certain, technically accurate, but there are no plans, lines, or construction information. These must await "...a forthcoming major book on the boats of North Carolina." In the meantime plans for many of the boats are available from the museum gift shop. The museum answers all inquiries and makes its research data available to students, researchers, boat and model builders, and people with a serious interest, or specific question. I can confirm their generosity from personal experience.

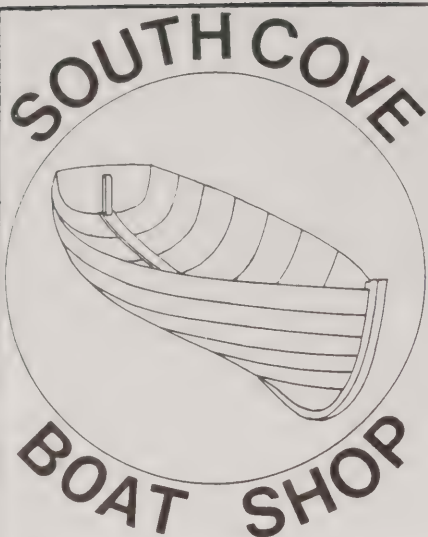


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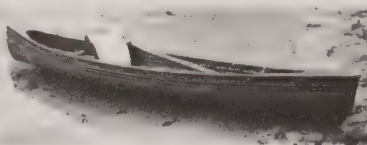


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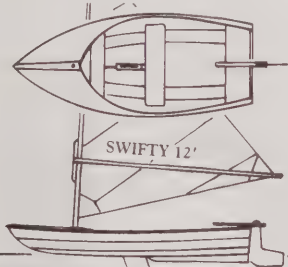
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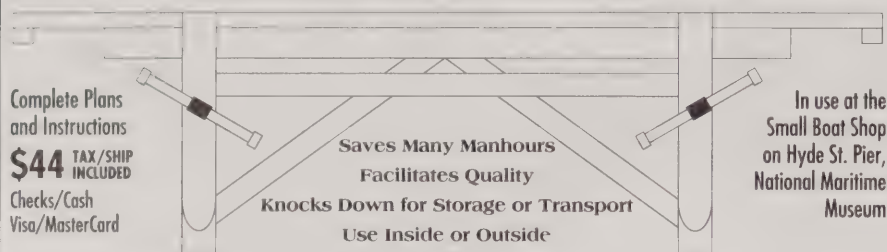
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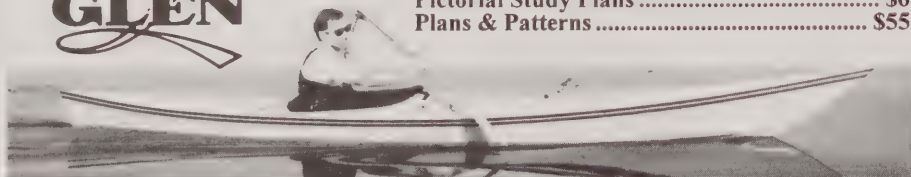
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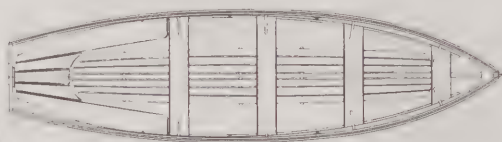
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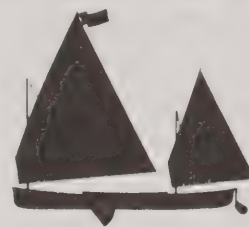
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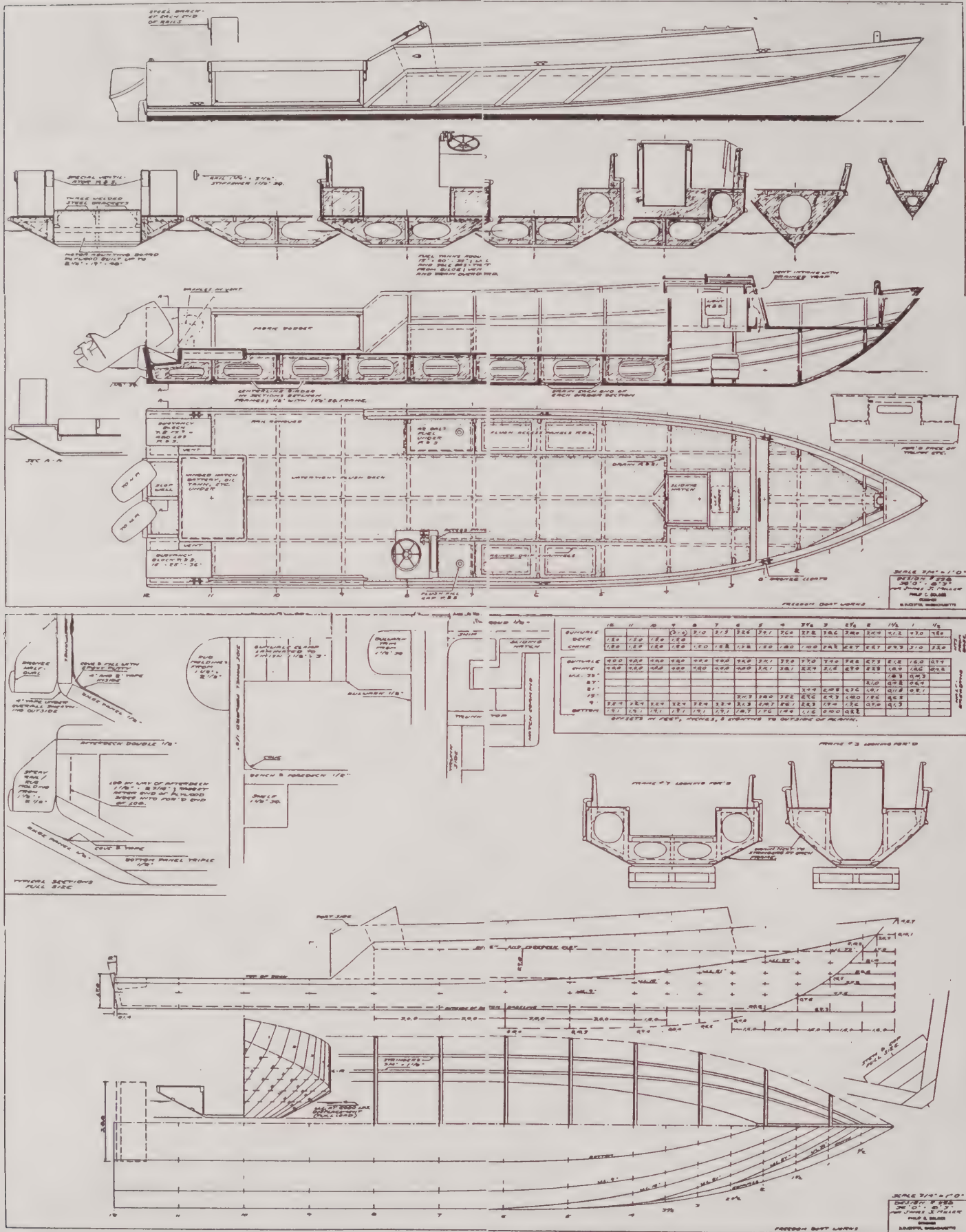
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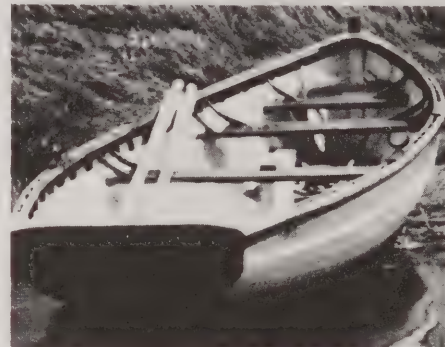
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MIKE WEINER, Croton, NY, (914) 271-2465. (3)

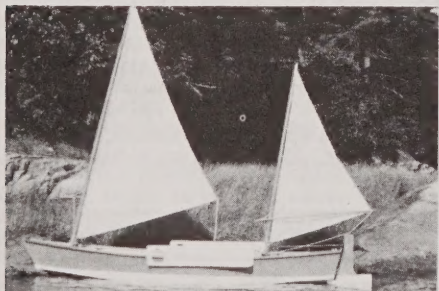
APPLEDORE POD, Alden 16' sliding seat rowing boat. \$975.
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'68 KENNER 26' PRIVATEER, cutter designed by Thomas Gillmer. 9.9hp OB, 2 sails, slps 4, enclosed head. \$6500.
JACK KURRUS, 1010 Ocean Ave., New London, CT 06320, (203) 442-0055. (2)



"JABBERWOCK", Classic 23' pocket cruiser, designed by W. Starling Burgess and William Atkin, blt by Chute & Bixby, Huntington, LI, c. 1933. Sister ship to "Dormouse" (see Atkin's "Of Yachts and Men", p. 237), "March Hare", and "Mad Hatter", but with traditional trunk cabin. Lovingly restored over past 6yrs. Slps 2. Galley, sink, head, 6hp Farymann diesel IB. A delight to sail \$5,000/BO.
TOM HALSTED, 5 Ocean Street, Manchester, MA 01944, (508) 526-4548. (2)



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PETER WATTERS, Cambridge, MA, (617) 492-0483. (3)



"MELE KAI", 24' double ender designed and blt by owner, experienced craftsman who spared no expense in acquiring finest materials. Lines vly similar to Philip Rhodes' famous "Dog Star". LOA 23' 6", beam 7' 5", draft 4' 0", displacement 7000 lbs. Outside ballast 2700 lbs lead. Power 2-cyl Volvo Penta 13hp diesel. Full-length vertical grain Port Orford cedar planking. Bronze fastened throughout. Fittings and hrdwre custom-made bronze. Teak and mahogany trim. Stainless steel fuel & water tanks. VHF radio, heavy ground tackle, inflatable 2-man dinghy. Sails: main, staysail, and genoa from Gowen of England. Electric lights, kerosene standby lamps. Misc.extras. Featured in "Wooden Boat" #63 & #64, '85. "MELE KAI" is recognized by all who know her as one of the finest small cruisers anywhere and is in perf cond. Exc sailing qualities, well balanced, and a dry boat. Can be easily and economically transported to east coast. Fully capable of off-shore cruising. Owner must sell because of increasing physical disability. Will sell well below cost of materials to someone who appreciates an exceptionally fine boat.
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DOC MUSEKAMP, Oshkosh, WI, (414) 426-3852. (3)

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LLOYD GRIMES, (508) 429-4406. (3)

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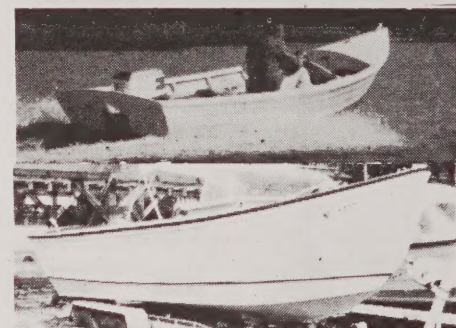
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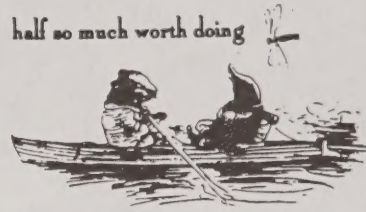
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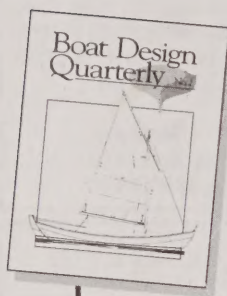


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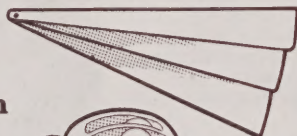
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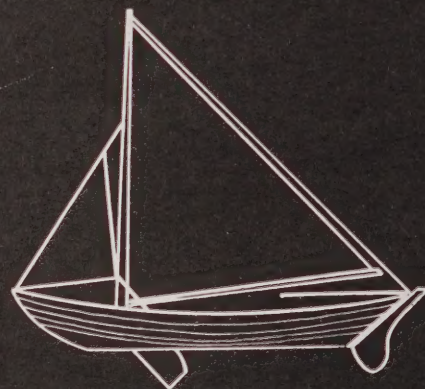
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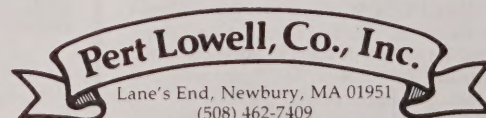


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