



# **messing about in BOATS**

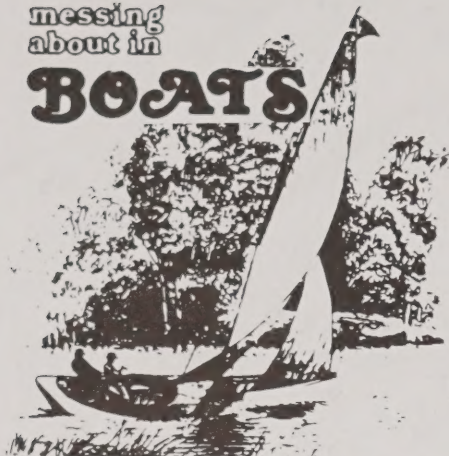
Special Feature This Issue  
"100 Years of Model Yachting"

Peabody Essex Museum  
Stephen Phillips Library  
East India Square  
Salem, MA 01970 U.S.A.

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Volume 12 - Number 4

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## Our Next Issue...

Once again starts off with items promised for this one that didn't find room: David Hume's "Solo September Cruise", and "After Fifteen Landlocked Years" for adventures; Marion McClure's "Building a Folding Kayak", and "Saving the Last Coastal Steamer, Nobska" for projects; and Dave Carnell's "How I got Hooked on Sea Skiffs", and Jim Thayer's many times postponed "How Many Does It Sleep" for designs. How much more dare I promise?

Well, you'll get a look in at two small gatherings, Mac McCarthy's on Cedar Key and Dean Meledone's on Urbanna, both modest in size. So maybe we can fit in Mike Fitz's "Rowing Campout on the Big River" for another adventure. And Phil Bolger will offer his design for a "21' Cruising Catboat" and we might squeeze in Tim Barnum's dissertation on "Six Successive Small Craft Designs".

Okay, I'll promise no more, other than the usual regular features.

## On the Cover...

Another one of Jim Michalak's unique small cruising sailboat designs stars in Eugenia James' report on cruising on the Texas/Mexico border in "Simplicity on Amistad Lake" in this issue. An unusual boat sailing on unusual cruising waters.

## Commentary...

This past year I was once again solicited to become a subscriber to some of the consumer boating magazines, and decided well, why not, I'll sign on for a year again with "Sail" and "Cruising World". The deals that are offered by these advertising-driven publications make it painless to subscribe. I've been looking over each issue now for most of a year and find that the disenchantment that set in over ten years ago which resulted in my no longer reading either of these magazines is still with me. I'm just not much interested in the expensive, complex, highly technical view they espouse for sailing today.

While I'm not at all interested in contemporary powerboating, which to me is pretty much driving on the water much as one drives on land, either in a sports car, a utility sedan or even a motor home, I find no contradiction in the powerboater's fascination with all sorts of technological equipment designed to enhance his enjoyment of his craft. The powerboater is already driving around in an internal combustion engine powered vehicle so all the rest of the techno junk fits right into his picture.

It is the "sailors" who apparently, if one is to believe what is presented on the pages of "Sail" and "Cruising World" for instance, also now acquire all sorts of technological gear to enhance their sailing experiences, who I view as pursuing their enthusiasm oblivious to its contradictory nature. They still use the natural force of the wind to drive their boats, (except if it's easier at times to start up the auxiliary engine) but nowadays have all sorts of devices designed to get ever closer to 100% of the potential motive power of the wind.

The radical high dollar racing yachts lead the way in the quest for that additional fraction of a knot of speed or degree of pointing up into the wind. Typical of the quest for perfection in any endeavour, the last 5% can cost as much as the original 95% to achieve. In racing this is something one has to face, and so we read about the multi-millions of dollars poured into the America's Cup campaigns now, striving for that edge in speed.

Recreational sailors who seek to emulate these performance gains can now invest enormous sums in supplementary gear to do all sorts of things to their boats' rigs that once were reserved for the skipper's judgement and the personal physical efforts of his crew. Computers have taken over guaging conditions and telling the skipper to harden up or ease off, or even doing the job for him by hydraulic power. And the material for the sails has gone exotic, even some of the funky old time one-design classes now go at it with costly sails made from exotic materials. All for that edge.

I'm not an old timer longing for those

good old days, I never did much sailing at all and certainly not all the way back to my youth. But I like the way it uses the natural force of the wind, which can be captured and put to work with a relatively inexpensive suit of sails on a manually operated rig in a boat designed, often long ago, to work quite nicely in the medium of water, a boat not too expensive to acquire. A pretty basic simple way to play. Perhaps this view has something to do with the fact that I could not afford to pursue any of the up-to-date choices amongst boats and equipment anyway, but I seem to have a more deeply rooted retro outlook about some of the "achievements" of today's world of sports.

A recent issue of "Sail" told about a French yachtswoman who skippered a modern megayacht in setting a new New York to San Francisco sailing record, breaking the recently established record by several days, a quantum jump in speed. Apparently her boat with a crew of four could travel at 20 plus knots in enough wind, and photos of it show it for what it is, a record beater. Setting a new record for this particular journey became an objective to modern sailing speed nuts because it had been set so long ago, back before the Civil War, in clipper ship days. A record that hangs around that long unbroken was just too tempting to go after once recent developments in yacht designs and gear and equipment and navigation aids and onshore weather advisories became available.

So the old clipper ship record has been broken several times over the past decade and now it is no longer historically significant but just another target for instant fame afloat under sail. The clipper ships that set various long standing sailing voyage records did so "at work", they were out there for economic reasons, and driven by the lust for profits. Today's record breaking hi-tech trimaran or monohull is like a sports car going after a record set by a semitrailer outfit. And the motivation today is just some form of ego satisfaction.

Returning to my initial comments about the current consumer boating magazines' obsession with complicating the basically simple sport of sailing, the same influence which this represents is what has fueled the onslaught of today's technology against the traditional past. When I contemplate Shackleton's attempt to reach the South Pole, and his subsequent self-rescue ordeal at sea in a small boat, and compare this to today's opportunity to fly there for cocktails if you are willing to spend the money, I feel that technology is debasing bygone achievements. It seems to me that it is similarly debasing sailing itself, removing from it the human commitment it once required. And so I'll not be renewing those two magazine subscriptions I guess.

## **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 8-11:**

New York In-the-Water Boat Show @ South  
Street Seaport, NY. Jeffrey Holland, (410) 268-8828.

### **SEPTEMBER 15-18:**

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

### **SEPTEMBER 16-18:**

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

### **OCTOBER 2:**

Oarmaster Trials @ Cape Cod, MA. Jon Aborn,  
28 Old Bridge Rd., Buzzards Bay, MA 02532.

## **EVENTS NEXT TWO MONTHS:**

### **JULY 2:**

10th Somo 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., Slootsburg, NY 10974.

### **JULY 2-4:**

Lake Union Wooden Boat Festival @ Seattle,  
WA. Center for Wooden Boats, (206) 382-B0AT.  
Canoe Camping Trip @ Temagami Wilderness  
Area, Ontario. Hulbert Center, (802) 333-9840.

### **JULY 9:**

Classic Wooden Boat Association Show @ Port-  
land, OR. David Swan, (503) 640-5671.  
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 @  
Cantine, 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.  
Northwest Small Boat Messabout @ Marysville,  
WA. Dennis Ingram, (206) 435-3416.

### **JULY 24:**

Toy 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.  
Aleut Living History Day @ Fort Ross, CA. The  
Baidarka Historical Society, (510) 228-8748.

# Happenings

### **JULY 30-AUGUST 7:**

Savannah Maritime Festival @ Savannah, GA.  
Suzanne Biel, (912) 236-3959.

### **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.

### **AUGUST 4-7:**

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

### **AUGUST 5-7:**

Washburn Island Campout @ Falmouth, MA.  
Cape Cod Vikings, (508) 759-9786, (508) 378-2301.

### **AUGUST 13:**

17th Les Cheneaux Antique Wooden Boat Show  
@ Hessel, MI. Les Cheneaux Historical Ssocation,  
(906) 484-2821.

### **AUGUST 18-21:**

Antique Race Boat Regatta @ Clayton, NY. The  
Antique Boat Museum, (315) 686-2628.

### **AUGUST 20-21:**

3rd Annual Antique Marine Engine Exposition  
@ Mystic, CT. Mystic Seaport Museum, (203) 572-  
5315.

### **AUGUST 27-29:**

21st Annual Antique & Classic Boat Rendez-  
vous @ Lake George, NY. Jean Hoffman, Box 666,  
Castaway Marina, Lake George, NY 12845.

## **ORGANIZATIONS OFFERING ON- GOING EVENTS**

### **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, Craftsbury Common, VT,  
(802) 586-7711.

### **CANOE EVENTS**

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

Massachusetts Riverways Programs, Boston,  
MA. (617) 727-1614 XT360.

New England ACA Canoeing, 785 Bow Ln.,  
Middletown, CT 06457.

Rhode Island Canoe Association, Pawtucket, RI,  
(401) 725-3344.

### **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.

Woodenboat Classic Regatta Series, Stonington,  
CT, (800) 959-3047.

### **CONTEMPORARY YACHTING**

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

### **MUSEUM EXHIBITIONS & EVENTS**

Antique Boat Museum, Clayton, NY, (315) 686-  
2628.

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.

Philadelphia Maritime Museum, Philadelphia,  
PA, (215) 925-5439.

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

South Street Seaport Museum, New York, NY,  
(212) 669-9400.

### **ONE DESIGN SAILBOAT RACING**

Town Class, Sharon, MA, (508) 668-5690.

### **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.

Riverfront Recapture, Hartford, CT. (203) 293-  
0131.

### **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-B0AT.

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.

### **TRADITIONAL SMALL CRAFT EVENTS**

Traditional Small Craft Association, P.O. Box  
350, Mystic, CT 06355.

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## BOOK REVIEW

### "Frugal Yachting - (Family Adventuring In Small Sailboats)"

By Larry Brown

Published by International Marine, Copyright 1994. 172 pages in paperback. \$17.95.

Reviewed by Matt Maloy

This is an exceptionally dangerous book! I failed to get through the first chapter without developing an uncontrollable yearning to go sailing. I rushed outside to hitch up the boat only to find that my wife had taken the only car with a trailer hitch, one of the few aspects of trailer sailing the author missed.

In his preface the author writes that he seeks to talk with you as if you are sharing a conversation in the cockpit with him. He succeeds with his straightforward, friendly writing style. About planning a sailing expedition he writes; "All I know is we run out of money every year and never do anything noticeably stupid. I don't know where it goes; it just goes. Take half as many clothes and twice as much money and you'll be fine. Trust me."

Although the author's basic concepts apply to all those with a passion for being on the water, the book's focus is on doing so under sail, in any craft, that does not own you either by its complexity or its expense.

If you view your boat as a symbol of

status and power you're not going to like what Mr. Brown has to say. You would do well to pay close attention, however, if you're new to sailing or considering a larger boat convinced, perhaps, that people with larger craft necessarily have more fun than someone with a 12 foot sloop.

As for the novice builder considering construction from plans he observes; "Only do it if you're sure you'll enjoy the process even more than the product." Sage advice, I guess I won't be needing that table saw after all.

Assuming you make it through Part One, The Invitation, without embarking on a cruise somewhere, Part Two gives some very good information on many aspects of life aboard the trailerable cruiser.

If you are new to sailing you will find Part Three most helpful, as the author describes various hull shapes and sailing rigs while not attempting to sell you a concept.

Part Four contains a short history of small boat cruising and some of its pioneers. If your interest in sailing is particularly intense, this is the section you will show your spouse after your mental stability is questioned, unless of course you actually are planning to sail across the Atlantic in something called "Tinkerbelle".

The Boats, Part Five is where you will spend most of your time. The author first offers a broad definition of Micro-Cruisers, Compact Cruisers, Family Weekenders, Open Cruisers, Small Cruising Multihulls, and Maxi-trailerables. You will not find a list of displacement/length ratios or sail

area/displacement ratios and certainly not a discourse on prismatic coefficients. However, from his perspective as a cruising sailor, who once voyaged 10,000 miles throughout the U.S. and Canada with his wife, two kids and a small van pulling a 15 foot sailboat, the author gives a fine, refreshing description of the features of 38 boats along with plenty of photos.

Larry Brown is a teacher, not a naval architect, and this is to his credit, as it allows him the vantage point of a sailor who has asked himself some very appropriate questions and applied common sense logic to the subject of cruising in small boats.

The appendix contains lists of items to put in your tool kit and your first aid box as well as safety tips for trailering. Appendix five contains an interesting lineup of books for further reading. A directory of boat manufacturers with addresses and phone numbers precedes a comprehensive index.

Although the author has extensive experience cruising in his fifteen foot West Wright Potter he makes no attempt to persuade the reader that the Potter is the only sailboat in the known universe.

Evidently, my concept of an ideal boat involves something quite little. Your ideals will be different, of course, wholly unique to you. So browse around a lot; look at lots of pictures; go to as many boat shows as you can; and listen to your irrational heart. Despite all the practical considerations, the boat you see when you close your eyes is the one you really want."

Hopefully, after you read this book, the boat you see will be the one you already own.

## BOOK REVIEW

### "How to Fiberglass Boats"

Ken Hankinson

2nd Edition, 1986, Price not Given.

Reviewed By David Carnell

This is a thoroughly comprehensive instruction manual on how to fiberglass boats. Before you start a fiberglassing project you should know that you have the right reasons for doing it and the author properly emphasizes that a fiberglass covering is not structural, it does not add strength to a boat, even though this is a popular misconception. It does reduce hull maintenance, improve appearance, stop leaks, keep out marine borers, and protect against impact and abrasion.

Comparing polyester resins with epoxy resins, the book understates the disadvantages of polyester and overemphasizes the problems of using epoxy resins. The shelf life of polyesters is a few months; for epoxies, it is unlimited except for the polyamide hardener used in 1:1 resin systems (shelf life about a year). I have Milspec two-part epoxy adhesive-putty manufactured twenty years ago that I use regularly.

If you mix your epoxy resin and hardener within 10% of the specified ratio, it will always cure, though you may have to wait a while or warm the project in cold weather. The resin and the hardener are co-ingredients that react together completely. The catalyst of polyester resin has no function in the product. It is the match to start the reaction fire. If the fire does not start you have a gooey mess that will never cure.

Like many authors, Hankinson states that the safety problems of epoxy resins are worse than for polyesters. Epoxies have little fire hazard and almost no fumes; styrene burns like gasoline and the fumes can easily give you a real glue-sniffing jag. It is not good to get either on your skin, though the epoxies have a higher tendency for sensitization. As to sensitization, the 8:1 ratio epoxy systems are the worst; the 1:1 systems least prone to sensitization. For the "messaging about" boat-

builder the advantages of epoxies over polyesters are tremendous. If you see cost as a disadvantage save money by using generic epoxies, latex paints, and epoxy encapsulation only on the non-plywood parts of your boats.

The book warns against using plastic tools or brushes with synthetic bristles and then recommends them for some uses. Actually, the styrene in polyester resins will slowly attack thin polyethylene films on which epoxies have no effect. For brushes, rollers, spatulas, squeegees, etc., all plastic tools are suitable. The cheap nylon bristle brushes are about the best I have found for spreading resin and cost no more than the chip brushes with natural bristles.

On fillers, the author is pretty comprehensive, though omitting my favorite high density, dirt cheap filler-pulverized (flourfine, not the coarse "ground" material) agricultural limestone. The book thoroughly describes the mechanics how to deal with every kind of fiberglass application situation; corners, edges, laps, vertical surfaces, and all. It finishes with short sections on other sheathing materials; polypropylene Vectra (tm), acrylic Dynel (tm), Arabol (tm) glue and fabric, Kevlar (tm), carbon fiber, and C-Flex (tm) sheathing. It is an overall excellent information source; especially if you have little or no fiberglassing experience.

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## UNITED STATES COAST GUARD AUXILIARY

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Contributed by Tom Shaw

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### Float Plan

"Is this the Coast Guard? My husband went out fishing and he was supposed to be home two hours ago. Can you help me?"

A call like that is, all too often, the start of a major Search and Rescue mission for the United States Coast Guard. Unfortunately, not all of them are successful primarily because of lack of information. When such a call comes in, the duty officer tries to get specifics.

When did he leave? Where was he planning to go? Give a complete description of the boat. Do you know the registration number? Does he trailer his boat and if so, what kind of a car or truck was he driving? What ramp does he use? Did he tell you when he expected to be back? Does he have a radio? How much boating experience does he have? How many people were on board?

Astonishingly, sadly, in case after case, the worried caller just does not know. The Coast Guard must deal with vagueness such as, "Well, it's a white boat and he was going to his favorite fishing hole. He said he might ask Jack to go with him, but I really don't know. He drives a black pick-up and usually leaves from Blank ramp."

There is an old sailor's prayer, "O God, thy sea is so big and my boat is so small." The Coast Guard has an astonishingly high percentage of successful searches, astonishingly considering the vastness of the ocean and the range and speed of modern small craft. But if the search is to be successful, there has to be some detailed information, information that can come from the Float Plan that every boater should prepare each time he gets underway.

Float Plans are easy to draw up and take but a minute. A good deal of the information can be entered just once and photocopied so just a few details need to be penned in. The plan can then be left with a spouse, a friend or a marina but NOT with the Coast Guard who simply could not handle the sheer volume. Here is a sample

form with the specifics of a given trip underlined:

Vessel: "Sea Fisher"- 21' - Grady White. White hull, blue T-top.  
Registration NC 3551-CC.  
Radio Call WAH 1234.  
Twin 100 hp OB Speed 24 knots. Fuel 40 gals. Fresh Water 20 gals.  
Food on board: Yes \_\_\_ No \_\_\_  
Name/address of operator: John K. Smith, 123 Any Street, Sometown, NC.  
Tel: (910) 395-1867.  
Emergency Tel: Henry Brown, (910) 123-4567.

Equipment: PFD's \_\_\_ Flares \_\_\_  
Mirror \_\_\_ EPIRB \_\_\_ Loran \_\_\_ Radar \_\_\_  
Raft \_\_\_

Departure: Tidewater Marine - 14:30 hours.

Destination: State Fishing Buoy 341.  
Expected Return: 18:30 hours, no later than 20:00 hours.

On Board: John Smith, William Smith, Bob Roberts.

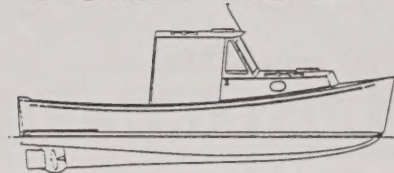
Auto Make & Model: 1988 green Chevy Cavalier, NC license AB 1234.

With this kind of information, the Coast Guard can plot the intended course, estimate a position from the boat's speed and fuel capacity, attempt radio contact and issue a "Security" radio message to ask for sightings from other vessels. A search, if necessary, will have a logical starting point. The Search and Rescue Center will know WHAT boat they are looking for and, factoring in wind and currents, can plot approximately WHERE it might be. The chances of success go from slim to good.

Ten minutes to prepare a general Float Plan, three to fill in the specifics and two to leave it with a responsible person on shore may mean the difference between life and death.

To the Coast Guard Auxiliary slogan, "Know before you go", add another: "Tell somebody where you are going." ALWAYS LEAVE A FLOAT PLAN!

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Your  
Commentary

**ENJOYING SMALL BACKWATERS**

It hasn't been an active paddling season for me, lawns, brush piles, you name it. But recently I did get out on Harvard's Bare Hill Pond for a little exercise and even enjoyed the wake from a too-big-for-this-pond power boat which went up and down the pond, since it gave me the opportunity to try my luck (no skill yet) staying upright in an Old Town pack canoe. It is on loan from a friend for a while and I've been trying to revise my low opinion of this 12 feet of tipping contrariness all spring.

Maybe it's me and not the canoe but it is so small and fickle and I am so big and clumsy. I did do very well on this Sunday and am ready to try some other backwaters with it if my weekends free up. I continue to find small jewels of ponds and streams which I enjoy exploring.

John Callahan, Dunstable, MA.

**ABOUT THE U.S. MAIL-I**

In reply to your inquiry into my complaint about late delivery of my copies of "Messing About in Boats", here's what I've experienced:

The April 1st issue (mailed March 29th) arrived May 4th.

The April 15th issue (mailed April 14th) arrived May 31st.

The May 1st issue (mailed April 28th) arrived May 16th, two weeks before the April 15th issue!

Justine Schrider, Hunstville, AL.

**ABOUT THE U.S. MAIL-II**

What happened? My April 1st and 15th issues arrived within 5 days of those cover dates. Is this something you are doing or is the postal service improving?

Bob Swann, Bay City, TX.

**EDITOR COMMENTS:**

Bulk mail is at the bottom of the pecking order for delivery so this sort of wildly fluctuating experience with delivery happens, dependent on regional and local mail volumes and number of the magazines going to any one location. Alabama copies, about a dozen, leave here in a sack marked "Mixed States" which adds a whole additional stop for sorting along their way. Texas copies, over 100, get sent out in a sack directly to Dallas.

**NO FLOATING GARBAGE**

Just back from a cruise from the lower Chesapeake to Newport on my 43' design "Ocean Surfer" trimaran. Wind was too far off much of the time and too light but we did get some good 15 knot bursts coming up the East River past Manhattan on a glorious day with a strong favorable current.

One pleasant observation is that I found the water almost free of floating garbage, on both offshore and inshore waters. A delightful change! Best I've seen in 50 years of east coast sailing.

Dick Newick, Kittery Point, ME.

**AND NOW AFTER 11 YEARS**

We recently bought a used Dovekie (along with a "Shallow Water Sailor" subscription) to sail with our three young children, and have also started preliminary construction of an 8' Catspaw sailing dinghy, which will no doubt be a long term project, considering that I purchased the plans eleven years ago!

Bob & Catherine Cann, Amherst, MA.

**HOOKED FOR CERTAIN**

What a wonderful publication you produce! You speak so directly to me! The coverage of the gatherings and meets is so well documented and such a delight to read! I enjoy the "What You Are Building" section as much as the "Where Have You Been" coverage.

Jim Thayer has always been my kind of guy, and I am glad you publish him often. That picture of Nancy's Commuter is absolutely beautiful; what a "centerfold"!

"Messing About In Boats" has done it's part in making me what I am today: A hooked for certain, died in the wool, incorrigible small boat enthusiast with time and tools.

Gerard Van Wyk, Grandville, MI.

**WHITTIER RIGHT ON**

Bob Whittier's comments in the June 1st issue about the Coast Guard were right on. It's time someone took a long view of the Coast Guard and its functions. All too often we are afraid of what "big brother" would do if we openly criticized him. Mr. Whittier had some really good ideas and deserves to be heard all the way to the top of the CG bureaucracy.

Ted Bailey, Amesbury, MA

**OARMASTER COMMENT INVITED**

The 1994 Oarmaster Trials will be held on October 2nd somewhere on Cape Cod, Massachusetts. We are looking for suggestions for modifications and improvements while still preserving the essence of the event.

Would a doubles Oarmaster be welcome in which entries were rowed by two person teams? Should we look for rougher waters to better test the boats under more realistic conditions? Should the length of the course be changed?

All comments will be greatly appreciated, please put them in writing and mail them to me.

John Aborn, 28 Old Bridge Rd., Buzzards Bay, MA 02532.

## BOOK REVIEW WRONG-HEADED

I think Mr. Goodchild's review of William Garden's "Yacht Designs II" is altogether wrong-headed. I found the book worth every penny. Beautifully written throughout with the usual stunning plans drawings, and alternately deeply moving and hilarious, as is Garden's wont, it is a masterpiece of its kind.

Contrary to Mr. Goodchild's feelings, I found the big motorsailers endlessly fascinating, and how could he fail to mention the wonderful dreamship "Firefly", a perfect 1890's reward for a fellow who did well in the markets.

I urge my fellow small boaters to buy this book, you'll relish every page and picture.

Charles Andrews, Kent, OH.

## BREAKING THE ADDICTION

OK, Bob, you did it to me again! I didn't renew my subscription last year because I wanted to see if I could break my addiction to "Messing About in Boats". I was doing fine, with only a few twitches every so often until you sent me that "Free Sample Copy" of the April 15th issue. That just blew my resolve right into the weeds. Herewith my check as I fall off the wagon.

Bill Lewis

## DIFFERENT SORTS OF YACHTSMEN

The 21' Clipper Marine, designed by Bill Crealock, was the most seaworthy boat I ever owned. We survived a fierce blow aboard it in an ugly high steep chop off the Mexican coast where bigger and better boats have foundered. I took in the jib, reefed the main and pulled it down as low as the cabin roof would permit. She was never in distress or overpressed. We had a fully gimballed one-pot cooker with a pan in a clamp and we drank tea and ate chicken noodle soup\* to our hearts' content while three small kids played ball in the tiny foc'sle.

On another occasion I went out in an identical boat, one loaded with so much electronic equipment its skipper could have communicated with the moon. When I suggested that we go "outside" the harbor he looked at me in horror, he had never been to sea with his boat, outside his harbor that is! He is the sort of "yachtsman" who reads the glossy mags and dreams of someday owning that 60 footer!

(\*We considered after this renaming the boat "Chicken Noodle".)

Richard Carsen, Newport Beach, CA.

## SICK OF SAFETY STUFF

I read where one reader asks that you have more on safety and less of Tom's adventures. I for one am sick of all the safety stuff we get thrown at us and enjoy Tom's yarns very much. I grew up in a world of cedar skiffs and canoes in which nobody ever heard of a personal flotation device. Yet nobody I knew ever drowned or even came close. The old seafaring view, "He who does not fear the sea is soon drowned" says it best.

Jack Erickson, Shelton, WA.



## ROWING IN UTAH

Camping along the Green River in Utah we happened across this incredible

sign featuring some unfortunate oarsman out in this wild western environment.

Alicia Moore, New York, NY.



## NIMBLE OFFICE

I retired last January, sold the Small Boat Shop and am back in the boat business again with Nimble boats. My office is in my Nimble "Nomad" and we carry two

kayaks on the cabin top. I'll send along more about our method of kayaking as "Whopes" ("Well Heeled Older People").

Ed Rogers, Nimble Boats Northeast, Cove Marina, E. Norwalk, CT 06855.

## REACHES CORE INTERESTS

I continue to be amazed by your interest in boats and the similarities with your readers. I'm speaking of your Commentary in the May 15th issue. I'm 34 and race sailboats, promote racing sailboats, build racing sailboats and love almost every part of it, but also realize that for me, it is an education for becoming a good sailor. Sometime I will quit racing, be thankful for the people that helped me and move on to other small boat interests. Your magazine reaches the core of my boating interests. Thanks for publishing such a great magazine.

Scott D. Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452.

## BEETLE CAT FOLKS HELPFUL

I recently ran across your April 1, 1993 issue and was especially interested in the article on Leo Telesmanick and the Beetle Cat. I have just completed a restoration of an early Beetle Cat and found Leo and the folks at Concordia to be very helpful in this undertaking.

Donald Correia, Mattapoisett, MA.

## INTERESTING COLLECTION

Presently, I am boatless. However, I did own a 1956, 18 foot, Jafco Seamaster (a double hulled, mahogany, lapstrake powered by an inboard 6 cylinder Chrysler) and a beautifully restored, 1940 Old Town rowboat. I purchased the Old Town from the Ross Bros. of Florence, Massachusetts. These Ross Bros., "Hank" and "Robert", always have an interesting collection of old wooden boats for sale, admiration and conversation. You and your readers would enjoy any time spent in the company of these characters, surrounded by water craft of all shapes and sizes. They can also be found at the Brimfield, MA, antiques flea markets with many of their vessels in the pond, ready for "sea trials". Mess abouters of the finest kind!

On another subject, Mr. Robert Allan of Malton, ON, will find information on the 14.5' Port Madison Pram, (November 1st. issue, page 10) from the Bainbridge Island Historical Society and/or the Port Madison Yacht Club. Both are located on Bainbridge Island in Washington State, 98110.

Andrew Martin, Bainbridge Island, WA

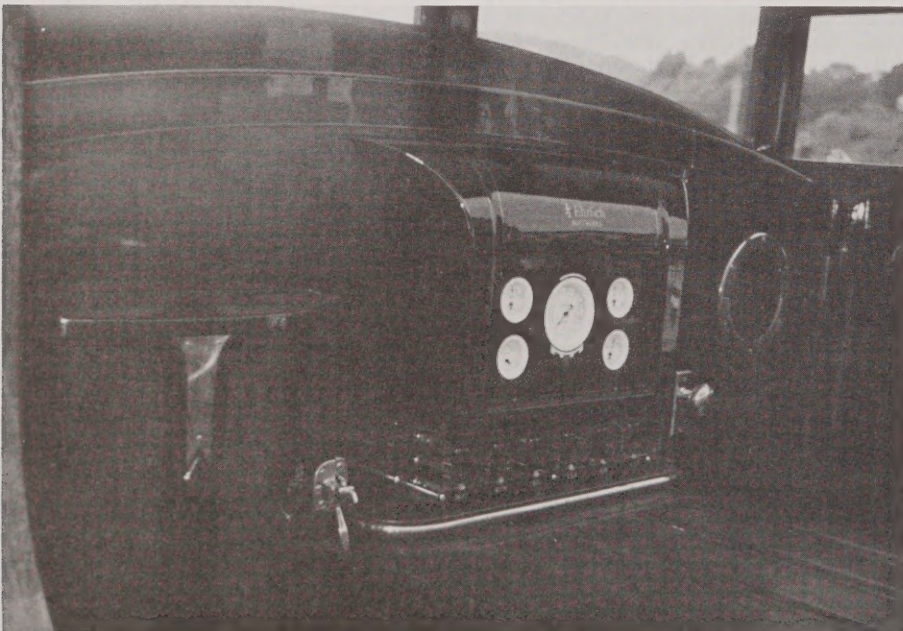


"LaBelle Gondola" is a converted 16' double ender lifeboat. The steel hull appears to be molded glass. The builder (converter) is Jack Ehrlich of Portland, OR.



The brass wheel extends from the seat back in "La Belle Gondola".

"La Belle Gondola's" instrument panel in matchless woodwork.



## The First Annual Depoe Bay Recreational Boat Show

By Rags Ragsdale

Depoe Bay, Oregon had it's first annual boat show on May 14th. It was a huge success, but a small show. However, it was plenty encouraging for a first. Depoe Bay is the world's smallest harbor and it's six acres are filled with history as well as having the friendliest people on the west coast. The winding entrance into this little bay is a bit tricky, but once inside there is no safer place in a blow.

Exhibitors came from all over western Oregon, and even though there were only about eight of us the variety of boats was highly interesting. Only one boat was a "production" boat, in that it is still being produced by commercial builders, to order, mostly. It is the Calkins Bartender, the history of which is short but very colorful. They are so seaworthy and stout that even the Coast Guard used them for several years.

Two classic Chris Craft runabouts in better than new restorations, as was a Century Resorter, looked very regal, but obviously are in constant use, which is as it should be. Another classic runabout was displayed even though it was still undergoing restoration and it's bare bones were still visible. It lay on it's belly full of hope. A very skilled oarmaker was at work and carved a set of oars in just the time the show was in progress. His ability is beyond just saying, "skillful", the man is an artist! Regretfully I did not get his name. However, The Depoe Bay Chamber of Commerce at P.O.Box 21, Depoe Bay, OR 97341 can readily supply his name and address. Anyone thinking of ordering oars should at least talk to this artisan.

My plaid kayak, my bro-in-law's strip canoe, and his frame and fabric kayak and beautiful paddles made a sensation among the sightseers, especially, the 13'6" kayak with it's depth finder and sail rig, complete with leeboards and rudder. It needs to be seen to believe it.

Way back in the 30th and 31st issues of "WoodenBoat" mag they published a plan called the "Yankee Tender", a 12-1/2' Chamberlain dory skiff. Well, Richard Mitsch of Lebanon, Oregon, took this plan and stretched it to 15' and powered it with a 1-1/2 hp. Clinton air-cooled engine of 1930's vintage, installed as an inboard, complete with a pulley and idler reduction system.

He spent the afternoon demonstrating that it would start on the second pull. He failed to prove his point, it started on the FIRST pull every time but one. The exhaust was channeled into a 3" brass pipe of about 4' height and the sound was a musical muted note on each firing. It brought memories of old fishing boats heading out at dawn with their old one lungers pinging away. Richard claims a speed of 6kts at a

throttle setting just above idle. Incidentally, this little camp boat sleeps two under the foredeck canopy. What a cruiser.

A river dory maker, Ray Heater, of Portland, OR, builds a plywood boat that is so beautifully finished that it seems a shame to put it in a rock strewn river, but of course that is its purpose and it will catch the big steelies and salmon, instead of being a piece of living room furniture. Be ready to talk boats when you talk to Ray, or expect a short conversation. Naw, he's a very nice guy.

Can you imagine a converted lifeboat being the boat show queen? John Ehrlich of Portland, OR, did such a conversion. He does restorations and rebuilds, as well as conversions in his shop and is currently working on at least six boats. If you could see the spectacular workmanship in this lifeboat conversion you would understand why he is so busy.

He calls this boat a "La Belle Gondola". It is 16' and has been added to from the sheer on up to make it look like a center cockpit Rolls Royce carriage. The upholstery looks and smells like a Rolls and the bronze and brass fittings are polished to a mirror-like finish which compliments the mahogany woodwork to the point it hurts to look at it. The instrument panel is more than complete with gauges and dials, knobs and switches enough to satisfy the most meticulous engineer. The polished bronze steering wheel dominates the center of the seatback and yet doesn't seem out of place, but like it belongs there, which, of course, it does. Taking photographs was difficult as the crowds kept it surrounded.

The Chamber of Commerce really did a wonderful job promoting this show and went all out making exhibitors welcome. A free lunch of cracked crab, wonderful salads, coffee, a blueberry cobbler with ice cream, and good conversation. The day was topped off with a trip on the "Kingfisher" which took everyone out to watch the whales migrating north.

Wally Hall is the friendliest harbor-master on the coast and he kept traffic moving and regaled the crowds with stories and history of the area.

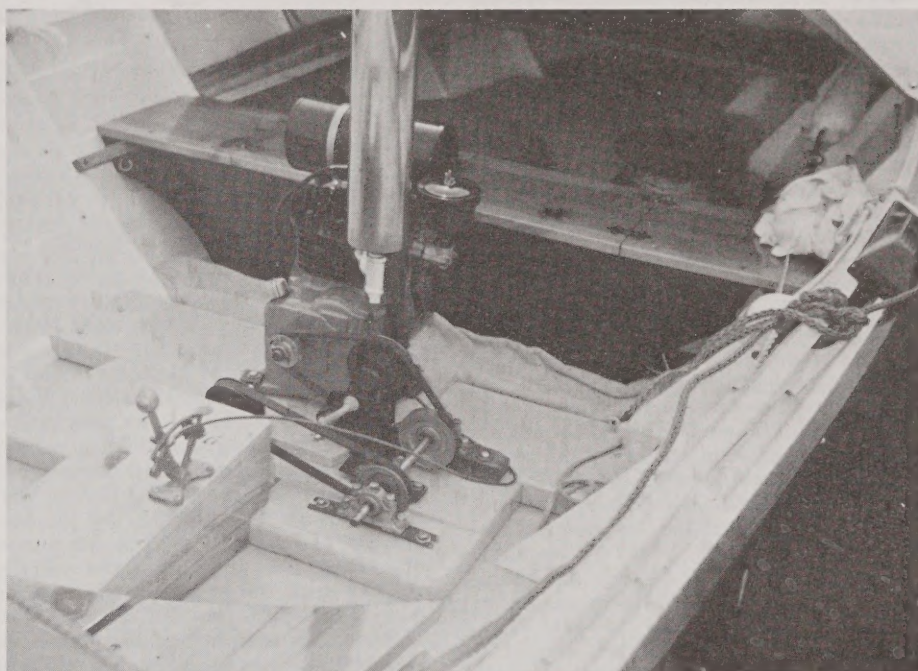
Last but not least, was Evie Whitlock, the one who was everywhere at once. She was running errands, giving information and directions, keeping everything running smoothly and seeing to the food, coffee, dessert, and any and all other hundred and one things that need doing at these functions.

The Depoe Bay Annual Boat Show will grow into a big coastal event and in time will draw thousands of visitors to the coast. Salmon bakes, fishing surfing, and just looking are great attractions of this, the mightiest little town on the Oregon coast.

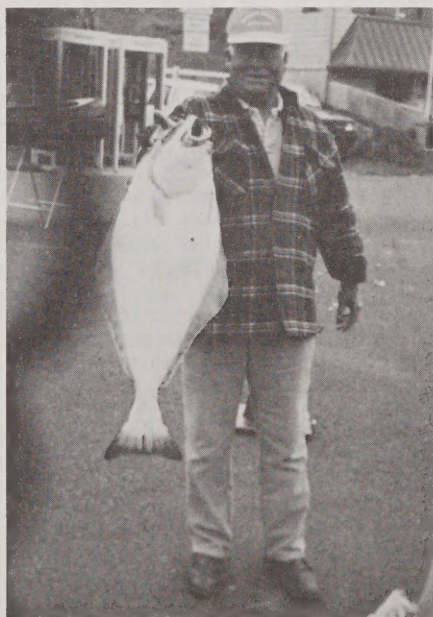
Wally Hall, harbormaster of Depoe Bay, shows off a large halibut caught just offshore.



Richard Mitsell of Lebanon, OR, built this stretched "Yankee Tender" dory.



Pulley and belt reduction drive system in the "Yankee Tender".



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**THE DESIGN WORKS**  
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By John Snow

On the weekend of May 14th and 15th, the Town of Marblehead, Massachusetts officially commemorated 100 years of model yachting at Redd's Pond. The 100th Anniversary Regatta weekend was hosted by the Marblehead Model Yacht Club and the American Model Yachting Association (AMYA). The sport of model yachting dates back to the early 1800's and reached its peak in the U.S. just before World War II. The AMYA currently has over 100 model yacht clubs supporting 15 different model yacht classes throughout the U.S. and Canada.

The centennial event was blessed with ideal weather conditions and a large spectator turnout (upwards of 2,000 visitors) not seen at Redd's Pond since the 1930's. Model yacht enthusiasts and skippers came from around the country, as well as Canada and Great Britain, to participate in this event.

The "100th Anniversary Regatta" activities at Redd's Pond included a two-day championship racing regatta for radio-controlled, high-tech model sailboats; an exhibit of 70 model yachts from the 1880's to the 1990's, with over 40 vintage wooden models; and actual sailing demonstrations of various types of vintage models. As part of the weekend festivities, a regatta dinner was held at the Boston Yacht Club on Saturday to formally celebrate the occasion. A highlight of this dinner was a presentation by Halsey Herreshoff, President of the Herreshoff Maritime Museum in Bristol, R.I., on his family's use of sailing models and the museum's noted collection of Herreshoff-designed large racing craft.

Vintage examples of the Herreshoff and "M 50-800" models plus other antique sailing models were on exhibit during the commemorative event. A unique model yacht regatta was held on this weekend under the auspices of the American Model Yachting Association (AMYA), on Saturday and Sunday, May 14 and 15. This regatta featured championship racing of modern Marblehead ("M") 50-800 Class, radio-controlled model yachts, as well as the racing of "M 50-800" boats surviving from the early days of this design in the 1930s.

Additionally, on Saturday May 14th, there was a pictorial display on "The 100 Years of Marblehead Model Yachting" and static displays of model sailing yachts



from the 1890's to the 1990's at pondside, in order to provide spectators with a better historical perspective of the different types of model sailing designs used at Redd's Pond during this period. Included in these displays were the fifteen model yacht classes currently raced throughout America under AMYA.

The intense interest in model sailing at Redd's Pond this past century can be generally attributed to two local factors; the high degree of large sailboat racing activity in the Town of Marblehead and the surrounding New England seacoast region, and, most importantly, the two sailing groups in Marblehead that have actively supported and promoted model yachting; namely the Midget Model Yacht Club (MYC), from 1894 to 1925, and the Marblehead MYC, from 1925 to the present day. These 100 years of model yachting activity span the era from the wooden, gaff-rigged, hand-trimmed models of the 1890's to the inception of the lightweight high-tech, radio-controlled designs raced today throughout the world.

The Marblehead MYC is noted as the birthplace of the world's most popular model yacht class, the Marblehead "M 50-800" design. It was originally designed and built by a club charter member and first raced in Marblehead in 1931. The club has also introduced several other design innovations that have had a significant impact on the American model yachting scene; most noteworthy were the high aspect ratio sail rigs, which are still the standard today, and the Cheerio series of "M 50-800" model yacht designs, the first of which won the initial "M 50-800" Class world championship in conjunction with the 1936 Olympics in Germany. Both of these design achievements were part of a pondside exhibit on the anniversary weekend.

Assessing this period in retrospect, model yachts and fullsize racing yachts in America seemed to have shared a common bond; the constant search for the fastest yacht designs and the application of state-of-the-art construction materials to build these designs. Models have always provided valuable insights in the testing of

future yacht designs and exotic building materials prior to their adaptation for use in large racing craft. The modern "M 50-800" models, both on display and raced during the "100th Anniversary Regatta" weekend, offered just one look at where the future may lead as far as today's model yacht design ideas eventually being adopted in large racing yachts.

One excellent past example of this synergism between comparable fullsize and model yacht designs occurred with the Herreshoff J-boats that raced for the America's Cup in the 1920's and 1930's. Scale models were actually sailed by the Herreshoffs to determine the ideal sail area and keel weight proportions before the construction of fullsize J-boats. One can measure the results of this approach by simply looking at the number of times Herreshoff-designed J-boats successfully defended the "Cup".

Another direct linkage between models and large sailboats this past century has been that it is not uncommon to find famous American yacht designers and sailors as members of model yacht clubs, with the Marblehead MYC being no exception. In fact, L. Francis Herreshoff was a member of the club in the 1920's and designed a popular model yacht class which was based on a successful offshore racing design of that era. Mr. Halsey Herreshoff, the nephew of L. Francis Herreshoff and the President of the Herreshoff Marine Museum in Bristol, R.I., attended the activities on the anniversary weekend to provide a presentation on the role of model yachts in the development of full-sized Herreshoff racing designs, such as the J-boats.

By all accounts, this event was considered an unqualified success by participants and spectators alike. It was specifically viewed by the AMYA as something to "build upon" in the U.S., as far as the promotion of activities associated with older ("vintage") model sailboats. Vintage model yachts are generally those designed and built before the introduction of radio control in the 1960's. They usually range from two to six feet in length, are primarily constructed of wood, and are "free-sailed", using a variety of handset, automatic steering devices and manual adjustments for sail trimming.

As the result of the great amount of interest and enthusiasm generated by the centennial regatta, the "U.S. Vintage Model Yacht Group" is now being formed by members of the Marblehead Model Yacht Club and other model yachtsmen, under the sponsorship of the AMYA. The basic goals of this vintage group are the preservation and the sailing of older model sailboats, and the study of the history of the sport of model yachting in America. In fact, because of the resounding success of the Marblehead event, the vintage group's first annual U.S. "Vintage Model Yachting Days" weekend event is scheduled for Marblehead in the summer of 1995.

Anyone interested in more information on the model yacht activities of the vintage group or the Marblehead Model Yacht Club, can contact J.R. LeBlanc, C-1 Stillwell Drive, Salem, MA., 01970, (508) 745-3659, or John Snow, 76 Woodbine Avenue, Concord, N.H., 03301, (603) 224-4586.

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# Unrestricted Okinawan Yacht Racing

By Sam Marsh

Sponsored by the U.S. Air Force's Kadena Air Base Morale, Welfare and Recreation Marina on April 1/th, some ten R/C yachts of several different types raced 10 unrestricted open heats for three plaques. A grand total of one scratch built 30-incher, seven CR-914 America's Cup-like 36-inchers, a modified Yamaha Whitbread type 40-incher, and a 1/20 scale model Whitbread WOR 60 38-incher participated, and results were mixed by all accounts. However questionable, only my account survives.

With clear skies and 10-15 kts of southerly wind, I took my liberty (here on the other side of the world otherwise known as the sub-tropical semi-paradise island of Okinawa, Japan) and my RC Whitbread WOR 60 (model) off to these races.

First off, it was necessary for us to set the course using one liter soda bottles for buoys, but the arrangement, much to everyone's surprise, did vaguely resemble an Olympic course. Rules were announced, but that took less than one second and they weren't repeated, so boats were launched for the first heat (heap) propelled by shrugs of acceptance.

No one watch was sync'd with any other, and several semi-officials called out different time warnings. Watches ran fast; there appeared to be a contest between them on who would get to zero and shout "go" first and cause the spectacular mass of collisions and entanglements at the start of each heat.

This being an international event, simultaneous protests, rejoinders, comments, administrative remarks, and adjudications were given in so many languages, dialects and vernaculars that only the main objective of staying afloat seemed to have been achieved. All else was ignored.

My (unnamed) boat, complete with eyes on the bow and shark jaws (ala flying tigers) on the prow was definitely the fastest (says I) even if (somewhat) ineptly skippered, and the graphics on my boat's hull got a lot of notice even if they didn't intimidate (as was the alleged by some that I intended). Actually, I just wanted my boat to be able to "see", but there were a number of other boats which nonetheless stayed clear (of the shark's mouth prow) saving me from more 360's and re-rounding of marks.

In the event, there were faint rounds of applause for the survivors, some having won plaques, all of whom departed without identifying themselves or making further (intelligible) comment before agreements could be made to do it all again, sometime.

For my remaining time over here, I shall content myself with single-handing, practicing negotiation of the swift inshore currents, surf and coral heads in crystal clear, 80 degree waters up to about my waist, trying to keep my radio control dry. But if there is any way, I'll always be in over my head messing about in boats.

## Four Days in the Okefenokee Swamp



By Mac McCarthy

In the middle of April, we spent four days at Stephen Foster State Park in Okefenokee Swamp. This was the fourth time we have had a get together there. The weather was great, the swamp was as beautiful as ever. I never get bored with Okefenokee.

Martin and Julie McCrum came down from South Carolina, Terry Chesnutt came over with five stripper canoes he had built, on a trailer, followed by family members to paddle them. Two of my sons were there with five friends, so we had a full house.

We paddled further back into the swamp than we had before, going all the way up thru Minnie's Lake to and past Big Water. Everyone I have talked to seems to

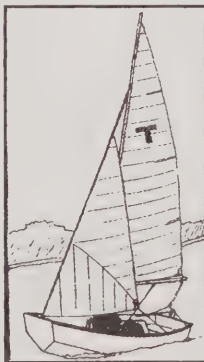
feel this is the prettiest place in the whole swamp, I know it is the prettiest area I have seen so far. The trees are all second growth, but they tower into the sky. It is like paddling up the nave of some giant cathedral, with the wind furnishing the organ music.

I had never seen a swallow tail kite here in Okefenokee. I didn't think they came this far north. I had always seen them down in Florida on the Oklawaha river. They are big white and black raptors, and beautiful to watch soar out over the treetops.

The pictures were taken on a cookie break while paddling up towards Minnie's Lake. We already have a cabin reserved for next November.

## PERSONAL WATERCRAFT

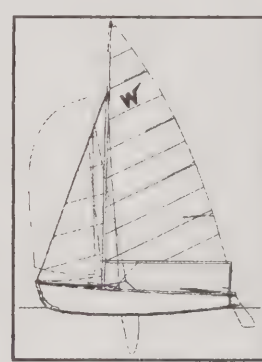
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## "Simplicity" on Amistad Lake

By Eugenia James

"Simplicity" is a sailboat designed by Jim Michalak of Lebanon, Illinois, and built by Karl James of Winnsboro, Texas. She is the prototype of Jewelbox, a 19' lug rigged jon boat, with a Birdwatcher cabin. With the plans provided by Jim she was easily and quickly constructed using inexpensive lumber yard materials and System Three epoxy. The sails are tanbark made by Jim and the boat is painted green.

Karl was so excited by the boat's performance on Cypress Lake, 15 miles from Winnsboro, that he decided to try her out on Lake Amistad on the Texas-Mexican border. Amistad is friendship in Spanish, and we found the people around and associated with the lake to be very helpful.

We got a map of the lake and called Amistad Lodge to find out about camping and launching and places to leave our car while we were on the lake. The people at the Lodge were very helpful and gave us the numbers of the National Park Service. The park people assured us that we could leave our cars in the marina parking lot and camp in our boat on the lake.

We drove to College Station and spent Wednesday night. Our friends Bob Fiske and Mary Ann Turner with their modified Cal 20 fitted with a pilot house followed us to Del Rio on Thursday. We drove to Amistad Lake Marina in about 8 hours. The wildflowers in Texas are beautiful this time of year, we had never been on most of that stretch of highway and the trip was a fast one.

Amistad Lake has the most beautiful water of any lake we have seen in the United States. The water has the blues and greens of the Caribbean waters. In April both the air temperature and the water temperature were cooler than usual for that time of the year in South Texas. The water

was very clear, and we could see fish and rock formations twenty feet below the surface. When the water is warmer this lake is popular for diving.

We put our boats in the water, but it was late when we got there, and we were starving. Because the Amistad Lodge was having an all you could eat shrimp buffet that night we were forced to eat huge boiled shrimp, fried shrimp, scallops, and shrimp gumbo. The food was excellently prepared and very inexpensive.

We went back to the marina, got into our boats, and, after dark, set off on a strange lake surrounded by limestone cliffs to find a protected place to anchor for the night. Needless to say, we went only a short distance, found a cove and started setting the anchor. The cove was smaller than we thought, and, in the process of setting the anchor, we bounced off the canyon side. We were really surprised at first light to see that there was only one small scratch in the paint on the boat, a compliment to the paint, the wood and skill of the builder.

The next morning we were joined by our friends Dick Goodrich, grandson Casey, and Patti Banks in their Catalina 22. Amistad reservoir covers some 65,000 acres and extends about 74 miles up the Pecos River and 25 miles up the Devil's River. We began sailing on a beam reach which turned into downwind sailing as we went up the Devil's River. The wind was strong and at times "Simplicity" was surfing. We followed the river for about ten miles and discovered a protected canyon in which to spend the night.

Our three couples have made many boat camping trips together. We share responsibility for meals. This night Mary Ann and Bob had shrimp stir fry and Patti

and Dick had a pound cake with amaretto fruit. Like the rest of the world we have gotten more healthy through the years even in our camp cooking! To our delight we discovered that the skies over Lake Amistad were free of light pollution. We were entertained by a magnificent view of star constellations.

The next morning we had to beat our way down the river to the main portion of the lake. This was the most unpleasant part of the trip because the boat tends to pound when beating to windward in 25mph winds. On reaching the main body of the lake, we sailed a beam reach until we headed north up the Rio Grande. The sailing was pleasant and exciting with strong, steady winds.

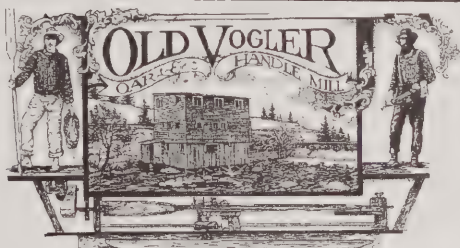
Weather on Amistad can be a real factor. We monitored NOAA weather which was forecasting a northerly front to come in at midnight. We were anxious to reach Box Canyon where we thought we would be protected during this wind shift. After much searching we found a cove where we thought we would be protected. All three boats buried bow anchors under rocks on the steep canyon wall and put out stern anchors to hold the boats facing the north. At 12:15 we were awakened by a howling wind eddying down the canyon. The strength and irregularity of the wind displaced our bow anchor rocks, and all three boats were loose in the canyon. After helping one another reset the anchors, everyone tried to get back to sleep but wound up watching the anchors and listening to the wind.

After that sleepless night we were rewarded by a day of downwind sailing back

to the marina. This adventure proved that Texas weather can be ever changing and destructive in nature, but the design of "Simplicity" managed these excesses with ease.

"Simplicity" has more than lived up to Karl's expectations. Despite the fact

that she is unballasted, she performed equally well in changing wind conditions over the three days. Only once did I, at best a white knuckle sailor, tighten the straps on my life jacket. We are looking forward to many more trips in our uncomplicated "Simplicity".



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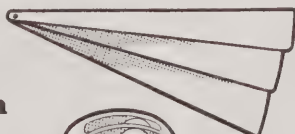
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# Flight of the "Damn Foole" -7

## Continuing South

By Tom

MARSHES OF GLYNN

Friday, November 26. I went to the marina office in the morning. After being told what a slip cost I didn't want to admit having stayed the previous night. Confusion followed prevarication. Before the attendant or I could untangle the web of lies we escaped. Wind and rain was coming with small craft warnings. The rewards of lying I suppose.

We came to a narrow gut with a strong current. While we were inching slowly through a larger sailboat passed us close by and nearly drove us onto the rocks. We failed to make it through. The bastard could have waited. We tried again, bouncing over standing waves until we exited into clear water. It looked like heavy rain ahead. I was afraid the markers would be obscured. I put rain gear on, but it never rained. The tide changed, pushing us along at 4 knots, we covered 23 miles and anchored near a bend in the river near Oyster House Creek.



"The rules say you should never anchor in a bend in the river," the boat admonished.

"Why not?" I asked.

"How the hell do I know? But you'll find out." Nothing happened during the night.

Saturday, November 27. We hung on the anchor while it rained wondering what to do. Heavier rains with thunderstorms were predicted with strong east winds. Luckily there were high trees to our east. So there we sat out the day. The storm came late in the afternoon. A heavy fog set in at sundown.



Sunday, November 28. Windy and cold. Still anchored in the bend in the river. Three days of small craft warnings were discouraging. It was difficult to make a decision. The hell with it. We sailed at 9am against the tide. Should have waited until it changed. We anchored at 2:30 in Rock Creek out of the wind and waves. A total lunar eclipse happened between 1am and 1:30am. A hooting owl awoke me to see it. The moon was in the constellation Taurus, which was my sign. I wondered how it would affect me astrologically.

"Do you believe in astrology?" the boat asked.

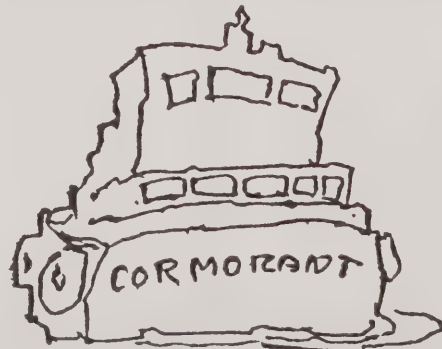
"I don't believe in anything," I replied.

"Figures," the boat concluded.

A dolphin played around the boat when the moon was completely obscured. Strange silence prevailed over the swamp, like every living thing took time to wonder what the whole damn thing was about. It left us just as perplexed when the eclipse ended.



Monday, November 29. We motored across the river to Beaufort where the land floated above the horizon. We tied up to the public dock behind the motor launch "Cormorant". The skipper proved to be a reader so I gave him some books. A retired painter like myself, he had modified his boat to make it liveable disregarding appearances. Tires hung permanently off the sides as fenders. No overnight dockage so we anchored out in a 2-1/2 knot current.



Tuesday, November 30. I pulled the anchor aboard at 6:30am and tied up again at the public dock. Still cold. "We've got to get further south," I told the boat. "It's taken us two months to get to here."

"We'll be in Savannah tomorrow," the boat said.

"Big deal, it's still cold"

I breakfasted ashore, then cast off into a favorable tide. It changed as we passed the inlets between rivers. We did 37 miles in 9 hours, averaging 4 knots. Dolphins still played about the boat as we anchored in the Wright River at 4pm. The wind blew across the open marshes shaking the rigging. I couldn't stand the banging and lashed everything and paid out more anchor line. Slept well through the windy night.

Wednesday, December 1. We left late hoping the weather would improve. It didn't. We had the tide, then lost it at an inlet from the sea, gained it again in a river until we reached Thunderbolt. But I couldn't find the Thunderbolt Marina. Eventually found it. They had changed their name to "Palmer's".

Secured into a slip I took a bus into the town of Savannah. Confused, I couldn't get oriented to the city. Should have taken a tour bus but couldn't find one. Found two museums. Picture and historical. Walked until too tired to walk anymore. I don't like cities. Sure to leave in the morning. The place has a terrible history and the people are terribly proud of it. Discovered that the last duel fought in this town was over a sailboat race. Each man fired five times at the other until several spectators were hit. Sailors can't shoot worth a damn. Duelling was outlawed.



Thursday, December 2. Cold and overcast, what else. We were away by 8:30am following lots of ranges where you keep two markers lined up fore and aft to stay in the channel. We covered 28 miles, anchor-



ing by 2:30pm in Kilkenny Creek. Three other boats and the "Damn Foole" spent the night there. "Menemsha" was a 20 foot sailboat anchored close by. I thought we

would stay together making the same speed and distance.



Friday, December 3. 6:30am, cool, silent, peaceful. The stupid boat hit another pole, bent the pulpit piping again.



ANOTHER POLE

"Menemsha" left earlier, probably didn't want to stay with a stupid boat. I could see masts over the marshes but couldn't find them. We anchored in Rockdedundy River. Lit no anchor light thinking that there would be no traffic in the shallow river. But a speedboat roared around us at midnite and fishing boats passed us on both sides before sunrise.

Saturday, December 4. Motorsailed the short distance to Jekyll Island. Took the tour of the winter homes of gluttony. The wind slept late so we motored to Jewel Island and tied up to the dock at the marina. At noon I boarded a tram and took another tour of the winter homes of gluttony, avarice, cupidity and depravity. I was told that the federal banking system was devised over a game of croquet. Then the banks took over the government.



A living marsh surrounded these dead empty houses. "The Marshes of Glynn" made famous in the poem by Sidney Lanier. In poor health as a boy, he was taught music by his mother and showed great potential. That potential was interrupted by the American Civil War. Everyone, including poets and musicians, was expected to march off and slaughter each other to save an incompetent government filled with politicians busy stealing, lying and self-serving. Lanier was captured and imprisoned in the dehumanized conditions expected in warfare. When he was released when the war ended his health was shattered. He returned to Jewel Island disgusted with the brainlessness of the government and the senseless barbarity of war. He wrote the poem "The Marshes of Glynn" to regain his sanity while the government stumbled on re-electing the incompetents of the pre-war era.

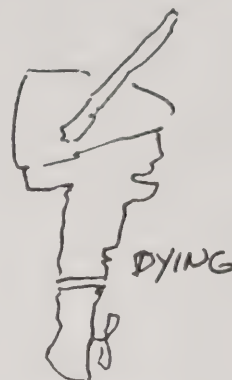
Sunday, December 5. Stayed.

Monday, December 6. Beautiful sunrise except that all the boats sat firmly in the mud at the bottom of the ebb. I was told that the mud was waist deep if I thought of venturing out onto it. As soon as we were afloat we left to anchor later in a river. We saw rabbits and raccoons, but no deer and few birds. When I attempted to clean the gas filter, everything fell apart in the boat, springs, screws, gaskets and assorted pieces. I put it together as best I could hoping it would work. That night I hung an anchor light, which only attracted a racing boat that circled us repeatedly at midnight screaming obscenities to keep me awake.

Tuesday, December 7. I awoke hopeful that the motor would start and take us the 15 miles to Fernandina where I could have it looked at. I fed it gas, choked it, pulled, pulled, pulled. Flooded, waited, choked, pulled, pulled. It showed signs of life. Waited. Pulled some more. It caught and started. We motored to Fernandina where I took the motor off and carried it to a mechanic.

"It should be ready by 3," I was told.

So I found the oldest tavern in Florida, the walls decorated with scenes of the good old days. I got stupified in nostalgia. When I recovered the motor I was told, "There's nothing wrong with it other than it is dying." I carried it back to the boat, hung it on the transom, and motored to Sawpit Creek, anchoring at 5pm.



(To Be Continued.)



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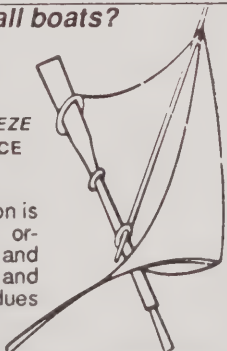
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# Mast Making Mathematics

By Ernest Murphy

What a wonderful article by W. S. White on the Noble spar. I had not seen this construction technique before. For those of you who don't remember, a Noble mast is made from eight "swallow tailed" pieces of wood. It looks like a very simple system to produce an octagonal mast.

As I am currently building my second boat (Phil Bolger's Catfish) and will need to make her mast, I decided to see what I would need. With a little geometry I was able to solve for the mast size for a given stave size (width and thickness). I got the following results:

Maximum:

$$\text{Outer Diameter} = (2.414 \times \text{Width}) + (0.293 \times \text{Thickness})$$

$$\text{Inner Diameter} = (2.414 \times \text{Width}) - (1.707 \times \text{Thickness})$$

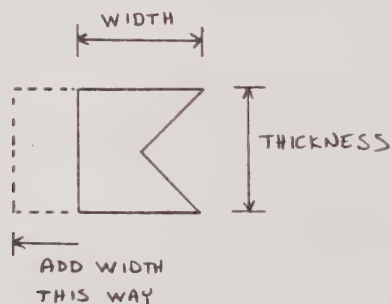
$$\text{Minimum Wall} = (0.5 \times \text{Outer Diameter}) - (0.541 \times \text{Inner Diameter})$$

The "diameters" are the shortest ways across the octagons, and correspond to the largest tube that fits inside the mast, or the largest circle you can make outside. The minimum wall thickness accounts for how much of the stave must be shaved away to make it round. When calculating the wall thickness use that actual thickness you will cut the octagon outside down to.

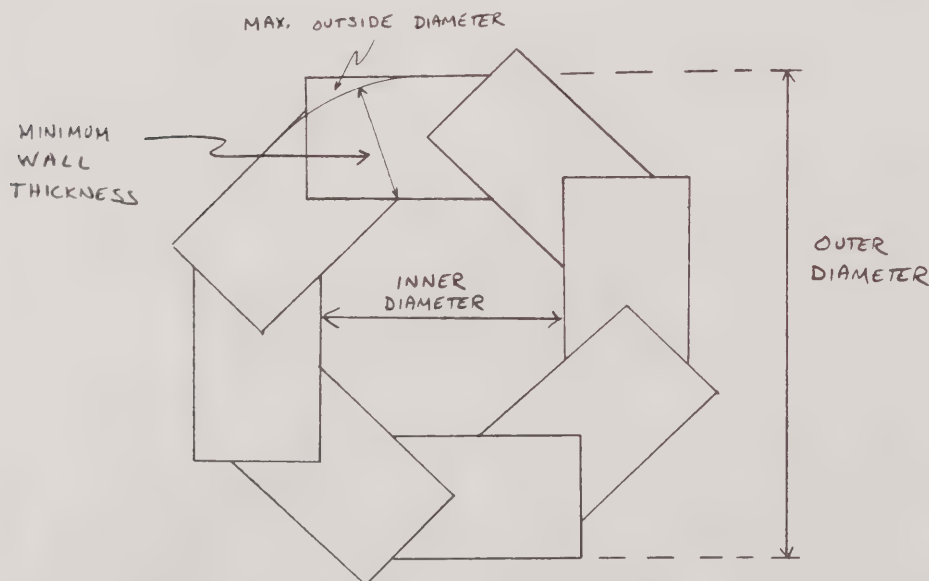
The stave is strongest if left rectangular (or at least square) before cutting the V groove. Intuitively, I feel that a piece with a width equal to its thickness will still have enough bulk left to support the angled ends; so a square piece is the smallest you can make. You will probably start with a wider (thus stronger) piece, but keep this in mind for the tapered end. This piece is easily shaped as described by Mr. White with a skill saw, but if you have a router, it can be used to cut the angled V groove with a 45 degree chamfer bit.

I think I have a way of avoiding the problem Mr. White had with the tapered end. Use the first equation to size the top of the mast, figuring out the different stave dimensions needed for the top. Then cut them with a fair transition from where the taper begins to the top.

The best way to taper is to remove width and leave the thickness the same, or you will have the devil of a time cutting the V groove to match. Should you need to also remove thickness (if you need free, empty area inside to run conduit to the top, or something), try this: Get as much taper as you can by lessening the width, and leave the inside as open as needed. After you assemble the mast, you can hog off the outside for the correct diameter.



DRAWING 1 SMALLEST STAVE, WIDTH SAME AS THICKNESS



DRAWING 2 A NOBEL MAST

As a practical example, the mast of the Catfish I'm working on has a diameter of 3-3/4 inches at the base, tapering to 2-1/2 inches at the top. In his design, Phil Bolger specified a "box" mast made of 1-1/4 inch thick pieces, two full width, and two "spacers." Since I'm using an octagon, with more wood just where I need it, I feel justified in shaving 1/4" off his spec to save weight. Besides, it's my boat, and if the darn mast breaks it's my own dam fault anyway!

Since it seems to be a size I can get easily, I chose a stave thickness of 1 inch. Trying several values of width gave me a value of 1.5 inches wide for an outside diameter of 3.914 (only .164 too wide). To get the taper I need, I'll take off 1/2 inch of width to get a 1 inch width, for an outer diameter of 2.7 inches. This gives me:

Bottom of Mast: Width is 1.5", thickness of 1.0".

Maximum:

$$\text{Outer Diameter} = (2.414 \times 1.5) + (.293 \times 1) = 3.621 + .293 = 3.914 \text{ (remember, this will be cut down to 3.75 but now we know it will fit).}$$

$$\text{Inner Diameter} = (2.414 \times 1.5) - (1.707 \times 1) + 3.621 - 1.707 = 1.914$$

$$\text{Minimum Wall} = (.5 \times 3.75) - (.541 \times 1.914) = 1.875 - 1.035 = .84 \text{ (or 84\% of the 1 inch stock thickness).}$$

Top of Mast (tapered end): Width is 1.0", thickness of 1.0".

Maximum:

$$\text{Outer Diameter} = (2.414 \times 1) + (.293 \times 1) = 2.414 + .293 = 2.707 \text{ (this will be cut down to 2.50, but keep it this size so the width doesn't get too small).}$$

$$\text{Inner Diameter} = (2.414 \times 1) - (1.707 \times 1) = 2.414 - 1.707 = 1.707$$

$$\text{Minimum Wall} = (.5 \times 2.50) - (.541 \times 1.707) = 1.25 - .382 = .868 \text{ (or 87\% of the 1 inch stock thickness).}$$

I hope this is of some help. If I have thoroughly confused you, please feel free to write me your questions and/or specific needs. I'll be happy to help you design a mast to meet your needs. All enclosing a self addressed stamped envelope receive a reply.

Ernest J. Murphy, 8 Denver Ct., Coram, NY 11727.

## Correcting Inadequacies

I believe that one could greatly reduce the gaps between the staves in the Noble mast that I experienced building mine (February 15th issue). More care in making the slot in the underside of the "car" on which the circular saw slides down the length of the stave fit the exact thickness of the stave piece would reduce the tendency for it to wobble as the cutting proceeds. This could be achieved by more careful assembly of the 2x4's of which it is made and perhaps fixing thin shims to the inner faces of the slot.

Elimination of most gaps could also be achieved by using more care in the cutting process by holding the "car" firmly

against the stave to produce a more uniform cut. The key factor is more that of obtaining a straight, flat cut rather than an exact angle, or so it seems to me. When assembled the staves are forced against each other and it is the lack of uniformity of the cuts which produces the noticeable gaps.

Of course if the interior angle of the "U" groove is very far from 90 degrees there will be a gap, perhaps along the entire length of the joint, which will as likely be open to the interior as to the exterior, so the most liberal application of glue is desirable.

The most serious gaps in my construction were caused by a few feet of glue at the butt end which had stiffened by the time I had the rest of the pieces installed and would not flow enough to let me draw the staves entirely together. Since the whole thing had to be assembled all at one time it would be well to refrigerate the glue to delay its 'going off' as long as possible, and to enlist the aid of an assistant who does not mind being rendered highly adhesive for a few hours.

I would expect that the very careful use of a table saw would enable one to cut perfect 90 degree grooves, although I never had the opportunity to use one. My lack of proper shop tools was one factor which attracted me to the Noble concept, it is inherently forgiving of imprecise carpentry due to its interlocking nature and the enormous glue area it affords, as well as the "self-assembling" way that all the pieces move into their optimum positions when the rope "clamps" are tightened.

My own limited skills have led me to seek out methods which will produce extremely sturdy, if inelegant, results without demanding great, or even normally adequate, precision. It was not until I had done considerable cutting that I realised that even my crude device of "car and saw" would have been capable of significantly finer work than I in fact obtained.

I am not certain that eliminating the gaps, which are not continuous and which are all filled with epoxy glue would have resulted, because of the great strength of the Noble design, in a significantly stronger or more durable mast. I may have cost myself considerable strength, as well as the expense of all the extra epoxy resin I did have to use.

Scott White, 1500 SW 17th St., Ft. Lauderdale, FL 33312.

## "Sinker Bill."

By Don Baarstad

In 1965, I built an 8'x12' sternwheel plaything. I operated the wooden power craft on the downtown canal in Eugene, Oregon, experimenting with a variety of super low tech paddlewheels. And trying out different ways of getting the power of the gas engine transferred to the paddlewheel. In 1974, I built another wooden barge-like paddlewheel boat. This one was 8'x16' and weighed around a half ton fully loaded, fueled up and chucking along on the Willamette River.

Being unsatisfied with either of the wooden steamboats, I started looking into the physics involved in powering a shaped form through the water. It seemed to me

that the more power I applied to the paddlewheel, the deeper the barge-like hulls dug themselves into the river. And regardless of how much power I applied, the hulls would not spring up and plane on the surface of the river.

Digging into the fund of naval architectural literature stored in the Library at Oregon State University, I learned that the first powered boats were built by the enterprising Scots in the 1740's. The vessels were catamaran hulled crafts, with the paddlewheel mounted betwixt the hulls 5% forward of the mid-length of the machine.

Upon further investigation I learned that the Scots craft were very quick on the water and rose to a shallower draft, when under way, rather than drawing a deeper draft as did my barge hull designed vessels. The more power that Paddington applied to the paddlewheel, the faster the ship went.

That seemed just the hydro performance I was seeking, so I built a wooden 8'x16' catamaran hulled boat and powered it with a 7-1/2 hp outboard motor. The operating results were amazing.

The boat drew less than 3" of water. It was operable all day on a gallon of fuel. And it hydroplaned at about 6 knots.

Sylvia and I zipped it up and down the Willamette River for one summer, then dismantled it to see if we could evolve a lighter, stronger comprehensive hull/deck design. We found we could not because of the structural strength joining limitation of putting together a boat that used the flat deck structure as the torque transfer mechanism between separated structural masses. So we junked the boat and started on a larger vessel that now sets in our backyard. We call it "Ugly Duck".

"Ugly Duck" is 12'x30'. The catamaran hulls are steel mounted on a chambered steel chassis, with the deck and upper works made of wood.

The chambering of the chassis is made of 2"x 6" clear fir, boxed with #1 marine grade plywood. This enables the chassis to twist in a controlled fashion, but then spring back without tearing out any of the integral steel cross gridding.

The cabin is 12'x26'. The command station will be a plug-in module that controls the engine, navigation and off-ship communication. It will be detachable from the floor to make room for another picnic table for a bird watching telescope.

To propel the "Ugly Duck", I would like to find out how to formulate a super high tech paddlewheel that is in the form of a sealed tank with retractable fins. I am wondering if there are backyard Edison-type Yankee engineers among your magazine's readership, who have done some applied research on this advanced design of paddlewheel?

Don Baarstad, 29111 Blake Dr., Corvallis, OR 97330.

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## Lost Flotation

By H. Douglas McNary

I used to pick up crewing jobs on International 14's in Newport Beach, California. The class was in the transition stage, evaluating the trapeze and different types of reserve flotation. Of course, this eventually led to the Johnston one design Grand Prix 14.

This particular day we were still winter racing in the harbor without spinnaker or trapeze. A fellow "nuke", Salty Walter, invited me to crew on his Prout V. Salty was wearing sweaters and foul weather gear. I sported a parka. Of course, we were wearing life jackets too.

A Santa Ana was blowing from the desert across the bay. The buildings along the waterfront interrupted the air flow here and there and made hiking pretty rough.

We were in third place approaching the gybeing mark in the turning basin. We talked over the difficulty when gybeing in that much wind (the 14 was notorious for its gyrations) and I was prepared to jump on the centerboard if necessary.

We closed on the mark, gybed over, and flipped! I jumped on the centerboard but nothing happened. In fact, we were sinking!

Now the 14 class was fussy about positive flotation in the one design rules and Salty's boat conformed by using air bags strapped in the hull. The problem was the attaching ropes had chafed and broken. Down the bay went the air bags. Fortunately, there was a hard flotation chamber in the bow. While we were sitting on the mast and holding on to the painter, Salty mentioned that his halyard crank handle and tools were on the floor of the submerged hull. We would have to paddle (where was it?) to shore and disconnect the halyard from the top of the sail.

While we were discussing our situation and trying to "swim" the boat to shore, a Coast Guard patrol boat slipped up on us. The young Guardsman asked us if we had lost some air bags! After identifying the bags and assuring him that only our dignity was hurt the patrol boat moved in towards shore and threw the bags up on the beach.

By that time the 14 hull grounded and we started to bail it and put things in order. We found all the tools still in the bottom of the boat!

We were two wet and tired sailors when we sailed back to the club. Salty was still recovering from the embarrassment of losing his flotation and having it recovered by the Coast Guard. He was very quiet!

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Write to us at:  
**Wooden Canoe Heritage Association**  
P.O. Box 226  
Blue Mountain Lake, NY 12812

My 16' Old Town sailing canoe was restored last winter with the help of Tomson Canoe Works in Norfolk, CT. When I purchased the canoe it didn't have any sailing gear. It did have fittings at the stern for a rudder, which had to be removed in the restoration. I didn't install new ones because I haven't decided whether I want a rudder.

The mast was made of solid mahogany for me by Charlie Carlson of Winthrop, CT.

The sail was originally intended as a Chinese junk, but this didn't work out. It was too large and heavy to begin with, and when I lowered the sail, the full-length battens worked their way out beyond the sail edges. Probably something I didn't work out properly, but in any case I decided to change it to a balanced lug rig. It's about 48 square feet. It's the same as a regular lug, except that it isn't loose footed and has a lower batten.

The lug rig was first seen in the middle ages and has been used for fishing boats and working craft through at least the 19th century and may still be in use in various countries. Although old fashioned in appearance, it may be one of the most efficient sails ever designed. I tried the rig out and found it has a lot of power for its size. It sailed closer to the wind than I had thought possible for this type of sail. It also keeps the center of effort low and I think this helps the boat keep its stability. It's easy to set and can be reefed at two places. It attaches to the mast with cord and bronze hooks inside of two minutes.

The sail cloth I used is heavier than I would have normally chosen, but the dacron came from a ripped genoa sail donated by a friend and I couldn't refuse the offer. When it's time to make a new sail, I might use spinnaker cloth. It's really

# Setting Up My Sailing Canoe

By Mark Reveaux



light, easy to sew and would fold up to almost nothing. And the cloth comes in really great colors if I decide to get classy.

I read an article about the leeboards. It

recommended a single, longer (30") leeboard instead of using two shorter ones for each side. The leeboard has an airfoil shape, like an airplane wing.

Sitting on cushions on the floor puts my weight low enough, so the boat stays fairly level. I'll build one of those folding canoe seats later this year.

I had a couple of problems, and one of them was how to secure the boom line while I have both hands on the paddle that I'm using as a rudder. If anyone out there has a suggestion, I'd like to hear from them. Whatever I end up using, I'd rather it didn't look too modern but can enable immediate release of the mainsheet.

As for the rudder, I might install one but I'll want to do some more sailing before deciding to build it. If I do, then it would probably have a steering yoke, with pulleys run to two steering sticks on each side. I read in "The Dory Book" by John Gardner, in one chapter where the designer of the Dion Dory said an oar is sometimes preferred to a rudder. It means one less item to stow in the boat, and I won't have to pick up the rudder every time I run up on a beach.

I found that while using the paddle for steering, I'm able to work the boat a little better, especially when becalmed and have to chase after the wind. And then it's handy when I'm coming back to the dock. The only time a rudder comes in really handy is when I go on a long trip, where I might get tired of holding that paddle all the time. In any case, I'll be building a Swampscott sailing dory this winter and by then I'll have a better idea of how important a rudder will be.

The mast is 2" round and 10' high. Someday I might cut the lower half at an angle with collars so that it can be disassembled for storage beneath the thwart. At its present length, I can't quite get it to slide under the thwarts which isn't a problem but it would be nice to have the whole rig out of my way when I'm rowing.

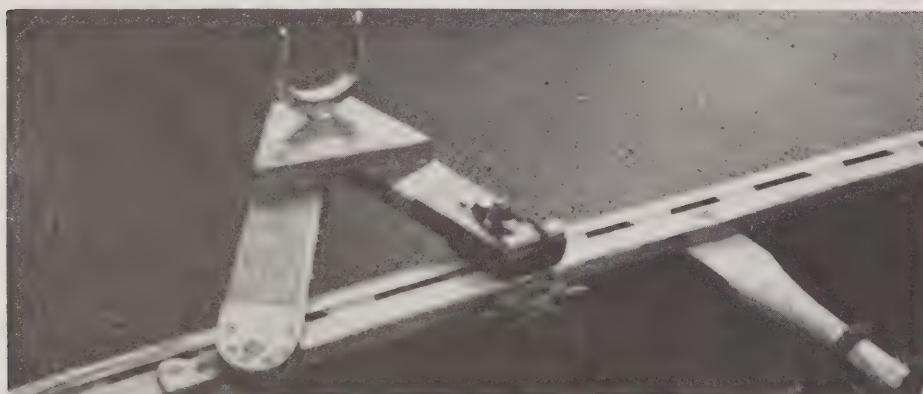
The bronze oar lock fitting was installed with the original intention of using short oars, but the oar handles still crossed each other, so I had to have one oar over the other when pulling. The mahogany outriggers I added have a 1/2" pin that I drop into the bronze oar locks and the forward part has a wooden guide that drops in between the gunwhales, and then a line anchors it to the cleat below. It's simple and works fine. I bought a pair of Shaw & Tenney oars with leather collars and they work very well. The boat rows very fast.

When I restored the boat I chose not to re-attach the keel. Without the keel, it's handier when working my way through meadow inlets.

When I installed the leeboard, it tracked well and even though it's on one side, it doesn't try to pull the boat around. I think another advantage of the single leeboard is that depending on where I am in relation to the wind, I can pivot the board up a little for some gain in speed. It also doesn't make the boat list on that side because the buoyancy of the mahogany compensates for its weight.

The rig works well and if anyone is interested in more details they are welcome to write.

Mark Reveaux, 4 Prospect Hill, Stony Creek, CT 06405.



Dick Newick is entirely correct in pointing out in his letter in the May 15th issue that my article on flotation should have considered, or at least mentioned, the effects of flotation material and its placement on stability.

In planning the installation I considered several factors both pro and con. Buoyant volume, whether in the form of foam, inflated bags, or air filled chambers provides an upward force equal to the weight of the water actually displaced and which can be taken as being applied at the center of gravity of the volume actually immersed. A block of foam, for example, experiences a buoyant force equal to the weight of water which would fill that portion of it which is actually below the surface and the effective point of action of this force is the center of the part under water, not the whole block.

Location of buoyant volumes within a hull is a matter of tradeoffs. Putting the flotation high in the vessel, bolted to the underside of the deck or coachroof, makes a flooded hull very very stable but the flotation material generates no lift at all until the vessel has sunk far enough to put the material at least partly underwater. This is entirely acceptable in a dingy, that is why foam blocks are fastened most conveniently under the seats or along the thwart. In a larger boat it would mean that, having swamped, the boat would float with the deck (or coachroof) just awash. While this would be much better than having it sink entirely it would be inconvenient in the extreme to have the entire cabin filled with water and have to dive six feet or more to retrieve tools or stores.

This plus the fact that placing in my own case 120 cubic feet of foam, the equivalent of sixteen 55gal. drums, high in the hull would render the interior nearly uninhabitable, caused me to look for an acceptable compromise. An additional consideration was that I did not trust certain thin and corroded sections of the hull to remain entirely watertight and I needed to assure myself that I could keep water out in the first place.

To get a feel for my circumstances I next considered the other extreme; flotation as low in the hull as it could get. Imagine an empty hull floating on the water. Fill it's interior with foam exactly to the waterline. It cannot sink, the fixed volume is equal to that necessary to support the entire weight of hull and flotation. Indeed, if you drill a hole out the side at the water line, any water added will simply drain back out as it would through a hole opening straight down.

The two disadvantages to this are that all of the lower part of the hull is occupied, you cannot place heavy stores or other ballast-equivalents down low where they will do you real good in terms of righting moment nor can you get the cabin sole far enough down to be able to stand or move around comfortably, and the setup asks for trouble from the free-surface-effect. This is the term for the fact that if a compartment is partly filled with water this water will, when the vessel heels over, slosh to the low side, it's weight then making the vessel heel even further (the opposite of pumping water ballast to the high side). This effect can be so serious that it is doctrine, in the damage control practice

## Further Thoughts on Flotation

By Scott White

aboard warships, to fully fill a partially flooded compartment. It is at first counter-intuitive but the extra weight from filling the compartment does less harm to the vessel's stability than does the lesser but movable weight of water with a free surface.

To partially alleviate both these problems I decided to place the bulk of the foam along the sides of the hull with a lesser amount right at the bottom, forming a U-shape in cross section and extending somewhat above the waterline. The interior of this "U", narrowed further by watertight lockers, acts (I fondly hope) as a sump which will contain a considerable volume of water and confine it low and along the centerline so long as the angle of heel does not exceed roughly 45 degrees.

The cabin sole, the inside bottom of the "U" has shallow storage beneath it for ballast blocks and other heavy metallic "junk", fittings and bolts and whatnot, while the lockers let me place canned goods and relatively heavy stores nearly as low. Thus the center of "buoyancy" of all the foam is nearly two feet above the keel while the center of gravity of the interior ballast and stores is somewhat lower.

The center of buoyancy of the hull itself is thus higher than the center of gravity and it is to be hoped that, while the addition of significant water to the interior would move the system as a whole away from stability, there is sufficient reserve to avoid disaster at least until the point is reached that the added water would sink the boat were the flotation not there. At such a time the flotation would be a detriment as to stability but would still be a net plus in that unstable-and-floating is better than stable-but-sunk.

Here I find a most interesting potential advantage to low mounted flotation. Picture a hull that has been filled with foam to level with the waterline. Next picture it filled further with water. It is unstable and tips on it's side, the water running to the low side. The bottom heavy nature of the ballasted hull will provide a tendency to self-right although the water counter-acts this tendency. Now, open a thru-hull on the low side, at or near the normal waterline. The water will drain out and the vessel will right itself! With a "U" section placement such as I wound up with this should still work, leaving a "sump" full of water to be removed by pump or bucket.

My final consideration was the untrustworthy bottom problem. By lining the hull with glass and foam I effectively thickened it, buoyancy aside, to the point that it would be very difficult to get enough water inside to effect stability at all. In most places the effective hull thickness is a minimum of three to six inches and any damage which penetrates less than that amount will produce no flooding at all, giving me weeks in which to haul out, dig out the slowly saturating

foam, and effect a repair.

Indeed, given that there are no openings below the waterline, and if there were they would let in only so much water before a new equilibrium was established, it is difficult to see how large volumes of water could reach the interior. A large wave or a knockdown coupled with major structural failure of deck or cabin could do it although such an event would be likely to sink the boat if the flotation were not in place, rendering even a capsizing the preferred problem and a thru-hull or other opening(s) a possible solution.

Unlike a multihull, a ballasted monohull is not necessarily permanently stable in an inverted position if the destabilizing water is removed and the ballast and ballast-equivalent stores remain fixed in place. Actual calculations in some detail might be necessary to determine if some sort of righting device (an inflatable bag to be hauled to the masthead and blown up, for example, or even fastened to the coachroof) would be desirable.

My own, obviously non-professional, conclusion is that I have managed at least an acceptable compromise between the needs to keep water out, get water out once it is in, live in reasonable comfort and security in the boat, preserve stability as much as possible, and the absolute need to stay afloat regardless of how much water finds it's way into the boat.

I am painfully aware that I have no expertise in this field and that it is possible that I am very much in error. Certainly, many of your readers are well qualified to comment on the points I have made (and on those I did not, out of ignorance, consider but should have). Come to think of it, Tartan used to run photo ads showing one of their boats sailing very happily with all seacocks open; how did they solve these problems?

As I said, I am reasonably happy with my project but I would much prefer to be corrected in print than to find myself one day floating upside down with my file copies of self-congratulatory writings turning to papermache before my eyes. Others who may be considering the benefits of full flotation may likely feel the same. I could use their feedback and other readers might find it of interest as well.

Scott White, 1500 SW 17th St., Ft. Lauderdale, FL 33312.

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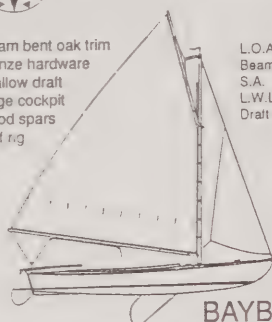
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Mac McCarthy, Feather Canoes, 1705 Andrea Pl., Sarasota, FL 34235.

## MORE LIKE MACHINING

After you published my letter looking for a design for a light, portable, folding kayak, I received photocopied plans from a reader from Percy Blandford's book "Canvas & Canoeing". It is 11' x 28", a neat little boat. But it is exacting work, more like machining than boat building. I have 90% of the frame finished and soon plan to get on with the fabric. I hope to bring it in under 25 pounds.

Smiley Shields, 2140 Shore Dr., Anchorage, AK 99515.

## CATSPA W WITH OUTRIGGER

I'm building a Catspaw dinghy and plan to rig it for sailing with a unique right or left outrigger. This is an aesthetic, powerful and often overlooked way to mess about. I'm interested in all phases from oar design to outrigger design.

Russel Rahn, 1911 Dolphin St., Portland, TX 78374.

## MELONSEEDS MARCH ON

Things are going well here, building Melonseed #84 at present. Five regattas are scheduled for summer. One third of these boats are being sold to women.

Roger Crawford, Crawford Boat Building, P.O. Box 486, Humarock, MA 02050.



## SWAN BOAT

Luarence Colombo of Patterson, NJ, is in the process of building this 37' Swan Boat. The head and neck easily collapse into the body (hull) and the future wings will serve as sails. The "lines" for this boat? Taken from the swan planter sitting on the rock beside the hull. No kidding.

The hull will be planked in marine ply with fiberglass over. Instead of hauling it on a separate trailer, Larry is bolting a tongue and axle directly to the keel to be unbolted at the launch site. He hopes to have his craft "swimming" by this summer.

Lest you suspect this project may never get afloat, be advised that Larry has already built a replica of a Roman galley, which he has sailed on the Hudson River for several years.

Richard SantColoma, P.O. Box 168, Mahopac Falls, NY 10542.

## PIROGUE PROJECT STOPPED

My pirogue project got stopped. "Get it out of the shop if you have to cut it up". Ah, politics. With only the inner seams filleted and taped it rests in peace in the crawl space under a friend's house. I do hope now that it is warmer to complete "Dawn Treader" soon.

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The sampan "Panfish Angler" is half completed in my shop now that I've completed some of my earlier jobs on my sloop "Kaselehia". This sampan is for my dad, one or two senior citizens fly fishing with Scotches sitting securely on the flat bottom afloat in a small lake. Propulsion will be by a long double paddle, seating will be milk cartons with float cushions. The outside of the hull is now kevlar.

Left from the top: The sampan mold. Chine stringer was a bugger. Mold done. Lofting was done on wall, much better than on floor. Scarfing 4mm sides, two heaters under the scarf. Right from top: Sides glued on, held by screws and washers. View from bow with temporary fasteners removed. Ready for kevlar, stern shape is an experiment.



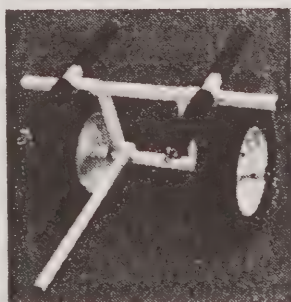
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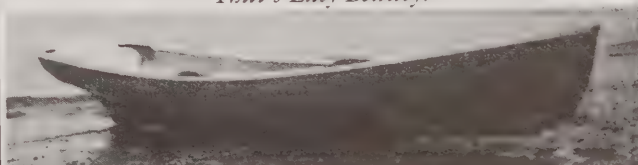
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## "FESS UP" TIME

My boat is the Phil Bolger designed Thomaston Galley. It is built with "traditional plywood" construction (inner chine logs, not taped). The bottom is yellow pine underlayment, the sides and bulkheads are Douglas fir plywood, both 1/4". The outside seams between strakes and the deck edges are covered in fiberglass tape. All plywood received a heavy coat of straight epoxy for waterproofing.

The problems I had were:

1) I did not get the "amine blush" off the epoxy coating. This prevented the paint from adhering properly. I used exterior deck paint (polyurethane base) that worked out well where the epoxy base was well cured and sanded. Moral: Wait for the epoxy to fully cure (a week at least), then sand it or wash it down before painting.

2) During repainting, some of the paint did not dry. I ran out of the polyurethane base paint, and substituted an alkyd paint. This paint will not cure over epoxy (it's some chemistry thing, see the "Epoxy Book" by System Three). Moral: Use a compatible primer. This time, I tried some Bin exterior primer and the paint dried quickly.

3) The mast was made from some beautiful cedar stock. Looked great, but the step end used a pin to hold the bottom in place, which kept breaking out. Moral: Don't use cedar for a mast. The new fir mast cost less, is much stronger, and looks just as nice.

4) The hull is starting to check, mostly on the yellow pine panels, but some of the fir is also checking. Also the dutchmen factory repairs are pushing out from moisture expansion. These were covered heavily in epoxy, but no fiberglass was used. Moral: A fiberglass sheathing is necessary to prevent surface checking in

plywood. (This will be next springs project.)

5) The edges where the fore bulkhead meet the sides are splitting apart. These edges were not taped with fiberglass. Moral: Tape all plywood edges where they meet.

6) Some seams, though taped, are splitting. Moral: Be careful when doing the final fairing sanding, and don't sand away the fiberglass.

As I read this I wonder if the boat is salvageable at all! Actually, all the work only took about two days of time, spread out over three weeks waiting for the paint to dry and the sun to shine. The boat was usable before I started, but who wants to sail in an ugly boat?

Finally, a note on cheap paint. I never go to the marine store for paint. Go to a "home center," and get some exterior deck paint. This is a very heavy, thick paint that is just fine for boats that live on trailers. Since I was a kid it was drilled into my head that "latex is interior, oil base is exterior," but this is just my prejudice. I hear tell that Dynamite Payson uses latex based paints just fine.

These paints will cost at most \$15 a gallon. They can be thinned some to aid brushing with mineral spirits. I had good results with both the alkyd or polyurethane formulations. One brand of the polyurethane paint got very chalky and held dirt, grew mold, and looked very dingy. The alkyd paint needs the undercoat to adhere, and large drips do not dry, period. Give either paint at least three days to fully cure and harden before you beat on them.

Now let's hear from the rest of you people. "Fess Up" to your mistakes!

Ernest J. Murphy, 8 Denver Court, Coram, NY 11727.

# Techniques, Tools, Materials: Your Ideas & Needs

## HOW TO TURN OVER SMALL BOATS

I am looking for any good ideas on how to turn over small boats with one person. I am particularly interested in boats that weight 300 to 500 pounds and would be under 16' (a Snipe and Beetle Cat in particular). I'm sick of scouring the neighborhood for help. I do have overhead attachments so arrangements of pulleys, etc could be considered.

Roy Terwilliger, 105 Church St., Harwich, MA 02645.

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## WANTS TO BUILD THAT MALIBU OUTRIGGER

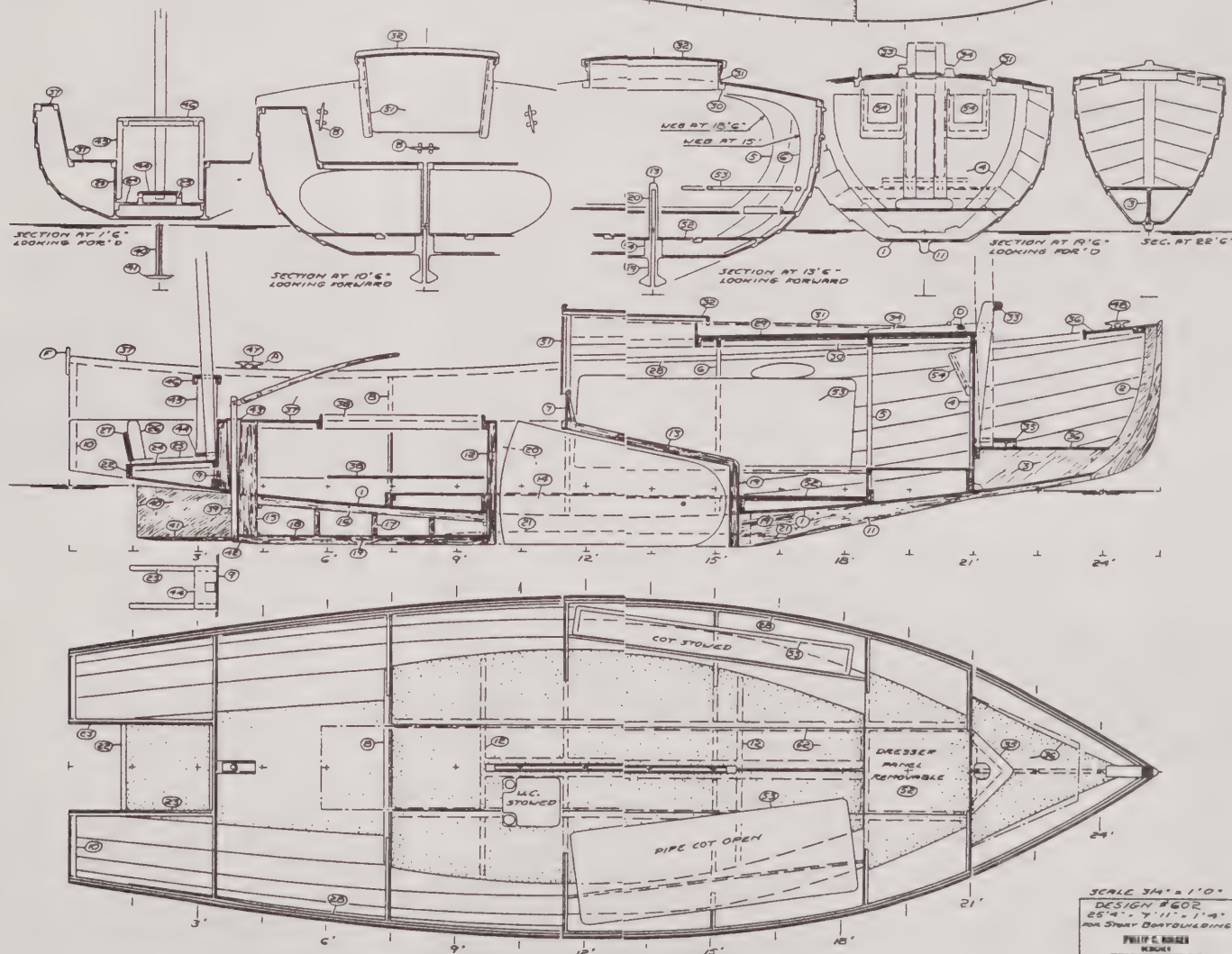
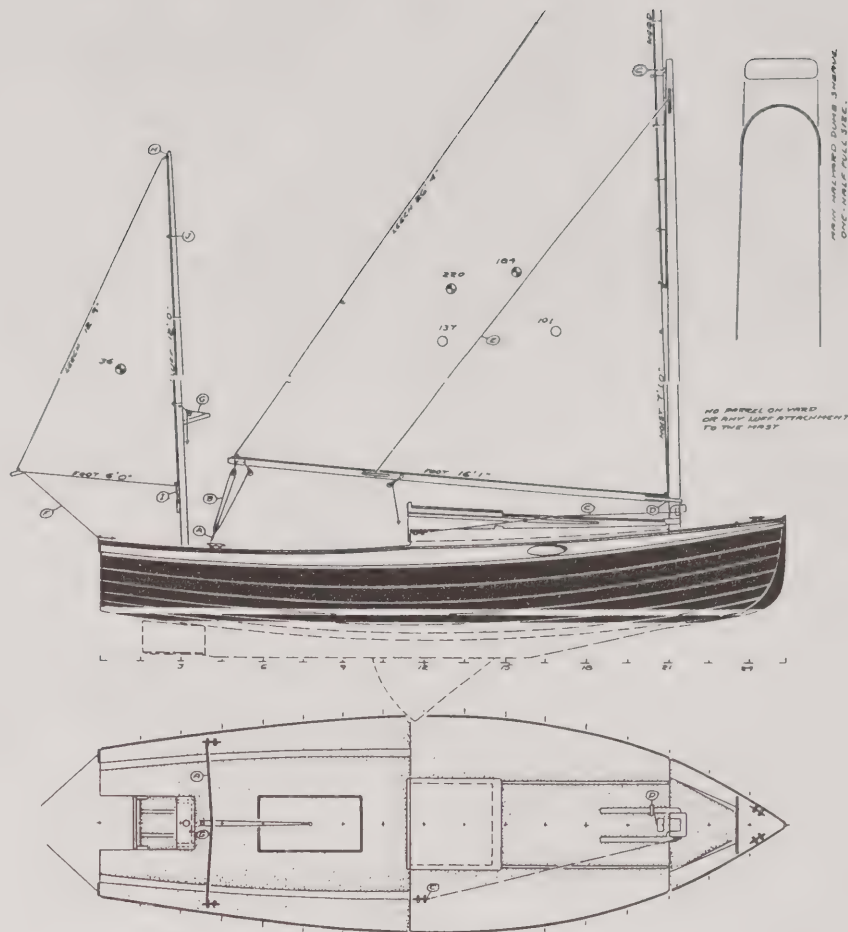
An article which appeared in the May 15 issue about the 12' Malibu Outrigger by H. Douglas MacNary caught my attention. While I have been lucky enough to acquire plans for the longer 18 footer, I never knew that there was a 12. Now that I do know, I really would like to get a set of plans and build one. I am hoping that either you or Mr. MacNary can guide me to a source.

Though I have the plans for the 18 footer, I will most likely never build one. The reason is that I am involved with a 36' sharpie project, a San Juan Island Sharpie adapted for modern plywood construction by Reuel B. Parker. I don't have much space or time left over. The 12 would be a different story however. Most of my sailing is done on area lakes; the 12 would be a perfect boat for the back of my pickup.

Timothy Smith, 1507 Parker Bend, Austin, TX 78734.

## Chebacco 25

The 25-footer could stand a lot more sail, but the 20-footer is so handy to rig off the trailer that we decided not to add a lot aloft.. The 25-footer is the same breadth and underwater section, and doesn't have a lot more wetted surface. Neither has any ballast. The motor installation is so efficient and convenient that there isn't much hesitation to start the motor when the wind drops, while the short rig is a blessing in a squall.





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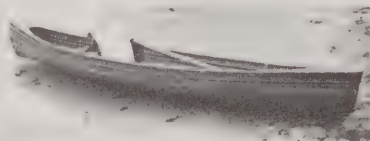
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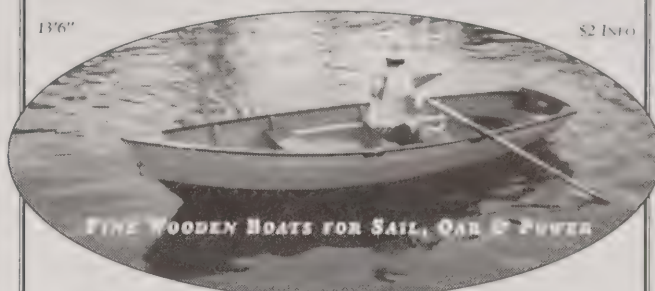
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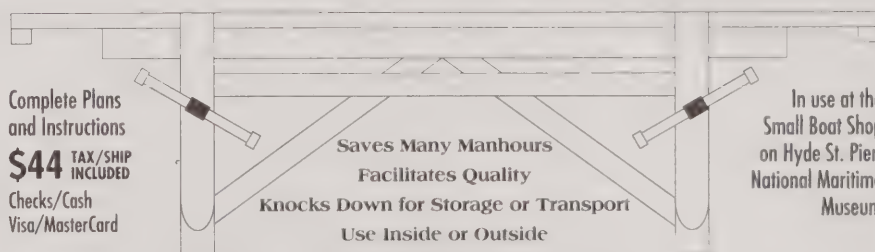
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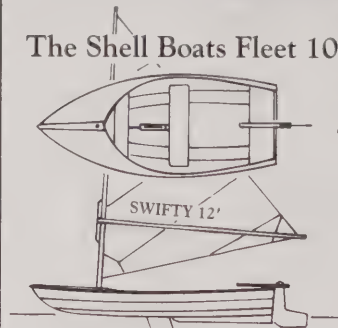
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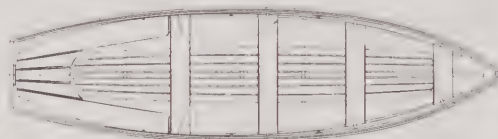


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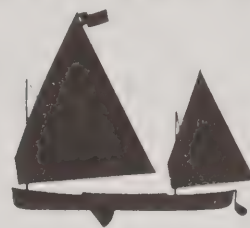
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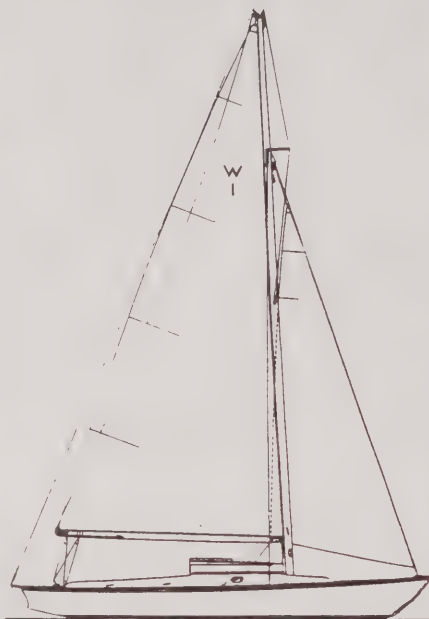
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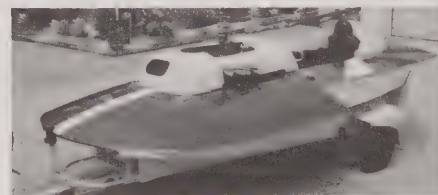
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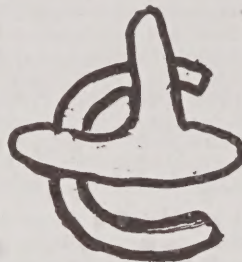
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EARLE ROBERTS, 785 Bow Ln., Middletown, CT 06457, (203) 346-0068. (4)

**ALDEN OCEAN SHELL,** older model w/fairly new F. Collar oars. \$250.  
PHIL GARLAND, Barrington, RI, (401) 253-4858 days, (401) 245-6156 eves. (4)

'49 OLD TOWN CANOE, HW wood/canvas w/sponsons. Exc orig cond w/fan backrest, 2 paddles w/orig decals. Gold stripe design #43. A steal at \$800.  
SUE AUDETTE, Mansfield Center, CT, (203) 456-4906 eves, (203) 456-0558 days. (4)

**SAILBOATS.** New selection used 11' thru 26'.  
FERNALD'S, Newbury, MA, (508) 465-0312. (4)

12' SAN FRANCISCO PELICAN, vy gd shape, heavy weather dory. \$1,000 or trade for garvey style OB.  
FRED ZAPF, Toms River, NJ, (908) 270-4749. (4)

**WOODEN LIGHTNING,** '47, #2227. Hull encapsulated in FG for low maintenance. Exc cond, incl trlr, sails & extras. \$800.  
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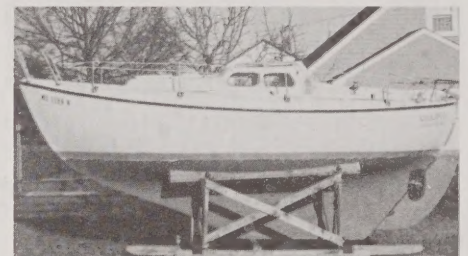
**ALDEN OCEAN SHELL** w/Oarmaster compl, Ciolli classic oars, fine shape. \$950.  
IRWIN SCHUSTER, Lynnfield, MA, (617) 334-5009. (4)

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JAMIE BOOTH, Reading, MA, (617) 942-3733. (4)

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KENNETH CURRIE, 6504 Margot, Ft. Wayne, IN 46835, (219) 485-8571. (4P)

14' KAYAK FRAME, hand sewn labor of love, \$220.  
AIDA REYES, Dracut, MA, (508) 957-6844 eves. (4P)



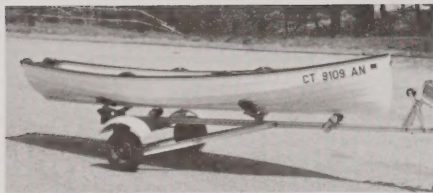
**HAVSFIDRA '71** Swedish dble ended FG sloop "Lilliput" 20'x7'x4', hdrm 5'5", Volvo-Penta 1B diesel 630 hrs. Sturdy molded construction, seaworthy comfortable dry vessel, 5 sails, roller reefing, 3 anchors, life lines, dodger, much teak, 4 bunks, head, galley, table, hanging locker, cradle, winter cover, sisterships successfully competed in singlehanded transatlantic, flawless '93 survey. For sale at \$10,000 by original owner.  
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BILL RIXON, Freeport, ME, (207) 865-9632. (4P)

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LARRY MAHAN, Marstons Mills, MA, (508) 775-6882 wkdays. (5P)



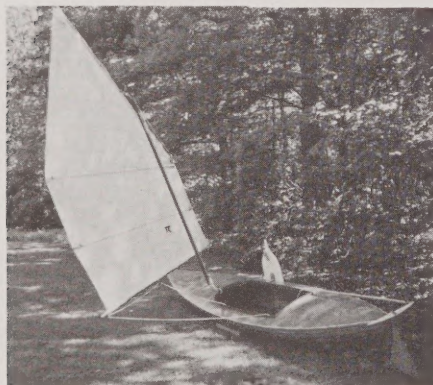
**LITTLE RANGELY**, FG w/floorbds w/3 pairs of Shaw & Tenny oars & Trailex TX 500 trlr. Orig cost \$3,245. Asking \$2,245. Will sell boat separately. ED ROGERS, S. Norwalk, CT, (203) 847-4041. (5)



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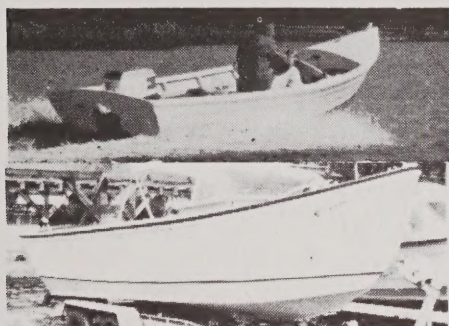
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**FRANK CAMERON**, Seattle, WA, (206) 367-8123. (4)

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