



# **messing about in BOATS**

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Volume 12 - Number 7

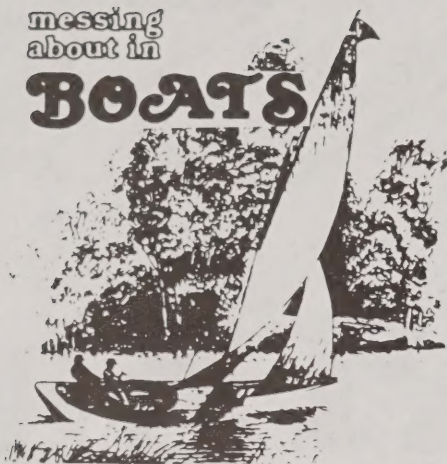
August 15, 1994



Special Feature This Issue  
The Schooner, Sailboard & Scull  
A Trinity for Joy & Contentment

messing  
about in

# BOATS



Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.

Address is "Messing About in Boats",  
29 Burley St., Wenham, MA 01984.  
Telephone is (508) 774-0906.  
Publisher & Editor is Bob Hicks.

Volume 12 - Number 7  
August 15, 1994

## Commentary

Midyear of 1994 has already passed by and I realize that I have not been attending many on-the-water events this year myself, and we have not been receiving many such reports from readers. For my part, I seem to find so much to fill my days that going off some distance to take in an undeniably interesting event just hasn't been happening. Even one day outings seem to have been passed up in favor of doing whatever it was at the given time around here that seemed to have higher priority.

I even missed the Annual Small Craft Workshop at Mystic Seaport the first weekend in June, an event I have attended just about every year since I discovered traditional small craft back around 1978 or so. The event still attracts me, I enjoy the Seaport setting, all the variety of boats and the nice bunch of people who play that game. Why didn't I attend you might ask? Well, I had made a commitment to friends in another game for that weekend, one that could not be switched to another date as it was to participate in running an event that was part of a nationwide "National Day". It was "National Trails Day", and while water related trail organizations such as the Maine Island Trail were participating, I was involved on land on wheels, mountain biking.

I won't dwell on the details other than to say that I have found this activity involving me with people a generation younger than myself to be both recreationally and physically rewarding, so I now fit it in amongst my boat related activities, to the detriment of the latter at times such as this one described. "Retirement" age comes to me in January, and while I have no plans for retiring, the numbers do remind me that time grows short if I am to indulge in all those activities I seem to think I wish to enjoy before I no longer can. One reader a while back reminded me of the latin phrase, "carpe diem", "seize the day", for he had been felled by need for major surgery and his life had been suddenly severely restricted in choices of activities. I had been procrastinating about my various dreams, still thinking I'd have the time.

But, back to coverage of events on these pages. I like to publish reports of events typical of the activities many of us enjoy. It's not important that all be important, but rather that they be representative of some of the pleasureable ways of messing about in boats. So you get to see an eclectic mix of such articles, when you send yours in or when I go out there to cover an event. This latter aspect I have been increasingly neglecting, not just because I've gotten onto that mountain bicycle, but because I have been growing increasingly discontented with the role of "observer", or "reporter" or "photographer" at such events.

The journalist is hard pressed to adequately cover an event if he also wishes to participate in it. Various small boat gatherings and races cannot be taken in for subsequent publication of reports if one is out there participating. As a participant your world gets focussed right down to how you're doing, and the bigger picture is unseen. The journalist needs to see that

bigger picture as well as the close-ups of things of interest that happen, or appear. And if photographing the event is also part of the journalist's task, then there's no way he can also take part.

In the case of most small events run by volunteers, the person with the highest motivation to get a story about it into print is also often running the event, and maybe even participating. To then follow up with a report is difficult since he was so immersed in it that that big picture escaped him. And photos were not taken, of course. It remains for someone looking on to do the story, a friend or relative of a participant with a yen to write or photograph the goings on. Most of the reports we do get come from such sources, and we are most appreciative of their efforts.

In the earlier days of publishing this magazine I did a lot more of that journalist stuff, attending many events as an on-looker, photographer, news reporter. It was enjoyable, for it always seemed to me that there'd be time later on for personally taking part in activities I was attracted to. And I needed to get the stories as readers were not yet submitting the great material you do today. Now I am more motivated to be actively involved in doing something rather than observing others doing it as I sense that time grows short. So I opt for activities I can participate in and need not also function as a journalist. You might say that my enthusiasm for messing about in boats which resulted in this magazine's existence has brought me to that point many who turn their avocations into vocations reach, when they start looking around for something else to do for an avocation.

As I write this I am about to leave for the Wooden Boat Show. I go to it as not only the writer/reporter/photographer who will fill the next issue with as much of interest as I can, but also as the proprietor of the magazine with an interest in introducing it to potential subscribers who attend the Show, and also with an interest in meeting existing and potential small boat advertisers. In one place I can meet some 70 or so boatbuilders who will be there. So I will be obviously totally committed to the Wooden Boat Show as a working weekend. Given the significance of the event I have no complaint about this, I look forward to it. But I'll not find much time to indulge in messing about, and all my attention will have to be focussed on what is best for the magazine and for what it can bring to you readers.

All this rambling about the journalist's role at organized events is my explanation, I guess, of why you might see fewer event reports, at least from me. I don't attend them because I rather be doing something else, actively participating in some activity. It is no reflection on the quality or interest level of the events passed over, if I had the time I once thought I did when I was a younger man, I'd still be there. I enjoy observing interesting people doing interesting things in activities which I am attracted to.

We do plan attendance at several more events this season and you'll read about them here. And those of you so inclined are invited to continue sending on your reports of interesting messing about in boats activities you attend.

## Our Next Issue...

Should be pretty well filled up with our coverage of the Wooden Boat Show at Southwest Harbor, Maine the end of July, and the follow-up small boatbuilders' gathering at "WoodenBoat" magazine's waterfront estate over in Brooklin, Maine on the Monday following the Show. Our normal fare will resume with the September 15th issue.

## On the Cover...

Maine's oldest windjammer, the schooner "Lewis R. French" stars in Ike Jeans' lengthy chronicle, featured in this issue, of his windjammer experiences and ultimate downsizing to sailboarding and eventually sculling.



# UNITED STATES COAST GUARD AUXILIARY

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Contributed by Tom Shaw



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## Captain Be Advised

All up and down the coast members of the Coast Guard Auxiliary own and operate low-powered VHF radio stations. These have limited power (25 watts) and limited range (depending on antenna height) but linked together they can pass emergency messages when other systems fail. The Coast Guard itself maintains "high sites" with antennas in the 600+ foot range to give maximum coverage, but the very height of these antennas that makes them so effective in reaching vessels far off-shore also makes them vulnerable to high winds and hurricanes.

The Auxiliary network is, in effect, a back-up against the loss of a high site and Auxiliary radio operators participate in regular monthly drills in cooperation with the Coast Guard to make sure the system is working as it should. These Auxiliary radio operators make an investment of money (\$200 - \$500) and time (normally 2 - 4 hours a month) to provide a service to the boating public and the marine interests on the coast.

Like all good marine radio operators, Coast Guard Auxiliaries spend a lot more time listening than they do transmitting. They have learned the "pro words" to shorten the time they tie up an radio chan-

nel. In fact, they must pass a Communications Specialty Examination before they can man a fixed land Auxiliary radio station. And the listening is often fascinating. It is my good fortune to know some of the radio operators at the local Coast Guard Station and I have watched (and heard) them deal with an incredible variety of calls ranging from trivial to dire emergency. Somehow, they always manage to keep calm and to provide needed help and information.

One of the key phrases these young Coasties use a lot is, "Be Advised...". "Captain, be advised that the latest local weather forecast calls for severe thunderstorms in the next six hours." "Captain, be advised that light No. XXX has been reported extinguished". "Captain, be advised that due to extreme low tide you can expect only 4' of water in Blank Inlet."

"Captain, be advised..." The Coast Guard radio operator is NOT in command of your vessel. He/she may be miles from your location and have only sketchy information on the actual conditions you are experiencing. YOU are in command and bear the responsibility for all on board. That radio operator can't make the decisions for you. What he or she CAN do is

give you the best available information. What he or she CAN do is know you are out there, know where you are (if you can provide reasonable clues), and alert Search and Rescue units about your potential need. What he or she CAN do, using the powerful high site antennas, is alert other vessels in your vicinity so they may come to assist you in a time of need.

I listen a lot to VHF radio at my fixed land station and I am constantly amazed at the professionalism of the young (to me very, very young) Coast Guard radio operators. Their job is generally pretty dull. For every one genuine call for assistance they cope with a dozen calls that should never have been made on channel 16, the emergency channel. But there are moments.

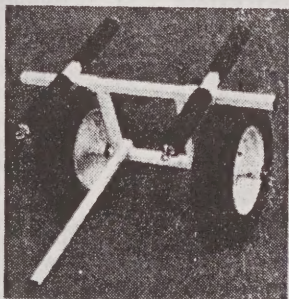
Just the other day I listened as the local Station operator handled a call from a party boat with a coronary victim, alerted the nearest air station for a helicopter, dispatched a 41' patrol boat to the scene, got an EMT on the radio to give first aid instructions and had emergency personnel standing by at the landing pad when the victim was flown in. Thanks largely to the Coastie on radio watch that afternoon, he lived!

When the Coast Guard says, "Semper Paratus", "always ready", it is these young men and women who turn an ancient Latin phrase into a twentieth century reality. As a recreational boater, I am exceedingly grateful to them. As a member of the Auxiliary, I am honored to be associated with them and to share in a small way in their prime mission of "saving lives at sea"!

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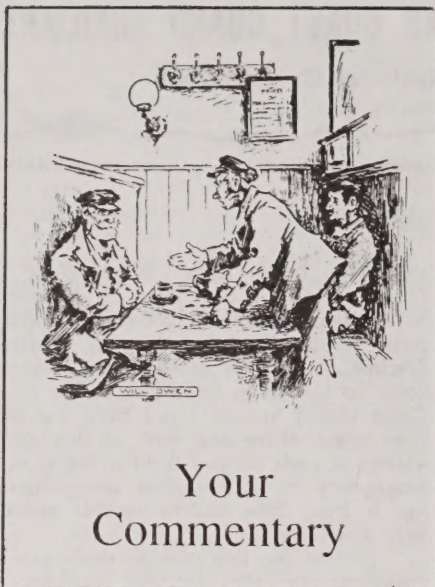
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## Your Commentary

### INTEREST IN THE LITTLE GUYS

My husband and I read many boating magazines, and we are SO GLAD that you have retained your integrity, your interest in the little guys and in the variety of boating experiences. So many of the boating publications have gone glossy, high-tech, high-pressure, and no longer describe "messaging about in boats". Thanks for a readable, inspiring publication.

Mary Drake, Trevett, ME.

## BLUEBERRY

by David D. Hume

Experiences designing, building and sailing a 20'3" gaffer. This handsome book is illustrated by the author's pen and ink drawings of the the boat and its environment, the south eastern Connecticut shoreline, Fishers Island Sound and the lower Connecticut River. Birds, fish and flowers were his companions on the water. His extended correspondence with Phil Bolger is a unique account of a collaboration between designer and client. This book will appeal to Bolger fans as well as readers brought up on *The Wind in the Willows*. It will be an inspiration to those who dream of building a pocket cruiser.

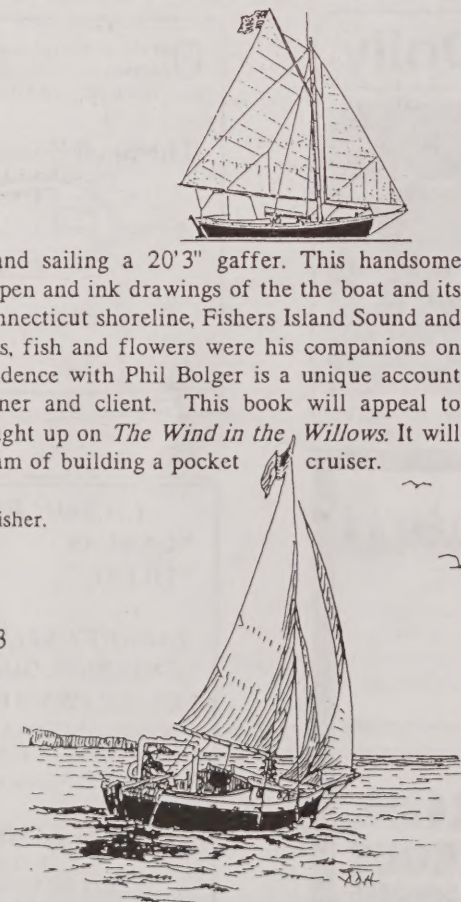
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## MORE ABOUT SAFETY PROGRAMS

I appreciate your printing my "Effective Safety Effort" item on page 3 of the June 15 issue. However, it seems that a key point was omitted. In the bottom photo, one sees a chart of the local area. In addition to giving boaters (some of them visitors from distant places) a general idea of the locality concerned, this chart also points out local hazards, weather peculiarities, unusual conditions, etc.

To me, this seems a key safety point. One of the weaknesses in our boating safety system is that while well-meaning organizations publish pamphlets on boating safety intended to give typical dabblers a general idea of rules and regulations, basic safety techniques, etc., such publications intended for wide general distribution simply cannot devote space to the local hazards found in a great number of boating areas. That's where that local chart pictured posted at Garibaldi comes across as being a significant and effective safety effort.

Now to go off in a different direction, I'd like to comment that each spring I seem to read in local newspapers about people drowning when their canoes tip over. It's a basic fact that the air and ground warm up faster in March and April than does the water. On the first bluebird day of spring, people take advantage of the simplicity of a canoe compared to a powerboat to take it out of storage, pop it on top of the car, and go rushing out on the COLD water. One of the reasons I have developed a sour attitude about boating safety authorities is that in 50 years of boating, I have never seen one of them send a news release out to the media calling the attention of boating dabblers to this basic hazard.

From time to time I have encountered frettings on their part about the tendency of people to stow PFDs in inaccessible places aboard their boats. But I have never seen a safety item put out giving good, practical advice on ways and places of stowing PFDs so they will be accessible when a fast modern boat suddenly flips, founders or collides.

Come to think of it, in 50 years of boating I have never seen anything in any boating safety literature about learning to swim before you start messing around with boats. Could this be because the marine industry feels that it would be wrong to suggest that good swimming ability is a boating safety fundamental, and it might scare some non-swimmers out of buying a 15' boat with a 200hp motor on its transom?

Bob Whittier, Duxbury, MA

### SAMBA DID A NUMBER

"Messing About in Boats" arrived today along with "Boatbuilder" magazine. Pete Thompson's article on Samba did a number on both of you. I've wondered what happens when a writer submits material to more than one magazine at the same time. If it's interesting enough I guess it gets published by them all.

It is an interesting little wind wagon. I do wonder what would happen if one of those outriggers hooks in on a high speed jibe.

Ken Stoops, Anchorage, AK.

## TWO THOUGHTS TO CONVEY

I've got two thoughts I'd like to convey. First one is a subtle change. "Bolger on Design" continues to be a favorite, but I'm not sure this needs to be about a specific boat each time. I'd like to see a series on different sail rigs. Maybe one issue do a piece on the schooner; where'd it start, advantages, disadvantages, etc. Maybe one time the yawl, catboat. Similarly, gaff and marconi rigs. Also all the other rigs. This would be, I think, an interesting series. Maybe some good designs and bad designs of outboard wells.

Second thought I'd like to convey is the "hidden" danger of fog. Never thought it would be a fond memory at the time, but one day we got caught with an extremely thick fog rolling in over New York Harbor. As slowly as we could, we headed for Staten Island to find a safe place to anchor. Fog moved faster than we did, and we soon found ourselves trying to find our way through a tanker anchorage. It was an interesting experience to see an anchor chain leave the water's surface and disappear into the fog; we couldn't see the ship it was attached to. Fog may be the most hazardous of conditions on land or sea, simply because rescue people have no magic way of seeing through it.

John Smith, Belleville, NJ

**Editor Comments:** John's suggestion for Phil Bolger feature articles would require a lot more work for Phil than the payment he presently receives (none) could afford.

## NEW MERRIMACK RIVER GUIDE

The Merrimack River Watershed Council in West Newbury, MA will be issuing an updated guidebook this fall. For the first time, the river guidebook will include information on Merrimack River trails in both New Hampshire and Massachusetts. Thanks to a \$10,000 grant from the Bruce J. Anderson Foundation, part of The Boston Foundation in Boston, MA, the guidebook will provide data on New Hampshire's Heritage Trails and the Massachusetts Merrimack River Trail. The guidebook offers information on natural and historical features, land use, parking, access, hours and trail lengths, and include special fold-out maps of certain trails.

There are currently more than 37 miles of riverfront trails in Massachusetts alone, and the Council expects more trails to be added in both states as communities become more involved in trail projects.

"We're very grateful to the Bruce J. Anderson Foundation for helping make this project possible," says Kathy Hersh, Council trails coordinator. "It's exciting to produce a joint effort and anyone who enjoys trail walks will benefit from the information. We expect the guidebook to grow each year as more trails are protected and dedicated. Trails bring a lot of enjoyment to communities and provide a nice escape to the outdoors in urban areas."

To obtain a copy of the guidebook, or for more information about trail programs, contact the Merrimack River Watershed Council at (508) 363-5777.

## LACK OF APPRECIATION

Readers who write in asking for information on specific boats might do well to follow up the receipt of the information from someone who troubled to provide it with a thank you note. I have answered five such inquiries this year, but only received a note of thanks from one who I troubled to assist.

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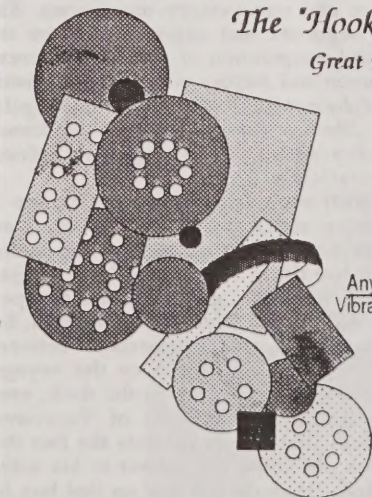
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"After more than forty days on 'Provideniia', I have forgotten the land. Days and nights blur together and when I lean on the stern deckrail, staring at the sea, waiting to haul, I seldom remember what I am thinking. Maybe, I am thinking how strange it is to live and work closely with so many people who know so little about me."

A young Swiss graduate student at an Ivy League university, doing her anthropology thesis on the local commercial fishing fleet, confronted me at a party, "What do you mean, 'it's a male scene'? I think they're cute. I've never had any problems."

The commercial fishing wharves of any city reflect male dominated occupations. Few women make a living by fishing, although many work long hours shoreside in difficult, repetitive, low paying jobs processing the catch. Their signatures may appear on registration forms or bank loans, but not many women operate or 'own' fishing vessels, and female crew typically work smaller, family-run boats. Thus published accounts of commercial fishing from a female perspective are rare and usually represent the status

## BOOK REVIEW

### "Voyages: At Sea With Strangers"

By Joan Skogan, 1992, \$10  
Saturday Night Book, Harper Collins Publishers Ltd.  
Review by Sharon Brown.

quo, offering little insight into the male world onboard or short changing the reader on the technical aspects.

The author of this book has been working at sea since 1987. She is a Department of Fisheries and Oceans observer on foreign vessels involved in the joint venture fishery on the West Coast of Canada harvesting fish populations considered excess or underexploited. Canadian trawlers deliver bulging codends to foreign factory vessels licensed to take fish like hake and dogfish. Her job is to record the catch and monitor the fish-processing operations and her presence is a license requirement.

She compiles a fishing log for each vessel which includes species composition and abundance, the conversion rate from whole fish to frozen product, ship's position, time, depth and duration of trawl, names and numbers of participating vessels, etc. She works long hours at physically strenuous jobs on the trawl deck whenever the ship is fishing, sampling each trawl as the slackened strap releases a wave of fish and running tests in the processing factory below and below that, the fish meal plant, "a version of hell without the flames". Late into the evening and during off hours she performs exacting mental work hunched over her papers coding data sheets, making detailed scale drawings of the trawl nets, and compiling statistics in her Spartan quarters or in comparative luxury on the bridge with a coffee while the captain monitors the automatic pilot.

Her estimates, empirically derived and scientifically gathered, are regarded with disdain by the fishermen, for theirs are based on experience. They barely contain their contempt for what they regard as her naivete and unnecessary regulations. She must negotiate and cajole to acquire the data and cooperation of the skipper, crew, fishermen and factory workers, and ensure compliance with Canadian fishing regulations. She's a woman, and she represents authority which she struggles to enforce diplomatically.

With each trip, "Another voyage is beginning and I am afraid, because I am always the stranger on the ship no matter how many times I go to sea." It's not just cultural, language, gender, racial and personal differences which she confronts, but the basic first-order differences between those on shore and those on the voyage. The two worlds separate at the dock, even when fishing within sight of Vancouver Island. A first officer laments the fact that he does not know the answer to his wife's question, "How do you live on that box for half a year?" Skogan writes, "The shore dwellers' innocence about the compromises we have made in order to

survive sets them and home and land itself apart from us in a distant, perfect dream while 'Antares' seems more crowded, grubbier, and ever the same, day after after day."

It is the common ground of their world in search of the fish which draws them together, from the rhythm of the ship's routine, the food, the hardships and constant exhaustion, the close quarters where the laundry attendant covets her underwear, to the music and dance she shares with fishermen on the trawl deck. Humor transcends differences. She deflected the advances of the Polish Captain of the cargo vessel "Halniak" who wore an eye patch, reputed evidence of a female "diversion", and as the distance between their separating vessels grew she burst into laughter as he sang out to her over the water "My Bonnie lies over the ocean".

She describes a side-splitting joke about men that a female factory worker and cleaner eagerly recounted through an interpreter, which bridged a language and culture gap usually mediated by tattered dictionary. When confronted with evil, as in the case of the racially-prejudiced first officer of the Polish ship "Delfin", Skogan does not back down, but in general her shipmates express compassion for one another, and little concern for the "rivers of fish", except in the instance of a Cesarean section of a dead dogfish, and liberation of the pups through the scuppers.

Each of the fourteen chapters stands alone. The shortest is the two page chapter, "Broken", an account of a fisherman's back-breaking accident at the dock and his eerie recollection of a sea of timber, testimonial to a mistake at sea, evoked by his shoreside sighting of a listing red-hulled freighter. The longest is the forty-two page chapter, "On Provideniia," which chronicles a trip on the 2800 ton Soviet stern trawler where she begins work as the "foreign woman" whom no one is permitted to be alone with and ends with her leaving which precipitates tears and gifts from everyone, including coveted, newsprint-wrapped toffees offered by the foreman of the factory.

West Coast seasons are recorded in targeted fish and the geography in place names, e.g., Carmanah Point Line, Bowie Seamount, Barkley Sound, Cape Scott, and Goletas Channel. At the end of the 147 pages I was craving more, and scenes replayed in my head, as in hers, "All winter, the offshore waters move ceaselessly on the edge of my thoughts, secret comfort in the quick, bright city."

Skogan's writing is pared down, direct, detailed and descriptive. She writes from first hand experience with a sparse poetic prose which reflects her passion for the life onboard, the integrity with which she performs her job, and the respect she holds for the culture and humanity of the Poles, Russians and Canadians fishing offshore. This account provides insight into a shipboard life that can only be imagined from shore. When putting binoculars on a 500-foot rusting Russian factory vessel involved in joint venture or an internal waters processing operation with American trawlers on New England herring stocks, "cute" does not come to mind.

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# The Schooner, Sailboard, & Scull, a Trinity for Joy and Contentment

by Ike Jeanes

"I don't want you to say yes. I don't want you to say no. I have something to say then I am going to leave for the day. Please give me your answer when I return and not before."

After saying her piece she left. When she returned my Father's answer was "yes." This was high drama. I have known my mother for more than 45 years and never have I heard her stake out her ground so forcefully.

In my father's defense he was 81. He had not done much serious sailing since the Bermuda race almost sixty years ago and was now preoccupied in the vestry hunting up a new minister to replace one who had been transferred. He had a few pertinent medical concerns, but on the whole his level of activity exceeded that of many 15 years younger.

It would be a long 600 mile drive from Virginia to Maine. Admittedly October would be cool. But they were ready and psyched for it. They were a bunch of kids. Never since their honeymoon has any single event caused such a stir. A friend gave Mom a journal for the trip and after an obligatory stop at LL Bean they had more paraphernalia than could reasonably fit into any cabin. But they were warm and ready for a week at sea.

What occasioned this furor? In the early 1980's I restored a 26 ft. 1936 sloop built for the Coast Guard Academy by the Boston Navy Yard, but for financial reasons and because of the seven hour trip to the Chesapeake Bay where I kept it I had to sell it. I missed not sailing on a "large" boat and years ago resolved to sail on a 1871 Maine Schooner, the Lewis R. French. The credit card and a series of partial payments throughout the year made it possible. These old schooners were not going to be around for ever and I did not want to put this one off and miss it.

In every measure the cruise surpassed my expectation. Evidently the enthusiasm was infectious. My brothers, sisters, and I decided to team together and give my parents the trip as a combined Anniversary, Christmas, and "Any-Way-You-Deserve-It" present. It was right down their alley. My mother has a wood working shop and loves nice wood work. She and my father when they were younger built a Norwegian cabin which still is in use today that was assembled without nails tongue and groove fashion with corner slots. In short they like "real" things: fishing, walking, and the like. My parents were a "mark" to enjoy it. So in October they were ready to duplicate the sail I had made the month earlier.

What made sailing a Schooner so extraordinarily different from any other boat? My side of it: For starters the day we left was nice but Hurricane Emily was making her way up the coast. Her path

might cross ours about mid week. If were to be so, it was going to be a steep learning curve for me. There was the captain, the first mate, the cook, the mess mate, and passengers. If things piped up it could be helpful if I knew the boat well enough to be of use in a pinch. So with an open eye and a few questions I tried to learn how the captain liked the lines coiled and what did what. Surprisingly that turned out to be a intimidating challenge. "Learning the ropes" takes on a sense of significance when you are flying 3,000 square feet of canvas and 6 sails.

I never "learned the boat." On any other boat it was only a matter of days or hours before actions were instinctive. After all with a standard sloop rig the basics are a snap, not so on a schooner. With the gaff sails working both the peak and the trough often limited me to one sail and coiling and hanging the lines. And then once that was done I might help to get the staysail, the jib, or the jib-topsail, but I never worked all the sails. Since the work

was shared with other passenger and crew and the techniques for each sail were to some degree specialized, what emerged for me after the week was a reasonably good idea of what was what and a few operations which had become instinctive, but I was by no means expert.

The day before when I first went aboard I was struck by what I now view as the purely insignificant. My single cabin had plenty of storage and standing space and a very sufficient and comfortable bunk even for one like myself who is a little over 6' 3." Compared to shore side accommodations though it was a tight fit. The combined head and shower was above deck. It was a relief to find it very clean with plenty of fresh air and the head was every bit as comfortable as anything shore side. But the shower head, well it just appeared to darn small to do the job. To my satisfaction I found that not only did the shower work nicely but the water was heated by the boat's wood stove which ran all day. As for the cabin it didn't change size, but by the second day I thought it exceptionally nice. The bunk mattress was blue. The interior work was exposed nicely varnished wood. There was a small vase of wildflowers that hung near my own private bowl sink. On the



few occasions I was there and awake I was very pleased with my very own cabin and thought how much nicer cabin it was than all other cabins (a Winnie-the-Pooh mentality set in when ever I entered the place).

As for the hurricane Dan Pease, the captain, would periodically plot its course on a chart of the eastern seaboard and by the time it had gotten to a New York latitude he had it pretty well figured out. That is not to say that the hurricane was out of the picture. It was more than a mere butterfly and influenced the weather throughout the voyage. Our first night was at Swan's Island in Penobscot Bay. After an excellent fish dinner eaten on deck we took the yawl boat ashore to take a walk in the dark and converse with the deer. To my surprise Sharon, the cook, had a nice chat with one at distance of about 12 feet.

The next day the weather even at the early hours was showing signs of expressing the great strength that nature can so readily and majestically do, especially when prompted by a hurricane. We put reefs in the sails and out we went. I had premonitions that this was to be a difficult and busy day. In similar weather on my 26 footer I would have spent the day well healed over with the waves washing over the deck and praying that she would hold together and that we both would make it to shore in one piece. To my considerable surprise this is weather where a schooner shines. All other boats I could see were laid over and bouncing about. The majority of them appeared to be 30 to 40 feet long. They did not appear to be having much fun. Whether its the 19 foot beam, the rigging or the tonnage the situation on the Schooner was far different. To my amazement I don't think she was healed over more than 11 degrees and she was moving nicely through a three and a half foot chop. In fact it was down right pleasurable. We ate lunch on deck while the boat was underway.

Coming up Blue Hill Bay we alternated between a broad reach and a following wind. Since all was going smoothly the captain offered me the helm. The Schooner handled considerably differently than my 26 footer with a tiller. It was slow to respond to the extent that it appeared oblivious to anything I might do at the helm. Turn right nothing happens. Turn left nothing happens. Folks as you know the helm is not a nautical trinket put on boats for appearance. It does something. My job was to find out what it did and how it did it. I learned that what it does is done much more slowly than with a small boat. There is a two to 4 second lag time before she responds.

We were now surfing through the waves and making a very impressive wake. A boat of this size moves a lot of water, as evidenced by the waves breaking at the stern. We were doing 8.4+ knots and getting along nicely. What struck me about this was that the hull speed for a boat with a 38.7 foot water line length is approximately 8.4 knots  $[8.4 = 1.35 \sqrt{38.7}]$ . Here we were, comfortable, dry, and having a great time. Even on a substantial yacht of approximately 40 ft. length it would have been a rougher and, I

believe, a somewhat less pleasurable ride. A displacement hull shorter than 38 feet would have been limited by hull speed and would have been slower. It certainly contrasted sharply with what would be a hair raising and slow day on my 26 footer.

A Schooner like the Lewis R. French opens up a world to which the vast majority of Americans do not have access. We live hundreds of miles away from a large body of water. Moreover, few bodies of water of any size are as attractive as Penobscot Bay. I like living inland with my small rivers and lakes as do many Americans. Indeed it is fortunate we do not live on the shore, for Penobscot Bay would not be beautiful if it were cluttered with marinas and humanity. In a significant way it appears the perspective of a committed "foreigner" is to our advantage. If we were to live in New England we might consider such boats common and not being as "nautically correct" as one's own private yacht. I will grant [after looking through Juan Baader's *The Sailing Yacht*, 1979, p. 37] that the schooner rig is about 85% as efficient as a sloop rig of the same size. I am not persuaded this is an overwhelming disadvantage for a cruising boat. It simply means you put up more sail when you want it. A schooner doesn't have the windward performance of an America's Cup contender, but on all points of sail I observed she moved along nicely. The performance of a racing rig and hull was not an issue.

Where the high performance argument falls flat is that in my entire boating experience I have never had so much fun on any boat as I did on the Schooner. Even were I to have the wealth of a Rockefeller I doubt I could have derived greater pleasure from another boat. The fine line of reasoning is this: a schooner offers many advantages that a private yacht does not. First, if the captain is able to play it smart and keep the wind off the nose, the Schooner moves along typically faster than a smaller boat with hull speed restrictions. With a crew and many sharing the work it is possible to put in more hours of sailing without expending great effort. Thus you may travel further over a period of a week than you otherwise would in a private yacht. A factor so remote from most of our experience that we seldom consider it is the advantage of having the expert judgment of a professional captain. This is not the amateur hour, this is no weekend sailor. The fellow has considerable knowledge and ability. The captain has been doing this for 14 years, seven of which he was captain and owner. The exposure to this level of expertise and familiarity with the area certainly makes a lot of difference.

I would have been a far better sailor if many years ago I had taken a Schooner cruise. It was a pleasure to see a boat maintained in near story book perfect fashion. I have seen such pictures in various yachting magazines, but I had never been exposed to a working boat that was so well maintained. All the more remarkable was that much of what I was looking at had been built or restored by the captain.

Second, the Schooner is very comfortable. On a private boat, especially if you are singlehandedly sailing, the experience can be fun but exhausting. The treats you get on a Schooner make a difference. The cook typically starts baking biscuits on the wood stove at about 5:30 AM so that you have something to nibble on when you wake up. Throughout the day she is working so that breakfast, lunch, and dinner all fall nicely in line, usually with pleasant little surprises. Home churned ice cream and a lobster cookout also tone up the affair. Look at it, there is a ratio of one crew member for each 4 to 5 passengers. These are nice decent people. Where else can you go and have that many people working on your behalf? When you pitch in it produces even more benefit for everyone. Especially for the spouse who is reluctant to sail with you on your own boat because of cramped quarters and rough conditions, the schooner can be a joy for her also. In this modern day world where we have substituted every sort of device to avoid human labor, it is interesting to observe how much pleasure is derived from people working with and for each other.

Third, you are in touch with antiquity (this boat from time to time is mentioned in the quarterly *Sea History* - it is the genuine article) and something different than what the every day world offers. The Lewis R. French and some of the other early schooners are literally historical monuments. They are registered as National Historic Landmarks. The great wonder is that their success is due to individual efforts of normal persons with families to support. This is not some grand museum enterprise that has access to vast sums of money. Moreover, it is not some failed enterprise which can garner public sympathy. It is a day to day operation that functions through the good efforts of a few people and their passengers who ultimately fund the preservation of these vessels.

One of the pleasures I derived from my 26' boat and which was a motivating factor for getting it was the hunch that I would meet a few interesting people, around the marina and on cruises. That did occur. Indeed, some very memorable characters did pop up. But that only occurred infrequently. An interesting phenomena that appears to occur on a Schooner cruise is a "we're-in-this-boat-together" type mentality. Taking the broad view it is similar to what occurs in an electrical blackout or other emergency. That is, there is a tendency to be incrementally a little more decent than one might otherwise be. After all no point in burning bridges when you are on one. Either this happens or these people were innately decent and I had to come up to their level. Fortunately the boat was large enough that one could nicely weave between independence and conviviality. Thus its your private cruise when you step away and a sociable event when your are less diffident.

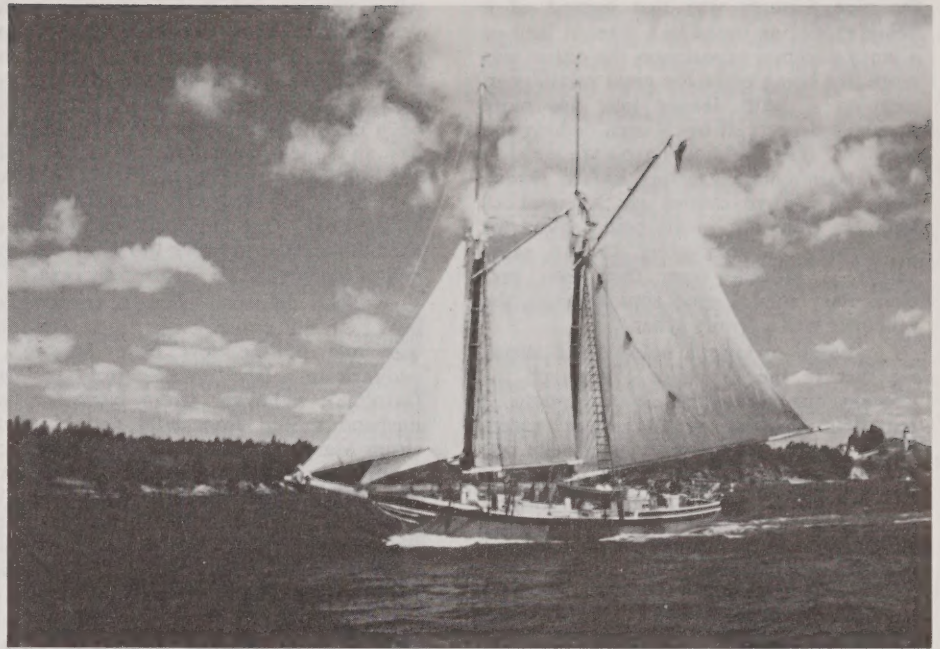
The perspective acquired from being with people of widely different professions and fields of interest for a period of a week was altogether good and long lasting.

Some unanticipated events occurred. On my cruise, but not my parents', Dan in the evening read out loud from Melville, Jack London, Nathanael Herreshoff and others. On returning home I read Melville's *Typee* and *White Jacket*, and London's *The Sea Wolf* and *Young Wolf* (an anthology). I mention the books because they have merit and it tickled me that there is a short section of in *Typee* related to the "advantages" of cannibalism that has implications for cold war politics, because *White Jacket* has interesting passages on seamanship and social consciousness, and because I had previously had a low opinion of London. To find that Melville was more than the allegorical writer of *Moby Dick* fame and that London, though uneven in quality, has much brilliance opened up something I had not expected to come from a Schooner cruise.

Our next to the last day sail was in a pea soup fog that brings to mind a San Francisco fog described by London in *Sea Wolf*. A fog of such a density and unbreaking consistency is similar to many situations in which one has to act in the face of very imperfect information. Life and business are littered with analogous events and the consequences of them. I was particularly struck in the case of the French for the need of radar. It was of great interest to look on the scope and see obstacles, entrances to harbors and the like. But without radar and a loran I was curious how captains could have safely navigated. From what I gather the old captains would have taken into account such things as changes of flows, actions of the birds, and good navigation; but to the extent possible they often would probably avoid going out in such a fog. A certain number of wrecks are undoubtedly testaments to failures in some of the methods. Fog conditions of the kind experienced on that day certainly did not augur well for a modern day small yacht without radar and with an inexperienced captain. For me to have spent a day in a fog as this looking out and periodically on the fog horn was memorable and at least as interesting as a sunny day.

For those who especially like wooden boats, but for whom fiberglass has to be the rule on their own boats, the schooner and its three life boats are a nice change. The Pease Pod, built by the Captain (and a play on his last name and "peapod") was a nice example of boat building originality. It served as a life boat, with four rowing stations, sailing rig, and, though the lines of the boat betrayed it, a flat bottom. It comfortably carried eight people. The boat was varnished natural wood with oak ribbing. The flat bottom was especially designed to be easily pulled ashore at lobster cookouts. It was a nice boat to play around in when the Schooner was anchored.

You see I am from Virginia and there is a lot I haven't seen yet. I have sailed the upper Chesapeake and done some boating on smaller rivers and lakes, but I have never seen anything like Penobscot Bay. I won't make invidious comparisons because I like where I am and where I have been. But I will acknowledge that Penobscot and environs



are remarkable, wonderful and beautiful. What the wind, sea, glaciers, and the wildlife cooked up were a continuing treat. Seals were on some islands and not on others. Since being there I question the bay's geology. How could it have happened? First, the bay is extraordinarily deep with depths of 100+ feet common and many depths of 50+ feet even relatively close to shore. This contrasts sharply with the Chesapeake which, at least where I have been, is a low gradient bay where peninsulas typically threaten sufficiently shallow water that one can easily run aground. One of my most frequent questions to the captain was: "Is there plenty of water here?" as we moved by a spit of land which surely would have put us hard aground in the Chesapeake. Perhaps, like the abrupt mountains of Southwest Virginia where I live, which were also formed by glaciers, the underwater topography was similarly formed. But why are there so many islands which are so different structurally? Neighboring islands vary sharply from being rock outcroppings, hat-topped formations, long tree covered islands, mouse-like forms, pulpits, and the like. Entertaining side by side variety appears to be the rule, not the exception.

In mathematics, as I believe was pointed out in both Ian Stuart's and James Gleick's books on Chaos theory, a shore line when its distance is measured at every little turn especially down to each particle becomes infinite. The distance is so great it cannot be measured. Because of the large number of islands and varied shorelines the Penobscot shore line distance approaches infinity faster than a more regular smoothly shaped shoreline. This is one reason it is so interesting. You literally see more and approach infinity faster. Thus it can be literally said, with a play on words, that what you see is "infinitely" interesting.

In most voyages there is a "destination." Here the destination was less important. Like a turtle you are carrying every thing you need with you, so

where you get to is less important than where you are at any one moment. I recall the first morning at Swan's Island when some of the captains from the other schooners came over to ask Dan where he thought he would head. There was a wide ranging discussion. The captains either did not know where they would be going, they wanted to indulge themselves in "important" captain-like decisions in view of an imminent hurricane, or they were playing their cards close to the chest. One of the distinguishing features especially in the early days of a 6 day cruise was to leave options open and to work with the weather so that it worked to your favor and was not on your nose or leaving you in a fog bank or pitching you about in a rough sea. All of the wind changes worked to our advantage. At least on my cruise Dan made all the weather calls perfectly (I am curious whether that performance can be duplicated). While some of the other captains spent an extra day in a fog bank, we had clear beautiful sailing that day. From each harbor it was typical for us to be on a broad reach or with a following wind. In these cruises it made little difference and in fact would work out to your disadvantage if the itinerary were preplanned. It made more difference that where we went was varied, interesting to look at, and that the weather in so far as possible was moving us along.

On the Lewis R. French one of the great attraction of the voyage was that one approached a natural state. That is not to say it was a "pure return to nature." I am not persuaded that humans are well adapted to take nature full force. Sufficient comfort and modernity was provided to give one amenities like battery powered central lighting and high tech navigational equipment but for the most part it was an environmentally friendly trip where one could step out of a normal day to day experience for something approaching what could have happened a century ago. It distinctly was not a Caribbean-like Cruise for getting gussied up and strutting around the bar. One of

the nice features was that instead of it being exotic, as travel to a foreign land or a fancy vacation experience, the cruise was more like being given the great privilege of stepping a little deeper into the more desirable aspects of one's own culture and tradition. The traditional aspects extend to the captain's wife growing in her garden many of the vegetables we ate and all leftovers from our meals being saved for composting and recycling to the same garden. Indeed, from their two pre-elementary school aged sons upward, the schooner was a family affair.

When making a selection it struck me that in the literature I received the Captain appeared gruff in the photo (I regretted to find in the more recent literature his photo was replaced with one showing a reasonably friendly smile). It suited me just fine for the captain to be gruff. I did not want to be glad handed by one of your professionals who had majored in "vacation science" or who was a walking ambassador for the "vacation industry." I was far more impressed that he had gone to the Coast Guard Academy and thus presumed he was probably competent. The first evening on the boat as we chatted on a dark deck I was surprised to hear one of the passengers say that the captain had a good sense of humor. So much of my character through pictures interpretations.

The passenger who was talking with me had taken two cruises on other schooners which she liked but her subsequent 3 cruises were on the French. She was adamant in her praises of the French. Among her favorable comments she pointed out that you did more sailing on the French. At least one of the other schooners motored quite a lot. She was of the view that Dan's seamanship and size of the boat allowed him to get in interesting harbors where some of the other schooner's seldom went. Another couple who had sailed with Dan when he first became captain seven years ago chimed in agreement. A third passenger who had sailed nine times on the French would barely acknowledge that other schooners existed. The world of schooner emotions is an interesting study in itself. Among some of the schooner crews there is a lot of pride and, I presume, a rivalry to be the "best." There are at least a few captains who get very loyal return passengers. After the voyage on the French, it was not hard to see why it was highly thought of.

In my parents cruise the proudest moments came on the first day when the winds were reported to be approximately 30+ knots and the seas were running 10 swells with chop on top of the swells. The other vessels staid in port, but not the French. With reefs in the sails and waves washing the gunnels she headed out to Buck Harbor. They had a wonderful time. The boat moved nicely and the crew and passengers were exhilarated. After this indoctrination they were blood-bound clique who had a great time together for the balance of the week.

I came to learn that schooner culture has at least one defining feature. Since it is part of the "transportation industry," all of the French's crew is drug tested. So

when you go out there not only is the vessel Coast Guard Certified, but the crew is straight. I don't even recall any of the crew taking any wine or beer. Though not being a devoted prohibitionist, I may have been insufficiently observant. The French has an added limitation. It is the only "Non-Smoking Schooner." Neither passengers nor crew may smoke anywhere on the boat. One passenger on our cruise used this excuse to break the habit. By the end of the voyage he reported success.

Who on earth takes a cruises like this? On my cruise it was: a banker (she was one of the few from Maine), a pediatrician (she was from North Carolina), a lawyer (from New Jersey), husband retired from NIH and his wife (from Maryland), their son (an emergency room nurse from Washington state) and his wife (a nurse making a career change to certified financial planner), a Harvard student who had spent her summer working in Mexico, a physical therapist (from New York state), a corporate consultant from Rochester, a retired couple (he was in management and ownership of aluminum distribution centers and had taken transoceanic sails and other major cruises, she had been a dental hygienist and college registrar), and myself.

On my parents cruise it was: a newspaper editor and his wife from Canada, a retired president from a major U.S. corporation who has a substantial sailing yacht of his own, a young man from Milwaukee, a retired lady from New Hampshire who has taken approximately seven previous cruises on the French, a photographer-writer from Brooklyn, a housewife (from Pennsylvania who takes periodic cruises & tries unsuccessfully to get her husband to leave work behind him), a man who is a sailing aficionado who also has taken several previous cruises on the French and his son, a lady from Ohio, and my parents. In both cruises the crew consisted of Dan Pease, the captain; the first mate (a Harvard graduate); the cook (a guitarist and experienced cook who had worked on other schooners previously); and a messmate (an MIT graduate from Colorado). Ages varied from 20 to 81, and perhaps because of the circumstances the boundaries of age that typically separate children from parents appeared, at least in some instances, to break down. Many, but not all, had previously, or presently own a boat. Women reportedly usually outnumber men. All participated in helping raise or furl the sails, but none were required to. The degree of participation was at the passenger's discretion.

One point took me by surprise. I took the 6 day cruise. At least from my perspective I found this to be far more satisfactory than a 3 day cruise would have been. One of the functions performed on the Schooner is to separate you from your day to day world. This is something that is not done in a flash. It takes a few days to get into the groove. The first and last day of the cruise are bridge days the first when you are breaking away from your everyday world and the last when you are planning on reentering it. This makes the

3 day cruise one of transitions where you get a flavor of the boat and the people, but where you never really know either. For me it is too much like the hurried world in which we live. The 6 day cruise lets one break into a new world and taste its flavor. A contrary view was expressed by a fellow my parents met when disembarking from a 3 day cruise on the French who worked on Wall Street and who coincidentally knew an acquaintance of theirs. He had taken his first cruise earlier the same year and had returned for a second dose claiming it was the only vacation where he ever felt free from the office.

I expect either the fall or spring offer somewhat better sailing than summer; however, some who had taken summer cruises argued that any time of year was great. Since it is cheaper in fall and spring, I was thereby persuaded that non-summer cruise had at least one advantage over all others. Two things I lacked were rubber boots and rubber gloves. Especially for the cooler weather I recommend both. With foul weather gear, boots, and gloves one can very comfortably stay on deck even when the weather takes a nasty turn. Having an aversion to hanging around the galley when under sail, rubber booties are now on my list. I would suggest taking at least 6, preferably 9, rolls of film and extra battery for the camera. One memento from my parent's cruise is a 40 page "coffee table book" which my mother wrote when returning. She entered her journal into the computer and supplemented it with pictures they took. It is one of their prize possessions.

There is a great deal of differences between schooners. The structural differences between schooners are significant but frequently deceptive. For example, I initially was a great believer in water line length. Now this appears to be a poor way to chose a schooner. First the longest schooners are not necessarily the fastest. The Lewis R. French for example is a frequent winner of the coaster class in the The Great Schooner Race and one of the longest schooners is seldom a serious contender. In terms of social cohesion a large size boat introduces a particular problem. If there are 30 or so passengers (as one can find on a large boat), it is difficult to appreciate individual passengers, especially since you will only be together for a week or less. It is burdensome with 30 or so passengers to know all of them for a relatively short period. To adapt clique formation is a likely outcome. This appears too similar to the large complex world one leaves for it to be a vacation.

Passenger participation also varies considerably. In some measure each schooner takes on an "attitude" which appears to take its lead from the captain. On some schooners passenger participation is limited. For example there may be a donkey motor which raises the sails. This suits some, but not me. I wanted to crew the boat to the extent that my abilities allowed. Some boats use a diesel stove to cook the meals. The appeal of the wood stove and the good work the cook can perform on it was feature I am glad I did

not miss. Some of the schooners have gasoline motor run electric generators. The smell and noise from these contraptions can be best appreciated at a distance of a few hundred miles. One of the schooners has a VCR.

In the following Maine Windjammers offering 3 and 6 day cruises are listed according to age with deck length indicated: 1871 Lewis R. French 65 ft. (800) 469-4635, 1-(800) GO-WINDJamming; 1871 Stephen Taber 68 ft. (800) 999 7352; 1882 Grace Bailey 80 ft. (800) 736-7981; 1886 Isaac H. Evans 65 ft. (800) 648-4544; 1900 Victory Chimes 132 ft. (800) 745-5651; 1916 Mercantile 80 ft. (800) 736-7981; 1922 Nathaniel Bowditch 82 ft (800) 288-4098; 1925 Roseway 112 ft. (800) 255 4449; 1927 J.&E. Riggin 89 ft. (800) 869-0604; 1930 American Eagle 95 ft. (800) 648-4544; 1931 Timberwind 72 ft. (800) 759 9250; 1960 Mistress 40 ft. (800) 736 7981; 1962 Mary Day 90 ft. (800) 992-2218; 1980 Angelique 95 ft. (800) 282 9989; and 1983 Heritage 95 ft. (800) 542-5030. For more information on schooners you may want to look at the New York Times article "By Windjammer Around Penobscot", Sunday edition, May 23, 1993, p. 14XX and Jerry Morris' book *New England Under Sail*, a Guide to Sailing Ships, Ferries and Historic Vessels (Castine, Maine: Country Roads Press, 1993).

Andrew Carnegie's chiding, "Yachting is like throwing away money standing in a cold shower," now tempers my reasoning [Am uncertain whether the quote is exact, its gist however hit home]. As a child I had the advantage of using boats which my parents purchased and maintained. My first boat was the 26' 1936 Coast Guard Academy sloop which I purchased near Mystic, Conn. and had hauled down to a Marina on the Bohemia River in Maryland. The boat required months of restoration. With great difficulty I pulled the fin keel had it redrilled for new keel bolts, sistered ribs, removed some of the unnecessary wood work that had been added, redid the deck, etc. In short I worked sun up to sun down about as hard as a human could work for about two months to get it done. In the years I owned the boat I spent about 30 days sailing which included two cruises to Annapolis. The boat had the distinction of having a beautiful 38 foot spruce mast and 350 sq. foot free-footed mainsail. I never sailed her without getting many friendly inquiries about her history. The most surprising was the first time I negotiated my way into Annapolis harbor when a large beautiful training vessel from the Naval Academy made directly for me. To my great surprise it was the captain who wanted to know the story of my boat.

At seven hours distance from the boat, with some financial difficulties of my own, with slip and mooring fees being high, I was unable to keep the boat. To this day I have never said to any one what happened to it. I can only write it. I did not get any decent offers for the boat. The only offer I got was from a firm who bought the boat to place it as a marker at the entrance of a real estate development.

I told the yard to sell it but never to tell me where it went.

It occurs to me that my story may be slightly different from others but that it probably has a common thread in at least in one regard. The venture was a very expensive one. I lost thousands of dollars. Even when one has a large boat and is successful I believe such boats are very expensive, usually far more expensive than the owner anticipated or will admit. If one were further to figure the number dollars spent (loan expense, mooring or slip fees, repair, winterizing, scraping and painting, electronic equipment, motors, depreciation, The Unexpected Problem, etc.) for each hour sailing, it can be enough to unnerve the most composed poker face.

A great attraction with a schooner is you know how much it costs up front. The cost compared to all other yachting endeavors is low. By setting aside \$50 a month one can take a 6 day cruise once a year. At \$25 a month it is a cruise every other year. With the exception of a decent gratuity for the crew and transportation expenses to get to Maine, there are no additional expenses. That is it. It is considerably less than boat yard fees for one year. Moreover, for the week you are on the boat your not spending money elsewhere. Neither you nor your spouse is running up bills any for restaurants, phone calls, shopping, gas, etc. For some the trip may pay for itself by capturing a big spender and putting him or her where they can't do much damage. You won't find Gucci or malls on the Bay. Also look it, how many times have you gone to the beach, a vacation which you can barely tolerate, which is a great expense, and in short is a habit from which you derive very slight pleasure. From now on there is going to be at least one less person at the beach for so long as I am able to overrule any forceful others.

For several years after selling my boat I was so shell shocked I never got on a boat. My brother in law lent me his sailboard. It seems to have become a fairly permanent form of lending which suits me nicely. On nearby Claytor Lake I sail it fairly frequently and have found it to teach a great deal about sailing. With no tiller it is substantially a matter of controlling the center of effort so that you have a balanced rig that takes you where you want to go. "Where you want to go" however is something of a problem on a curvy mountain lake with sporadic winds that follow the lake. The two principal disadvantages were: there was always this one point off in the distance which I was determined to reach but never did. The shifting and fading winds were my cruel master. But more disagreeably on a sailboard a following wind, especially a strong one when there is a chop, is almost impossible to sail in. There is very little stability on that point of sail. If you survive the experience it is only after having thoroughly exhausted yourself. The only remedy for a person of my modest ability is to go on a wider section of the lake and to plan points of sail to keep the wind off your stern. Then you can zip along have a lot of fun.

Subsequent to a few years on the sailboard I resolved that any boat I owned would be one I could put on my shoulders and carry. The rational, such as it was, being that a small fiberglass boat would be a permanent low maintenance, low expense boat, which would neither require a trailer (for which I have little space) or mooring fees which I cannot afford. Now my two boats hang suspended as reasonably attractive ornaments along and adjacent to the ceiling of my porch - ready for whenever they are needed.

Though I had never seen a scull except in pictures. I decided this was the boat for me. I would be able to go up and down Claytor Lake and the adjoining New River. I decided on a boat made by Martin Marine, the people who make the Alden Ocean Shell: the longer and narrower 21' Martin, secondhand.

I found rowing a scull took considerably more practice than I expected. But now that I am accustomed to it I find that one can easily row about 20 miles in 4 and a half hours. The summer usually consists of one or two 6 mile rows a week and a 20 miler every month or so.

The 20 mile row is not marathon activity. It is less exhausting than walking thirteen or fourteen miles. The Martin is faster but not as stable as the Alden Ocean Shell and thus it is best to avoid very high winds and ski boats to the extent possible. Fortunately nearby Gatewood Reservoir does not allow power boats so its usually possible to have at least one nice mountain lake available.

The Martin is not sufficiently stable for fishing. But I have a lathe and milling machine which I intend to make a few modifications on the detachable sliding seat to increase stability. I have made two changes which I expect would not go down well at a rowing club: I added two rear view mirrors courtesy of the local automotive junk yard, which look very nice but undoubtedly would not be considered trendy in certain circles. Also have lowered the sliding seat to give a lower center of gravity. Have ambitions of redesigning the sliding seat (which is nice enough as it is, I just want to check out a few alternative designs) and experiment with a few unusual oar designs. The boat is great in this respect, since one can leave the hull (which incidentally is white with a beautiful green deck, far more snazzy than to what I am entitled) untouched and do all the experimenting with a sliding seat which can be easily carried into the shop.

To each person there is a particular mix which meets one's needs. Either one can stumble on it or seek it out. I had the good fortune to stumble on: the schooner, sailboard, and scull - each being of radically different character but having in common low expense and a high level of satisfaction. When leaving Maine I saw a modern 50 foot yacht that was beautiful. It was a surprise to me that my first thought was: "Boy, am I glad I don't own that." However, my resistance may be breaking down because when sailing I did see a beautiful Herreshoff 12 1/2 Footer and my first thought was: "Maybe a trailerable boat isn't such a bad idea."

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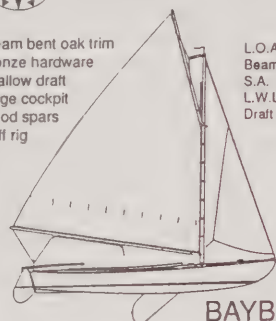
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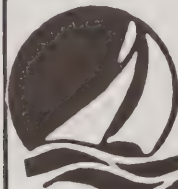
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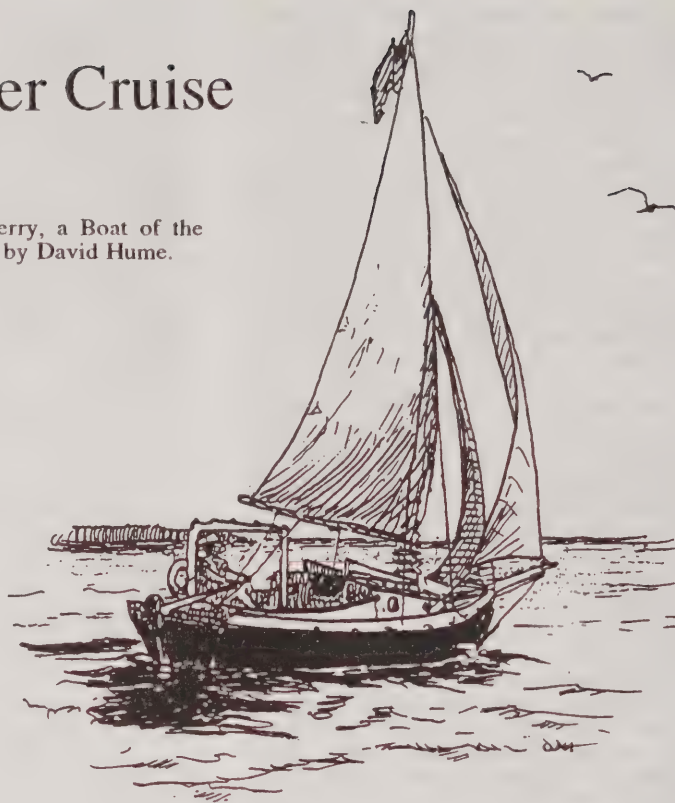
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# Solo September Cruise

## Conclusion

Excerpted from "Blueberry, a Boat of the Connecticut Shoreline" by David Hume.



The dawn came up pink and grey behind us with visibility of about a quarter of the mile beyond the opening of the cove. I heard the rhythmic cluck of oars being pulled smartly against oar locks and shortly saw a double scull appear out of the fog to the south and move easily across the opening between the horns of the cove. I waved, but the two oarsmen stuck to their business and disappeared shortly into the surrounding mist, making good time towards Mystic or Stonington. They appeared to have a good idea of where they were going, but given the visibility or lack of it, I judged that they had a compass fixed to a thwart aft of the stroke oar's feet.

After the departure of the scullers I was quite alone again. Even only a half mile off Mason's Island and in between Fisher's Island and Noank, the east side of Ram Island felt totally removed from the company of other humanity. I loved visiting it, but I can't imagine living in that lonely house without a flock of guests, servants, or children. I don't mind being unsociable on a boat where I can always alter course and sail back to civilization, but the lone house on the island seemed too much of a hermitage for me. Living there must give one the feeling of being extraneous to the whole world. I hauled up the anchor and got underway at 0640.

The sun was red this morning, but it seemed to portend no warning for sailors in any way that I could see. The air had been still at dawn, but within a half hour, a dozen knots of southwest wind came up and I was just able to fetch sea room around Noank on the port tack. Groton Long Point loomed ahead. I tacked to the south and passed a lobsterman hauling his pot and skillfully extracting its contents. I gave him good morning and asked if he were doing well with his catch.

"Lot of shawts this mawnin," he observed, tossing an adolescent lobster back into the sea.

The down east accent of the state of Maine has a tendency to extend south on the coast all the way to Boston and then continues off shore to Long Island. I sometimes think you might still hear it in New Jersey if you stayed a couple of miles out to sea. Anyway, Stonington, Connecticut, sounds like Stonington, Maine, when you meet the people on the water.

Two more tacks took me in close to Mumford Cove and around the Horseshoe Reef buoy and back out towards Seafloater. I managed to weather Little Dumpling, tacked close to the shore of Fisher's Island and took a reasonably long board toward New London, leaving the brick Victorian house of the harbor light on my starboard hand. Trying to stretch the tack to the west to get beyond reach of the tide that was starting to make up the Thames, I put the engine on for a little lift to windward. To my surprise, the reliable little Vetus slowed down and stopped altogether in a few minutes. This had happened in prior years and was a sign of air in the fuel line. Restarting in a few minutes seemed to work it out. The system is supposed to be "self bleeding," but the experience didn't give me much of a feeling of confidence about the possibility of tide rips off the Connecticut shore points along the way home. Best to stay off shore if the countervailing wind and tide began to push up a chop.

By 0940 I passed Sarah Ledge and was tacking south towards The Race, ignoring the beginnings of the flood until I was able to get well beyond Race Rock where Captain George Eldridge's little current charts told me to expect better than two and a half under my transom, boosting me off to the west. The wind was dropping and presently it



seemed that I was going nowhere at all, even though the sails were full and seemed to be drawing. There was a greasy wake of slack water to starboard, but the bubbles stood still beside me. I pushed the "go" button on the diesel and gathered way. There was a funny lurch to the helm and a muffled bump from under the keel. Looking aft I found two large lobster pot buoys bobbing to the surface behind me. I don't know what the fisherman used as an anchor for his pot, but it was evidently quite enough to hold "Blueberry" fast when I had fouled his warp.

By 11:50 I was well beyond where the square lone skeletal tower that marks Bartlett's Reef rises out of the ruffled surface of the sea. The tides make odd patterns where they pass the seaward end of Bartlett's and the dimpled and prickly look of the water has always given me a feeling of apprehension. Even though the sounder showed better than twenty five feet beneath me, I couldn't help feeling that there was something unseen down there that I might find with my keel. I found a blueberry yoghurt in the bottom of the cooler where even the ice was lasting well. It made a delicious clevensies.

My next southern tack was nearly due south, across the grain of the tide, but the longitude displayed on the Loran continued to tick off another hundredth of a minute of westing every minute or so; the tide was pushing me toward home even as I sailed the short board of the starboard tack to get my course free of Black Point to fetch the Connecticut River. The little Loran is an amazing gadget; it keeps telling me where I am within a range of about sixty feet. Every time I pass a buoy or prick it off on the chart, it seems wonderfully close to the mark.

I had added the Loran to the ship's equipment after an experience in these same waters two years earlier. I was south of Black Point in a gentle afternoon breeze when a great grey fog came drifting in from the sound and shut down visibility to less than thirty yards just as I entered Niantic Bay. I set a compass course for the entrance to the Niantic River and went in with care, watching the depth sounder. That bottom is rather flat and featureless, but presently I heard a sort of mezzo soprano chain saw whine and a red and black plastic Jet-ski came whizzing out of the murk and crossed my bow. The rider reigned in his machine and circled back towards me.

"Mister," he shouted, "You're heading for the rocks!"

I thanked him and asked where away the entrance of the Niantic River.

"Over there," he said, pointing into the grey off my starboard bow.

By my reckoning the indicated course would have put me on the shore by the Millstone power plant, but I am a great respecter of what navigators call "local knowledge" and I had turned in the direction he indicated. In five minutes the red and green markers of the river channel came marching towards me out of the fog. The experience made me far more tolerant of Jet-skis, even if they are noisy, too fast, and don't look like boats. It also convinced me that now that Loran was available and cheap, it was high time to buy one.

When one is working one's way up the Sound on a fair tide, there is, in me at least, a tendency to stay too far to the north side in the belief that it gets the boat closer to her eventual destination. But the power of the tide is well out in the center, three or four miles from the Connecticut shore or even more. In spite of my best resolution, I found myself short changing my southerly tacks and starting too soon to the west again. It is hard to keep moving the ship away from her destination just to get into position to make a better shot at the goal later on.

By 13:00 the wind died and I switched over to power. With both tide and diesel pushing me towards Saybrook light I was making better than six knots over the bottom according to the C/S display on the Loran. I

cut inside the eastern breakwater and passed the inner light on Saybrook Point by half past two. Once I was in the River, a nice southwest onshore breeze came up and then tended into the west. I killed the Vetus which had been behaving erratically and broke out the rest of the Jarlsburg, crackers and the penultimate nectarine for lunch. Cheese, crackers and fruit are the ideal lunch while under sail. They don't slip around like the innards of a sandwich and they require no plate. The whole collation can be dumped in a bowl with a nonskid bottom without getting the ingredients mixed up. A pocket knife serves to slice the cheese and section the fruit. I chipped off a chunk of the dwindling ice and filled a plastic double old fashioned glass with lime-flavored seltzer and a tot of Mount Gay Rum.

The boat sails herself very well in the River and the railroad bridge stayed open just long enough for me to get through. I ran easily before the wind past Essex by three o'clock. North of Ely's Ferry a trio of little white herons decorated the rocks. The osprey was on duty and the top of Daymarker #29. I took in the jib and staysail at the mouth of Hamburg Cove by 1520. Inside I powered up toward Al Hine's dock while furling the main and flemishing down the jib sheets and backstay pennants. Al's dock is decorated by a flag and Lee's box of pretty red geraniums, but there was no boat there; "Sunshine" was sold late that summer and her replacement, somewhat smaller, may not be secured until next year.

At 15:50 I tied up at Bennet's Dock, whence I started two and a half days earlier. Ten hours of working mostly to windward is a long day, but not at all unpleasant. I gathered up my sail bag of clothing and dry stores in one hand and took the cooler in the other, snapped the lock on the cabin hatch, and walked off to the pickup truck in the yacht club parking lot.

(Reprinted with permission from "Blueberry: A Boat of the Connecticut Shoreline", by David D. Hume. Published by J.N. Townsend Publishing, 12 Greenleaf Drive, Exeter, NH 03833. Price \$19.95 plus \$1.50 shipping.)



Three years ago a small band of intrepid men and women realized they shared a common dream of an unparalleled community project on Milwaukee's lakefront. Today, thanks to the diligence, expertise, and support of scores of volunteers who also share their vision, the dream is a reality.

They are now embarking on the next critical phase in the most exciting community building project in Wisconsin in many years, to build and operate a full-size reproduction of a 19th century Great Lakes schooner as an educational tool and ambassador for the state of Wisconsin!

Take a moment to look at their progress and successes over the past eight months:

One of Wisconsin's most qualified marine architects has produced a set of five beautiful Preliminary Plans of the schooner, which the Design and Construction Committee will now use to solicit construction bids. The Plans are on display at the Maritime Center.

Menominee Tribal Enterprises, on behalf of the Menominee Nation, has donated six 75-foot native white pine timbers for the schooner's masts. The trees were cut in early March and are now drying in the lot at the Maritime Center (see following article).

This winter an educational exhibit on Great Lakes Shipping was organized, made possible through the generosity and support of more than two dozen craftspeople, historians, and artists.

## Milwaukee's Great Lakes Schooner Project



The Great Lakes Educators Advisory Council of the International Joint Commission has identified the Maritime Center as a proposed regional clearinghouse for Great Lakes educational curricula; the Center would be part of a network of 16 such sites in cities around the Lakes.

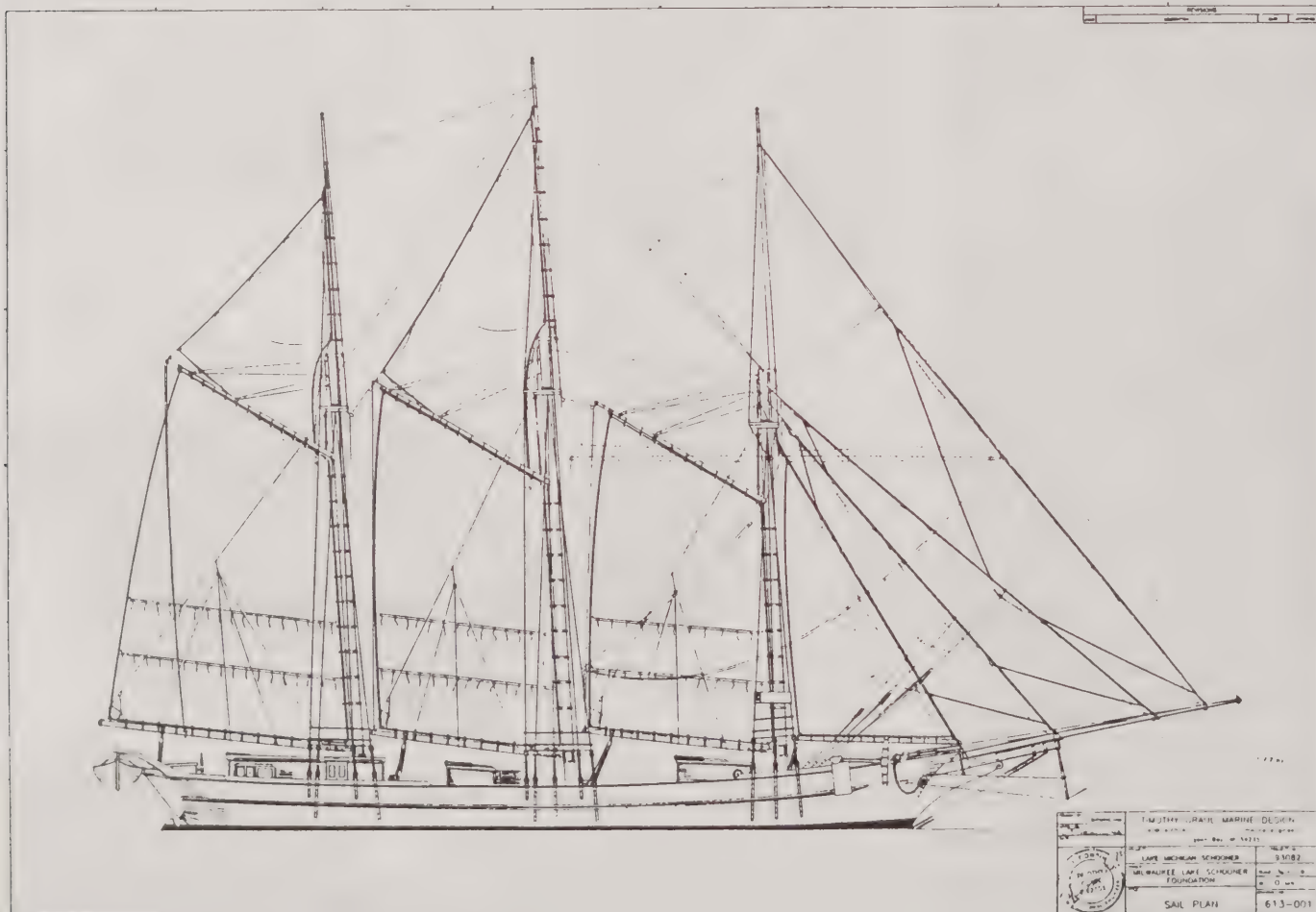
Last August, Schooner Days were organized, a three-day event which attracted more than 1,200 children and adults for environmental activities, tours of a visiting tall ship, and a two-day MPS teacher inservice.

The Board of Directors of Milwaukee Lake Schooner, Ltd. has pledged its 100% support to retain its first executive director, whose leadership is indispensable for the overall success of this bold initiative.

News of the project has been well publicized, including articles in "Wisconsin Natural Resources" magazine, "The Milwaukee Journal", "Milwaukee Sentinel", "The Door County Advocate", "Milwaukee Magazine", and segments on "Outdoor Wisconsin" and on Channel 6 news.

There's nothing else like it! There is no other project like Milwaukee Lake Schooner, Ltd. This is an initiative that is already having a positive impact on the region's two most important resources, the Great Lakes ecosystem and area children.

The schooner and maritime center will serve all area children as an enormous catalyst for learning in all subjects, particularly math, science, and history, while at the same time helping them become better "shipmates" with each other.



## Home Grown Masts

Menominee Tribal Enterprises, on behalf of the Menominee Nation, has donated six 75-foot white pine timbers to Milwaukee Lake Schooner, Ltd. The arrival of the trees officially inaugurated the construction phase of the project to build a 130 foot Great Lakes schooner at Milwaukee's lakefront.

The timbers were selected by Schooner Project officials and harvested by MTE from its sustained-yield forest in northern Wisconsin last spring. MLS plans to convert the timbers into masts for the schooner, which will be built by professionals and volunteers at the lakefront Milwaukee Maritime Center. The vessel will be used as a floating classroom, where students can experience hands-on studies in science, biology, history and the environment. It will also be a focal point and ambassador to promote city and state tourism.

The oversized timbers were loaded onto MTE trucks on May 3rd in Neopit and were blessed in the traditional Menominee way before being transported to Milwaukee. Upon the arrival of the timbers, six white pine saplings, also donated by MTE, were planted on the Maritime Center grounds by Milwaukee Lake Schooner, Ltd. and Menominee Nation officials, as well as area schoolchildren. The replanting ceremony is reflective of the Menominee Nation's respect for and commitment to responsible stewardship of forest resources.

"We are extremely grateful to the Menominee People for this generous donation," said Executive Director David B. Falzetti. "Their sustained-yield system of forestry is based on balancing the needs of the community with what nature can produce. It puts the long-term good of the forest first. It's especially fitting since living in harmony with the environment is one of the primary lessons the Schooner

Project is intended to teach our children."

Milwaukee Lake Schooner President Frank L. Steeves stated: "One of our goals is that the schooner be designed and built by the people of Wisconsin and using materials from Wisconsin. For this reason we're especially happy that the Menominee Nation stepped forward with such a generous gift. Because of this, Wisconsin's tall ship will carry masts which originated from the shores it will call home. The fact that trees of the size and quality essential for making masts still exist is a tribute to the Menominee People."

"Wood products from the Menominee Reservation are used around the world," said Lawrence Waukau, President of MTE. "Lumber from our mill was used on the official Olympic basketball court and the 1984 Olympics in Los Angeles. This year's men's and women's college basketball tournaments were played on floors constructed with wood from the Menominee forest. We are only too happy to know that timber from our reservation will be part of a Wisconsin project that will bring recognition to what Wisconsin and the Menominee Nation have to offer in the line of quality and diverse wood products from sustainable managed forest resources. This effort is illustrative of the commitment to education, community and economic development through effective use of our natural and cultural resources," Waukau said.

Falzetti said the transformation of the trees into masts is a long process. Initially, the trees will be open-air dried, a slow

operation lasting approximately two years. Then, using time honored methods, they will be "squared off," yielding a large four-sided timber. The edges of the square will then be cut to produce an octagonal cross-section. This will be repeated twice, creating a 16-sided, then a 32-sided cross-section. The remaining edges will then be taken down to complete the raw shaping of the mast.

He said the trees are an estimated 170 years old, which means that they were saplings during the heyday of shipping on the Great Lakes.

Last winter, Milwaukee Lake Schooner, Ltd. unveiled a set of concept drawings, designed by Timothy Graul Marine Designs of Sturgeon Bay. These plans call for a 130 foot schooner with three masts. According to Falzetti, the trees were selected on the basis of these plans.

Falzetti said that a Construction Forum, composed of the volunteers who will build the schooner at Milwaukee's lakefront, has been meeting every fourth Thursday of the month at 7:00 p.m. at the Milwaukee Maritime Center, 500 N. Harbor Drive. The Maritime Center is the headquarters of Milwaukee Lake Schooner, Ltd.

For more information about Milwaukee Lake Schooner, Ltd., call (414) 276-5664. For information about Menominee Tribal Enterprises and available wood product lines, call (715) 765-2311. For MLS press information, contact Andy Below at (414) 271-4839. For Menominee Nation press information, contact Verna DeLeon at (715) 799-3341.



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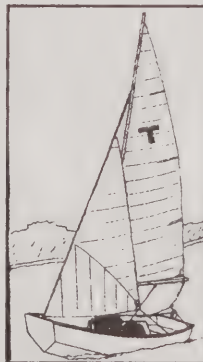
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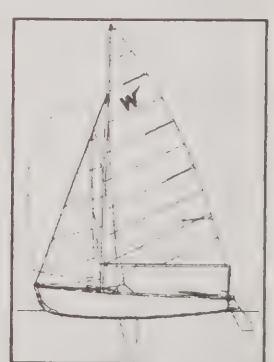
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# Easy to Build Designs from Great Britain

Phil Green from Great Britain has dropped in on us the past two summers on his annual visits to the U.S. to enthusiastically talk about his efforts at interesting British small boat people in his inexpensive ultralight easy to build canoes. He freely acknowledges the motivation for his ambitions to the earlier pioneering of Dennis Davis.

Phil is buoyant and enthusiastic about his creations despite continuing apathy he appears to meet at home. Facing this, he decided to offer his designs to our readers here, and now regularly advertises on our plans pages. He is so much like many of us who wax enthusiastic over our very own design for a special small boat, but Phil has carried his enthusiasm much further along to have produced no less than eight different small paddling canoe designs to date.

So here's your chance to see what Phil Green is up to.

By Phil Green

A well known and much loved philosopher said, "to build your own boat is the last great freedom." How true. Well, we can't all rush out and build a boat and sail the world happily ever after; but we can build a canoe to carry us to remote and interesting places, far from the demands of modern life.

All of my designs have been created to offer the home builder a canoe that will give long service and considerable pleasure. Gaia, Tandem, Solo and Micro use my SBS (simple building system) allowing you to build the basic hull in just a few hours from scratch. In fact, Micro can be built in a day, and be ready to go the next! Punt uses the American "Instant Boat" technique whilst Bigboat, Firefly and the Whitewater 12 use standard stitch and tape construction

## Phil Green Designs

All these boats are designed to be built using 4mm and/or 6mm marine-grade ply, with the exception of Punt which is happy being made from cheap building ply. Epoxy resin is the ideal adhesive for these canoes.

Plans consist of one or two A2 sheets, plus an easy to follow builder's guide, and are priced between \$10 and \$20 US. Also supplied are sensible and useful hints on tools, materials and a free plan for making an extremely handy and useful paddle from the leftovers!

Have fun building your boat! See you on the water.

Phil Green Designs, 2 Keep Cottages, Berry Pomeroy, Totnes, Devon TQ9 6LH, England.



### Whitewater12

This solo whitewater canoe will best suit intermediate to advanced paddlers on reasonable non-technical waters. The symmetrical hull has considerable rocker for fast turns and exciting moves. High ends and flared sides help lift it over waves, and in skilled hands this boat is really fun.

Although tippy on calm water, stability improves as turbulence increases and when it is fitted with a full airbag system, self rescue in deep water is simple. It is light to portage and when properly built using epoxy resin it is tough and resilient.

Length 12', Width 29", Depth 20"-11"-20", Weight 33lbs.



### Bigboat

Actually this is not a big boat, we gave her the name as she is the largest boat in our design fleet. The multi-chine hull is well rounded and buoyant and she will paddle all day two up without fuss, or solo if you prefer. This is an excellent camping canoe, she will carry a large load, great for long trips way from home.

Handling is gentle and well-behaved, appropriate for any skill level. A small family would feel at home using Bigboat, the excellent stability being welcome with small children aboard. Bigboat can also double up as a whitewater boat for two lightweight paddlers or a solo paddler.

Length 15', Width 6", Depth 19"-10-1/2"-18", Weight 47lbs.



### Tandem

This is a two seat racer/tourer for those requiring fine performance who are prepared to sacrifice a little comfort to achieve it. This is a quick, ultra-light boat designed for the home builder who may not wish to spend a fortune on a hi-tech craft.

Experienced paddlers using bent shaft paddles will enjoy the precise crisp handling. Low freeboard means this is a flat-water boat only.

Length 15'11", Width 29", Depth 15"-8 1/2"-14", Weight 34lbs.

## Solo

Solo is our original design with many enjoyable miles beneath her keel. The almost vertical stems give her a modern purposeful appearance, perhaps not the most beautiful, but functional and offering excellent performance.

The flat bottom is gently rockered for stability and a reassuring feel. Solo turns beautifully and tracks a straight line without fuss.

Skilled paddlers can make Solo dance, yet novices quickly feel at ease. The paddler kneels low in the traditional way using a single-bladed paddle. Solo is a good boat for day trips on easy waters.

Length 13', Width 27", Depth 14"-8 1/2"-13 1/2", Weight 26lbs.

## Micro

This tiny boat is great fun and is delightfully light to carry and compact to store. It is designed for use on sheltered waters only and will easily carry a large adult as pictured or two small children. It is stable, comfortable and easy to paddle seated using a double-bladed paddle.

Micro is built from a single sheet of ply and a few feet of lumber and would make a good first time canoe building project, it can easily be built in a day and ready to go the next.

Length 7'8", Width 28", Depth 14"-8 1/2"-14", Weight 14lbs.

## Punt

This boat will appeal to those looking for something different. It is a tough portable workhorse designed to be built from cheap, readily available materials. It is a boat you can leave on the water or pulled up on the bank ready to go. No risk of it being "borrowed", it looks so odd.

Punt is a single-seater which will carry a hefty load, and it paddles very well. It may also be rowed with short oars if preferred. Paddling and rowing options are shown in the plans. It is built using the American "Instant Boat" technique.

Length 12'10", Width 24", Depth 15 1/2"-12"-11", Weight 34lbs.

## Firefly

Firefly is an open canoe in which the paddler sits low for comfort and stability using a double-bladed paddle. It is ultralight and slices through the water without sound with little effort. The hull design provides straight line tracking with gentle and controllable turning.

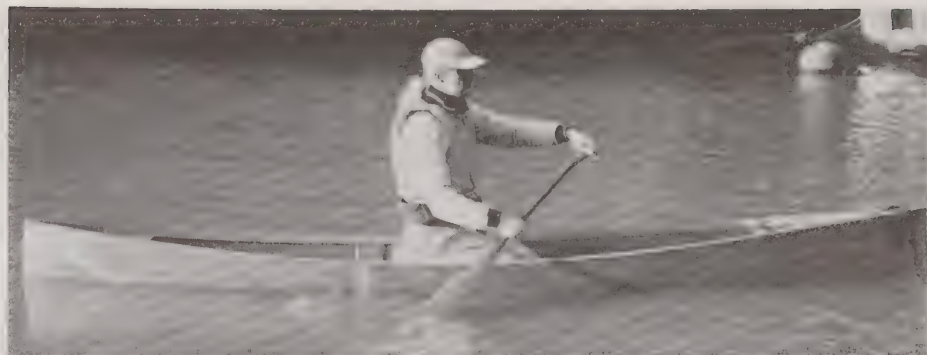
The hull flares dramatically below the waterline offering good stability and strength, while above the extreme tumble-home makes for a snug narrow boat encouraging good paddling style.

Firefly is a real joy for paddlers with some experience looking for minimum weight and the ability to cover distance on flat water at speed with little effort.

Length 16', Width 19-12", Depth 13"-8 1/2"-11", Weight 22lbs.

## Gaia

This is the boat I most often take off my rack. The open canoe is simple to build, looks beautiful and is paddled sitting or kneeling with either single or dou-



ble-bladed paddle. Stability is excellent, she has a good turn of straight line speed and turns well, and is suitable for all levels of paddling proficiency.

Her fine lines are inspired by traditional canoes of the world, from Inuit to Amazon cultures. She is designed to be

easily built, preferably from good materials, to provide pleasure for years to come, a boat for exploring and enjoying our world.

Length 16', Width 28", Depth 17'-8 1/2"-15", Weight 28lbs.



# Forward Facing Sculling Doesn't Work

By Steve Dupont

Well I could maybe have saved a lot of money on machinery and patent work if I had paid attention to the facts facing me in my experiments nearly 10 years ago trying to apply forward facing rowing to sliding seat sculling. It is as simple as this, FORWARD FACING SLIDING SEAT SCULLING DOESN'T WORK!

My earlier sculling experiments with the P.A. Allen patent (1884) Forward Facing Oarlock (purchased from Calhoun Boat Works, Tiptonville TN), should have told me the problem. I felt it. It was as if I was pedalling a 10 speed bike in too low a gear, so I increased the leverage to speed up the blades, which did help some. But since feathering was imperfect, I was dragging hanging blades over the surface and I attributed the slower speed to this drag over the water, and to the partial loss of stroke caused by the blades being unfeathered.

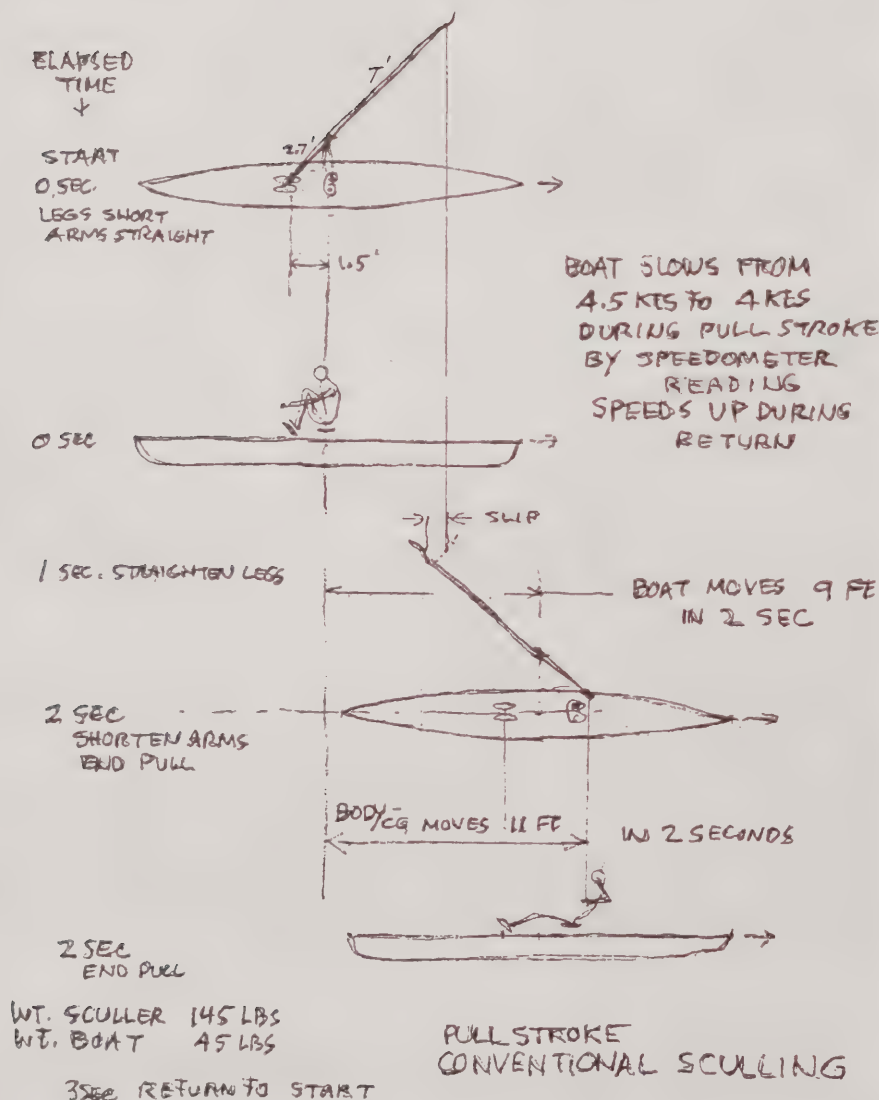
Now having tried my newly designed elaborate ball bearing linkage reversing patented and fabricated "Forward Facing Oarlock, With Feathering, Pat. #5,248,272", I find the real reason. My patented design would work OK with a fixed seat, but the sliding seat is the problem.

First I experienced it testing the new oarlocks made for me by Jim Breese of Harbor Industries in Guilford CT, mounted on a Martin Alden Ocean Shell with Oarmaster. After I'd gotten the message again, I went back to the drawing board to analyze it, which I should have done back in the early 1980's. But then I couldn't figure out how to do the analysis. The result of a little brainwork shows up the problem in the illustrations.

What happens is caused by the dynamics of the sliding seat. In conventional sculling, the sculler's body moves in the direction the boat is going about 11' in 2 seconds during the pull stroke. He is putting energy into his momentum to propel the boat, he is the "flywheel" to smooth out the intermittent input of energy. But when he turns around to face forward, the sculler moves on his power stroke, BACKWARDS in the boat, opposite to the boat's direction. His body is the heaviest part of the equipage, weighing in my case 145 pounds against the boat's weight of 40 pounds.

In conventional sculling, a speedometer towed showed the boat slows down during the pull stroke, in one test from 4 knots to 3.5 knots, because the energy is going into the "flywheel" sculler, not into the boat. Then the boat speeds up as the sculler bends his knees and straightens his arms for the return stroke. But with the forward facing setup, speed was 3 knots pulling and less than that returning.

In conventional sculling the sculler's body moves in the direction of travel, 11' in 2 seconds, while with the forward facing setup, his body moves only 5.75' in the



direction of boat travel in 2 seconds during the power stroke! My setup does have some flexibility due to the mount in the boat, which loses some of the stroke, but that is only a small part of the loss. The major loss is due to the loss of the sculler's momentum in the boat's travel direction while he is moving backwards in the boat. I had always postulated that the energy had

to come back into the closed loop system, but that is wrong; the energy really never gets into the system.

Incidentally, sliding outriggers with fixed seat would not help any. It has been a fun project but awfully expensive. And I can never forget that my late wife Anne told me I was spinning my wheels. How did she know?

ELAPSED  
TIME  
↓

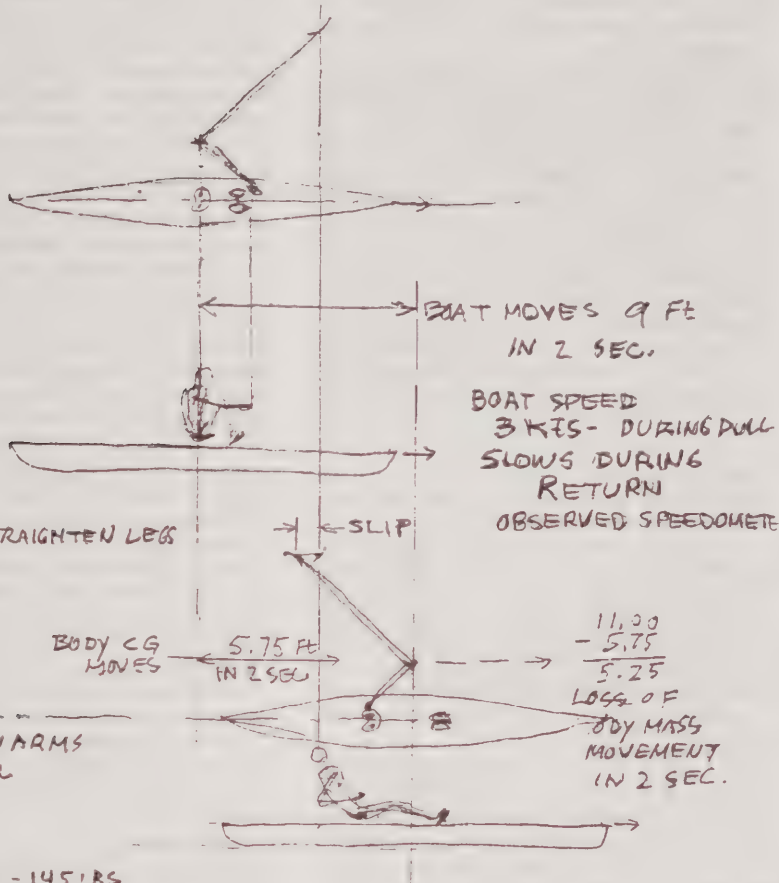
0 TIME

0 TIME

1 SEC - STRAIGHTEN LEGS

2 SEC - SHORTEN ARMS  
END PULL

WT SCULLER - 145 LBS  
WT BOAT. 40 LBS



PULL STROKE

3 SEC - RETURN TO START

FORWARD FACING  
SCULLING



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MAAS AERO & 24  
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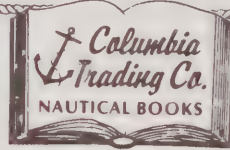


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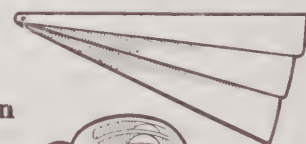
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# Techniques, Tools, Materials: Your Ideas & Needs

## Mea Culpa (Sort Of)!

By David Goodchild

I have received a number of pieces of mail commenting upon my review of Jim Trefethen's book "Wooden Boat Renovation". Most of the criticism centered on my comments regarding the removal of "amine blush" with acetone. There were a few other comments as well including one that questioned the value of "amateur" reviews. I have no argument with those who critiqued my comments, in fact I find that some of them are correct, but I believe this is an opportunity to point up the wide variety of differing opinions on how to build boats and the value of these kinds of reviews in "Messing About in Boats".

**Amine Blush:** I have been messing about with epoxies since the late fifties (when I dechromed my '41 Ford Business Coupe with a patch kit) and apparently my pre- and post-conceptions have finally caught up with me. In the early days, what is now called "amine blush" was always referred to as "wax" and the recommended procedure was to wash the surface with acetone to get rid of it.

For a more recent example of this advice and at an early stage in the building of "Toad Hall", I was using a major brand of epoxy (not the West or System 3 brands mentioned by the letter writers) which produced considerable "blush" or "wax". It was considerable enough in fact for me to be able to trace my initials in the very waxy appearing film on the surface of the wood. The instructions on the can recommended washing the surface with "hot soapy water" after coating in order to remove the "wax".

Since I would need to coat portions of the boat which abutted other uncoated portions of the boat, and since I did not wish to have water puddling on uncoated and unprotected plywood, I called the manufacturer to re-confirm that I could use acetone for removal of the "blush". One of the "laboratory" technicians confirmed that this indeed was a recommended procedure and then went so far as to recommend in addition, the use of enamel reducer to perform the same function. After washing the surface with acetone I noted no further residue on the substrate and it sanded easily.

Due to the thoroughness and completeness of those who have written about my comments, I now have no doubt that amine blush can be removed by water. I still have some doubts however that acetone (or enamel reducer) merely moves the blush around and clogs the sandpaper. For whatever reason, this is not my experience.

**Softening Epoxy:** One writer commented that they soften epoxy blocks an eighth of an inch thick at 140 degrees F in their lab and cut it with a knife. I have conducted several tests on my mast construction technique (1/16" Douglas Fir veneers epoxied over PVC pipe cores) to temperatures of 250 degrees F over a period of six hours. The laminate became flexible and I was able to distort it but it

held together and when re-cooled appeared no different than when I had begun the test. I will agree that you can heat epoxy to 140 degrees F and then cut it with a knife. You can cut 1/8" epoxy blocks with anything sharp enough, hot or cold. I would imagine, but to extend that ability to the ability to scrape off your fiberglass/epoxy laminate with a putty knife as Trefethen recommended is, I believe, a stretch.

**Scraping v. Heat and Chemical Strippers:** In this regard I made the statement that "I had always been taught that . . ." it was not acceptable to remove old finishes with heat or chemical strippers." My teachers were such authors as Sam Rabl and such wooden boat yard owners as Tom Ward, one of the best repairers of wooden boats I have ever known. Here's what Sam Rabl has to say in "Boatbuilding in Your Own Backyard": "If you're tempted to burn off old paint with a blow torch, don't do it. The heat drives the oil of the paint into the wood, and as previously stated, oil is not compatible with the resin. Do not use a paint remover for the same reason. It leaves a residue which doesn't help the process. Remove all paint by sanding, manually or mechanically. Wear it off!"

Heat is obviously not going to be useable for stripping brightwork, but I believe that the necessity to wash away the chemical stripper residue with such highly toxic chemicals as benzene and its brothers also mitigates against their use. Why add more chemicals to the wood? I will continue to use a sharp scraper to strip paint and brightwork.

**Laying Glass Cloth Before Coating with Resin:** One writer objected to my criticism of Trefethen's recommendation to lay the cloth on prior to the first coat of resin and my statement that you would spend a large part of your life getting rid of air bubbles if you did this. I hold most firmly to this recommendation. The same writer said "Has he ever tried to lay cloth over a large hull wet?" I would say in response that the amount of cloth layable at any one time is determined by the size of the cloth and not by the hull. It is unlikely, I think, that a builder is going to coat a large hull in its entirety and then try to hang one large piece of cloth over the entire structure.

Here's what Alan Vaites has to say about the subject in "Covering Wooden Boats with Fiberglass". "It is important to paint the surface with the catalyzed resin before putting up any piece of glass material, because the resin comes through from the back and speeds up the wetting out. It is also important to paint ahead when you're putting up vertical or overhanging glass so that the resin will have started to gel and become sticky when you get there. It is much easier to lay up glass on resin that has reached the sticky stage. Once you have tried it both ways, you'll be inclined to go away until the surface gets sticky, rather than battle with glass that's falling off as fast as you can push it back up."

My own experience is that trying to apply glass over dry, uncoated wood al-

ways makes more air bubbles than the reverse process. Can they be removed? Of course they can! But at the cost of a lot of extra effort. And I must admit to a sneaking fear that if the procedure makes all those air bubbles, isn't there this secret film of air which makes the glass fabric "float" on the surface of the resin instead of adhering more closely to the wood? As amateurs (and I am firmly of that denomination) we need to provide information and opinions to other amateurs consistent with our status. The professional builder may indeed decide to hang dry fiberglass on dry hulls and add the resin later, but I feel strongly that it is not in the best interests of the amateur to do so. There are enough tricks to this "trade" without gratuitously inventing more to bedevil us!

Finally, one writer stated that while he had at first thought that having readers provide "amateur" reviews was a good idea, as a result of my review of Trefethen's book, he no longer thought so. I believe this exchange in fact proves that writer wrong. Clearly, readers are not going to permit wrong information to go unchallenged. Clearly, the resulting two-way correspondence is healthy and invigorating. Clearly, the increased amount of information and opinion gives everyone involved in this superb activity of boat building and boat renovation more tools with which to do better work. The human brain is the ultimate tool. The sharper it is kept the better it will work.

As a result of this exchange, I have learned more about "amine blush" than I probably ever wanted to know, and while I will never refer to it as a "wax" again, I've got to tell 'ya, it still looks like Classic Car Wax to me!

## About Those Mast Dimensions

I was delighted to read Mr. Ernest Murphy's discussion on the calculation of mast diameter v/s stave size. Had I taken the trouble to carry my own figuring to that point of obtaining the expression he presents I would have saved myself not only considerable point-slope drawing "calculation", but would not have neglected the "little" factor which left me with a tip diameter just enough (about 3/4") smaller than desired to make me uneasy. I tell myself firmly (and I hope correctly) that the difference is not so much that, given the fact that it is deliberately oversized to begin with, I will experience some sort of embarrassing or disastrous failure but it would be much better to be able to avoid such thoughts altogether.

He is right that it would be very difficult to cut the V groove to match a stave on which the thickness as well as the width had been altered. Had I thought of the problem of interior diameter at all I would have been tempted to cut and groove the staves first and then to reduce the thickness, trusting the self-assembling nature of the thing to align everything. In

the event, my own solution was brute force: I used progressively larger bits on extensions to bore it out to the size needed (of course, as is my regular and obsessive custom, I then swabbed the freshly exposed wood of the bore with thinned epoxy resin) giving me an interior bore at the tip so as to pass wires and lightning rod.

Incidentally, the basis for all this came out of the much maligned "Practical Junk Rig" of Hassler and McCloud.

Mr. Murphy's letter on page 22 of your July 1, 1994 issue listed several problems of both construction techniques and materials used. As I have made, if I may flatter myself, even more errors than he, I will take the liberty of listing several things which I have found to work. Many of them were tips given to me by Charlie Malusky and the late Fred Sperry, both here at Summerfield's.

I have never knowingly dealt with "amine blush" but may have wound up removing it by wiping, either before or after or instead of sanding, every epoxy surface with "liquid sandpaper". I habitually use epoxy resin thinned to water consistency with alcohol, acetone, or Sears Epoxy and Lacquer Thinner (about \$2.65/qt at my local Sears) as a "primer" and apply subsequent coats of straight epoxy while the thinned stuff is still tacky. The thinning process lengthens the tack period and also lets me stick glass cloth to surfaces at any angle before applying the straight stuff.

I am particularly pleased with the results from painting thinned resin on the surface and the end grain of plywood. It soaks in and most of the time the wood will soak in several coats which I picture as curing "inside the wood wherever water might go". This procedure is tedious but prevents splitting of the plies.

A plug for 3M: Their polyurethane caulking goop is the best stuff I have ever found for this sort of construction. It can be applied with epoxies which are still wet or after it has set. In either case it will cure to a flexible material which reminds one of the rubber of which tires are made. It will not adhere to a surface which is wet with water but once it is on even an immediate downpour or immersion will not bother it or slow it's cure in the least. I make a habit of using it where edges meet and wherever a fastener goes in or through and have never, as long as I was enthusiastic enough in my application, had a leak, ever. The stuff is incredibly strong and adhesive and lets a structure flex without cracking or losing mechanical integrity.

If I had splitting seams, glass taped or not, to fix I would slop a liberal amount of thinned resin into every section it would penetrate and then run a generous bead of 3M 5200 along and into the splits, smoothing it with a wet finger. It is well to mask with tape if you are at all concerned with final appearance as this stuff is messy to work with.

Epoxy resin, thinned and straight, and 3M 5200 make, in practice, an ideal combination despite the limited range of colors the 5200 comes in, white, brown, mahogany, and black. There is a Bostitch product, their #920 (I believe) which seems to be identical to 5200, at least it does all the same things. The price is a bit lower but I've only seen it in white and it

comes in a foil lined cardboard tube rather than the metal ones 3M uses.

Filling screw holes with epoxy resin seals the wood grain and gives a stronger grip to the threads. The screws can still be removed, leaving a perfectly formed hole, almost as if it had been "tapped" for a wood screw. I even cheat from time to

time, inserting slivers of resin soaked wood into the hole and pounding in the screw as if it were a nail. It still holds like a screw and can be removed and re-inserted just as if I had done the job "properly".

Scott White, 1500 S.W. 17th St., Ft. Lauderdale, Fl. 33312.

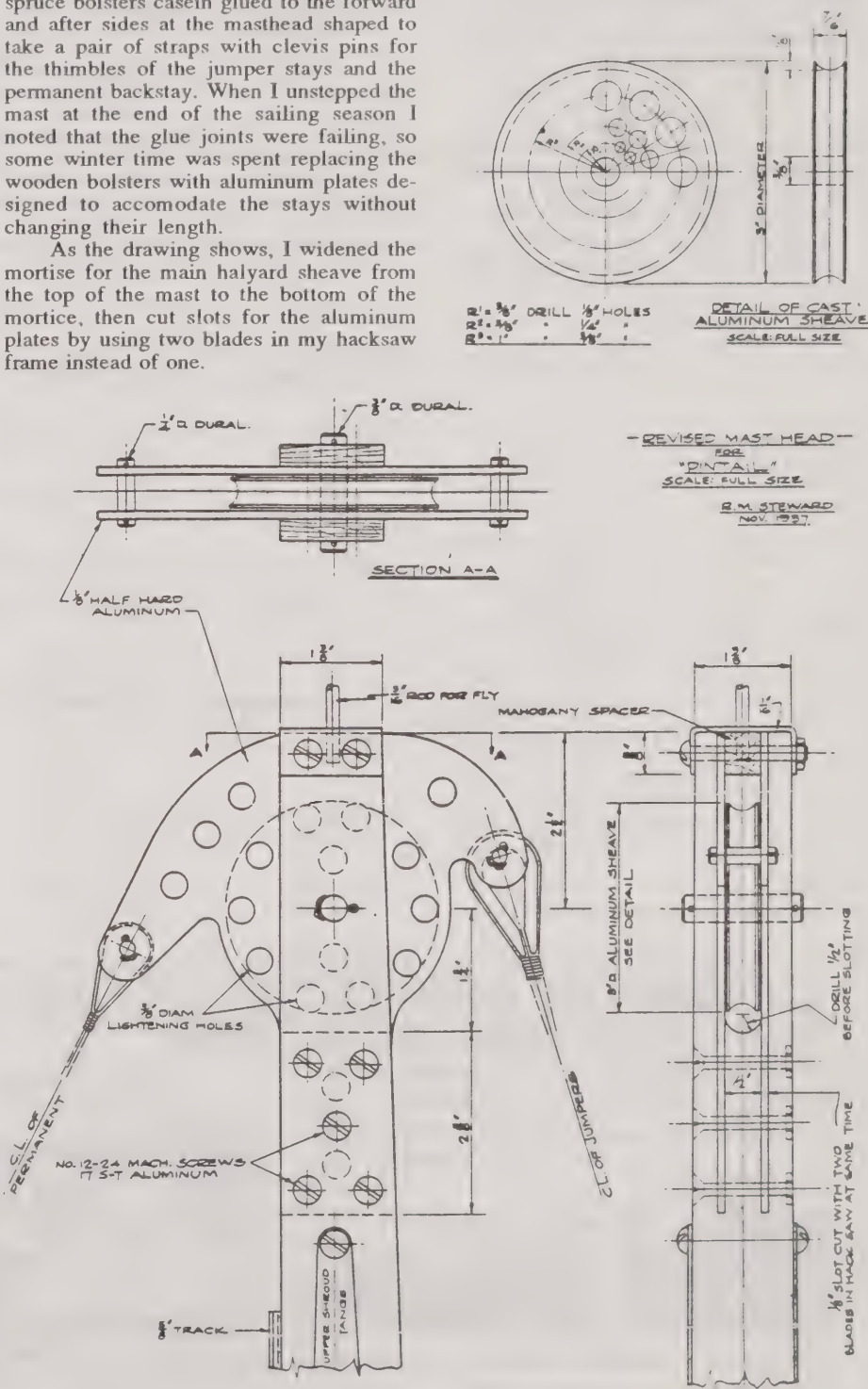
## A Better Masthead Fitting

By Bob Steward

When I built the hollow rectangular mast in 1937 for my 19' Rhodes designed centerboard daysailer, the plans called for spruce bolsters casein glued to the forward and after sides at the masthead shaped to take a pair of straps with clevis pins for the thimbles of the jumper stays and the permanent backstay. When I unstepped the mast at the end of the sailing season I noted that the glue joints were failing, so some winter time was spent replacing the wooden bolsters with aluminum plates designed to accommodate the stays without changing their length.

As the drawing shows, I widened the mortise for the main halyard sheave from the top of the mast to the bottom of the mortise, then cut slots for the aluminum plates by using two blades in my hacksaw frame instead of one.

I made a pattern for a cast aluminum sheave and now realize I must have spent a number of hours drilling the lightening and fastening holes without the aid of a drill press. If memory serves, drilling aluminum is speeded up by lubricating with kerosene.



# Bolger on Design

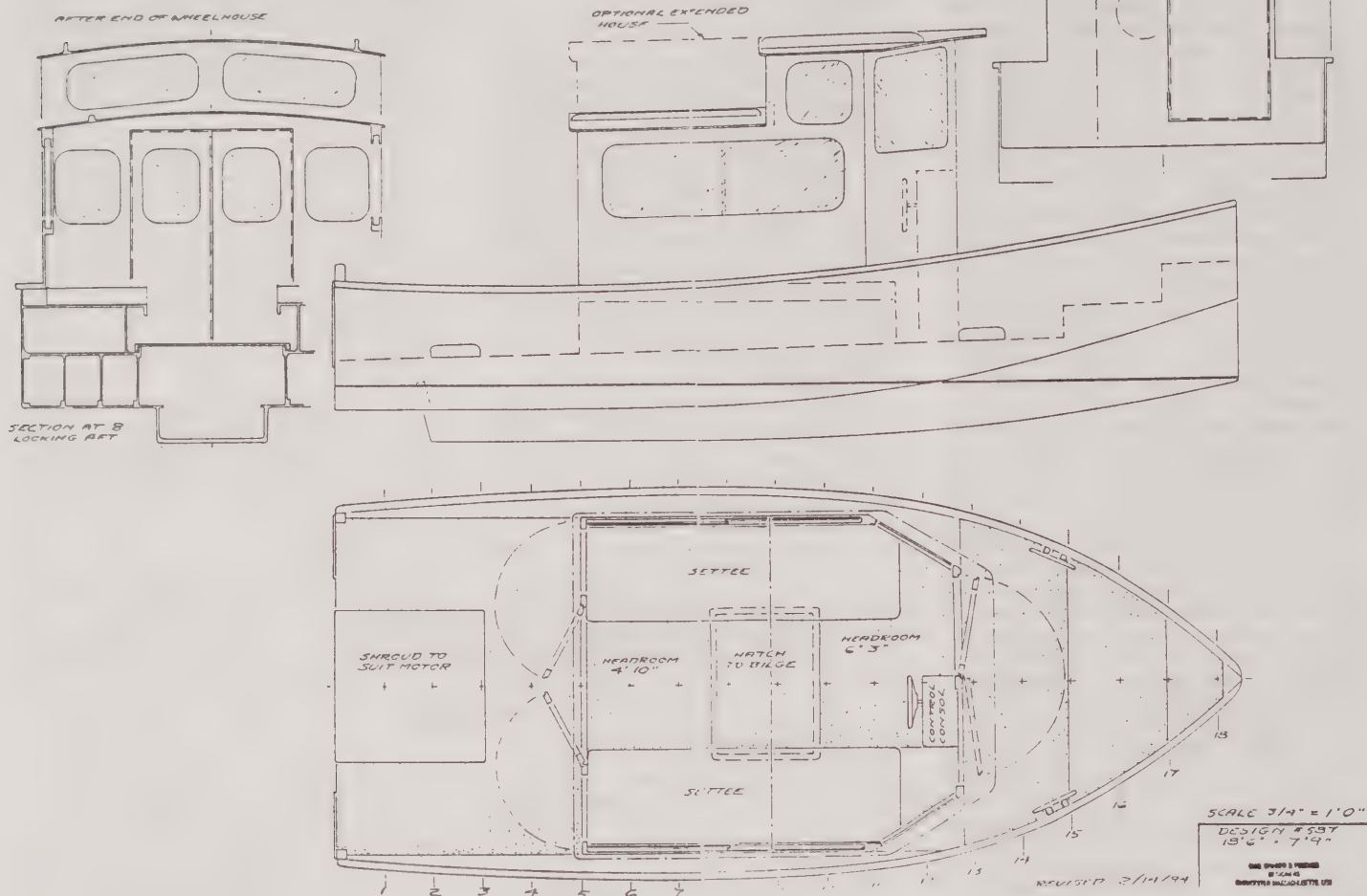
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Stuart Sears bought our "Hawkeye" and contracted with Dave Montgomery to build a roomier shelter on her in place of the original narrow house. The old superstructure was simply set on the flush water-

tight deck. The new one is still on top of the deck but is integrated with the existing bulwarks and made watertight along the sides, so that besides sheltering a roomy day cabin, it adds to her reserve stability and buoyancy. "Hawkeye" is a light boat, and four men standing on her rail cap could put the edge of the deck in the water, as she was built.

The new house is a lot more expensive than the old one, and, to my eye, not as good-looking.



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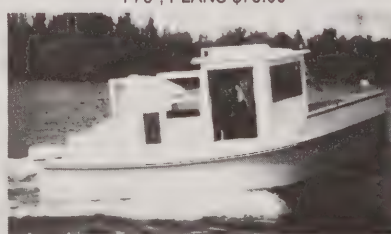
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# "Sea Lion"

By Joshua Sherman

From "Rudder" Magazine 1957 Plans Catalog, page 47:

"Seagull: LOA 18'; Beam 7"; Draft 10"; Sail Area 165 sq. ft. Designer: William F. Crosby."

"Seagull is a marconi-rigged sloop well suited to afternoon sailing and short cruises. She has moderate deadrise and requires no steam bending. This is a husky, well balanced little boat. Total weight is about 1000 lbs. "Seagull" cannot be constructed of plywood. Plans for a cuddy appear on the blueprint."

From the Logbook of the Seagull "Sea Lion":

Viking Sailmakers Inc., Elk Grove Village, Illinois, Bob Bettger, July, 1972.

"I can't believe it. After all these years. Back when I started, 1937, my first job was for a suit of sails for a Seagull. John Elkridge was going on his honeymoon and taking the Seagull across Long Island Sound and then up the New England coast. This is my sail and made back in the 30's, I can tell just by looking at the stitching. It wouldn't surprise me if this was the one I made for Elkridge all those years ago."

This poem and photograph are of "Sea Lion". I found this little boat in Wheeling, Illinois in 1971. The photograph was taken the day I brought her home. As the poem tells, I rebuilt the boat and sailed her on Chesapeake Bay for a number of years. I used her as a commercial crabber, License MD 6295T, a daysailer and raced her under Portsmouth Handicap Rules.

I took her to Cape Hatteras in 1979 to sail in Pamlico Sound, but one evening, she slipped her buoy and was never seen again.

The poem, written many years ago, speaks of experiences that many wooden boat owners have had. It will invoke the warm memories that only a wooden boat can provide. It may even tease an uninitiated into the realm of kerosene, salt air, pitch, linseed oil and coal smoke from the Shipmate. It is dedicated to those men and women who have built, rebuilt, refurbished and rekindled the life of wooden boats. I am certain it will conjure up nostalgia among some of you who read it.

Being a man of very modest means, a plastic boat was beyond my dreams.

With everything costing so much money, my dream of a boat was almost funny.

I looked every place there was to see, for a little craft almost free.

I had just about given up the ghost, when there I found her just off the coast.

Almost missed her as I drove by, hidden she was by weeds so high.

Her hull by sitting hogged, her tattered sails flogged.

Her standing rigging bent and rusted, her rudder and boom busted.

Her planks and deck and carlins rotted, but a fine seabird was what I spotted.

I asked the yard about an offer, price, their answer a firm "no dice".



They said they couldn't ask any pay, just that I hurry and cart her away.

I hitched her trailer to my car, towing her off that weeded bar.

As we cleared the yard and waved good bye, I thought she gave a relieved sigh.

Moored safely at home I looked her through, and, Oh, My Lord! the things to do.

Her frames and battens of pine were shot, every screw I found a needle by rot.

Mast of spruce, fittings of bronze and brass, showed she'd been truly built to last.

But years of repairs made careless and bad, showed owners' care lacking and sad.

Her cambered decks had over been glassed, on sugar pine long gone to past.

Her mahogany cabin blistered and cracked, keel, apron, transom and stem were wracked.

The centerboard trunk to the planks not tight, the board surely had been in a fight.

And under the floorboards there I found, foam flotation poured into a mound.

No use in sayin' she was quite a mess, but in her only could I see the best.

With heavy heart on the work I'd to do, I made a list of that which was true.

I studied her design by each inch and line, so changes could be made without a bind.

Shucked was that poor tattered canvas sail, ordering a new one from Viking by mail.

I haunted the docks the yards and dumps, until I'd come up with a fist full of trumps.

I collected and found each old tool I had, and ground and sharpened a man gone mad.

When each edge smiled to sharpened glee, start would I on that bird of the sea.

I consulted my pile of drawings and plans, sharpened my pencil and spit on my hands.

The work was long, each piece a maze, I worked and worked as if in a daze. I measured and sawed and eyeballed and shaved, each cursed five way beveled rib stave.

The chines, the sheer, the cambers and trunnel, from bench to ship, as oil down a funnel.

The harder I worked the more needed done, it seemed I worked long after the sun.

Planking and decking of clear cedar new, fittings of bronze bought by the slew.

Waterproof glue and synthetic white caulk, flowed into her seams with a minimum of talk.

A new deck of plywood, ringed bronze and brass, fitted and shaped for a century to last.

The board was gone by rust in the past, replaced by a keel of oak, steel and glass.

From wet, windy open cuddy abeam, came a cozy cabin sheltering the team.

The cockpit as seen was open and bare, now sported a self-draining affair.

From stem to stern along each side, embedded flotation to save my hide.

Out at sea in the nights being damp, add the touch of a brass gimballled lamp.

Seasons changed from green to snow, the work seemed ever so slow.

Family and friends had been recessed, there was no reasoning with the possessed.

With each new piece rebuilding her soul, she quietly spoke but never a scold.

Sometimes to wife at dinner I'd say, honestly she spoke me this day.

Days and nights of work hurried past, to reveal her finally at long last.

Putting to sea she hummed a tune, overhead the sails ballooned.

We took a run to see her stride, never forget that wonderful ride.

Her cutwater sliced each foamy wave, broaching a hint she never gave.

On windward reach the sun gone down, saw a small boat homeward bound.

The sea was up and the wind appallin', missed the gauge which was a fallin'.

She pounded and pitched and rolled and dipped, but never a drop of sea was shipped.

She battled the wind and seas of the gale, but brought me home hearty and hail.

A day or two has long gone by, from many ports we've said good bye.

We've roamed the inland seas abound, and slid the keel over salty sound.

We've sat for hours under a windless sun, and ran before storms anything but fun.

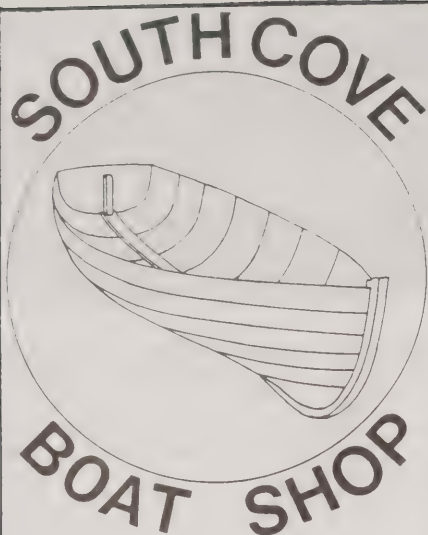
She's taken me far and kept me safe, she the mother me the waif.

And so my tale is done and said, of the boat I found oh so dead.

Where is she now you ask and say? Slipped her moorings one windy day.

I searched and searched across the Sound, but nowhere near could she be found.

A circling gull pointed for it could see, The Lion heading home, far out to sea.



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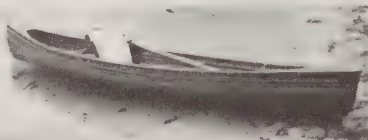
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**14' Amesbury Rowing/Sailing Skiff**, blt '78 at famed Lowell Boat Shop. No rot, no leaks, new tilt trlr. \$2,000. Motor available. ROGER EISENZOPF, Gloucester, MA, (508) 281-02567. (7)

**25' O'Day Sloop**, keel/CB, M.J.G., pressure water, cockpit shower. Slps 5. '93 9.9 Evinrude. Dual axle trlr. Exc cond. asking \$12,000, consider partial trades. DON CURRY, Topsham, ME, (207) 725-6914. (7)

**Wood/Canvas Canoes**. '09 Old Town Charles River, gd cond, \$500. Racine, ribs & planking, thwarts, seats, keel, inner stems OK, nds outer stems & canvas. \$950. Photos available. JOE PATTEN, Cuttingsville, VT, (802) 492-3399. (7)

**Star #5020**, blt '66, wood, glass covered, mast & rigging, galv trlr. \$700. Keel available. JOE PATTEN, Cuttingsville, VT, (802) 492-3399. (7)

**24' Neptune FG Sailboat "Patriot"**. Shallow draft, traditional lines. Full hdm w/popup top. Slps 4-6. Teak trim, compass, sounder, knotmeter, SS radio. 9.5 Evinrude electric start, tandem trlr w/10' ext tongue. Ready to sail. \$6,500. BOB THOMSON, Rochester, NY, (716) 247-3395. (7)

**25' Bolger Black Skimmer**, famous leeboard sharpie. Beautifully constr '86, nds bit of finish work but sailable as is. Gaff main. On new custom Trailex alum trlr. Change of plans dictates imm sale. \$4,900. Will consider delivery. SASE for details. (Trade +/- cash for Martha Jane). C. ANDREWS, P.O. Box 3135, Kent, OH 44240, (216) 678-3010, lv msg. (7)

**20' Sharpie**, design from Gardner's "Building Classic Small Craft", blt '78. Exc cond. \$750. SHAW BOSWELL, E. Brunswick, NJ, (908) 390-4762. (7)

**Laser**, late model like new w/dolly wheels. \$2,095. **Starcraft Jonboat** w/live well & Cox galv trlr. Exc. \$800. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (7)

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Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy please type or print clearly your ad copy. Mail to "Boats", 29 Burley St., Wenham, MA, 01984. Please no telephoned ads.

(Starting with the August 1, 1994 issue, I have revised the ad format by using **bold print** for each boat/item advertised to better highlight them for ease of locating your needs.)

**16' Whitehall Mold**, lapstrake in black gel to Chappelle's lines. \$6,750. MOLDS, 20805 Mullan Rd., Frenchtown, MT 59834. (7P)

**23'6" Bolger Light Schooner**, 5' beam, open unballasted daysailer w/traditional schooner rig. On trlr, tow w/compact car. Perf, always stored in drs. Turns heads everywhere. Must sell! \$2,900. Will deliver. SASE for details. C. ANDREWS, P.O. Box 3135, Kent, OH 44240, (216) 678-3010, lv msg. (7)

**19' Rhodes Keel Sailboat**, 4.5hp Mercury OB, all equipmnt, well kept. \$2,000. JAYLENE SUMMERS, Kennebunkport, ME, (207) 985-7412. (7)

**16' Gloucester Light Dory**, blt '93, 1/4" marine ply on 1/2" bottom, bronze fastenings, top cond. Nds gd home. \$600.

Winslow Womack, 7049 Pea Neck Rd., St. Michaels, MD 21663, (410) 745-9589. (7)

**'55 Chris Craft Runabout**, recently restored, 20hp Johnson OB. A classic boat. \$1,500. WINSLOW WOMACK, 7049 Pea Neck Rd., St. Michaels, MD 21663, (410) 745-9589. (7)

**Capri 14.2 Sloop Daysailer**. Save \$1,600 on boat used only 6 times in fresh water. New trlr incl. \$2,900. RICHARD HARRIS, Grafton, MA, (508) 839-4765. (7)

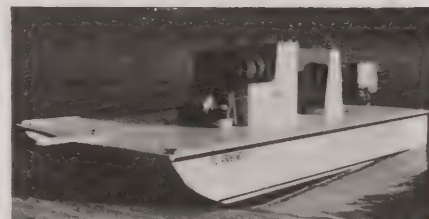
**19' Cape Dory Typhoon Weekender**. I bought a Stonehorse by accident while my wife was in Alaska so now my Typhoon (featured in the Editor's "Commentary" in bygone issues) is for sale. All gussied up, in the water. \$3,500. PAUL SCHWARTZ, Salem, MA, (508) 744-0445. (7)

**60 Sq Ft Sail** for Bolger Brick, Cartopper, Teal, etc. Never used. \$140. JIM MICHALAK, Lebanon, IL, (618) 537-2167. (7)

**Nimble 20 Yawl**, tropical version. '88 w/galv trlr, 5hp Honda, tanbark sails & 155% genoa. FG hull w/plenty of teak, bronze & brass. Salon cabin doors, painted spars, teak grate. 5 opening ports w/screens. Indoors winters, covered seasons. Seeking \$9,800. CHARLIE & RUTH ELLEN PEARSALL, Binghamton, NY, (607) 648-4541 aft 3pm. (7)

**Montgomery 15 Sailboat** w/trlr, Honda OB, porta potti, anchor, sails. Keel/CB, exc daysailer/microcruiser. Exc cond. Poss delivery. Asking \$3,000. E. BRADEN, Melbourne Beach, FL, (407) 727-0770. (7)

**20' Ensenada Sailboat**, Lyle Hess design, swing keel, trlr. \$3,000. **8' Wooden Pram**, John Gardner design V-bottom, homemade sail rig, sail torn. \$250. **Gaff Sail** for 17' catboat. \$20. ERNEST JONES, 14 Park Ln., Niantic, CT 06357, (203) 739-0016. (7)



**16' Koeck Kat Flats Boat**. Professionally blt WEST System throughout. Factory fresh rblt Evinrude 70hp, custom galv trlr. A fast, stable, unsinkable family camping, fishing, party boat. For get the pontoon boat, buy this! Have \$7,500 in receipts, asking \$4,500 OBO. May take Oldshoe or similar small sailboat in part trade.

Charles Akers, Orlando, FL, (407) 658-0622 eves. (7)

**Beetle Cat #1593**. Blt '74, restored '92. 3 new planks, recaulked & payed, new spars & rigging, new sail, compl deck job. Not in water since restored, nds a new owner. Asking \$4,750. STEVE SMITH, Eastham, MA, (508) 255-8226, 6-7am or 5-9pm wkdays or wknds. (7)

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**16' FG Gloucester Gull 2** rowing stations, mahogany trim, exc cond, designed by Phil Bolger, made by Edey & Duff. Fast, seaworthy, classic lines. Located in Mattapoisett, MA. Asking \$850. ROCKY KEITH, Carlisle, MA, (617) 973-6880 days, (508) 369-7953 eves. (7)

**7' Leif**. Blt from kit by owner this yr. Ketch-rigged w/85sf of sail. Oars & launching dolly incl. Asking \$1,200 or trade for scull or row boat w/sliding seat. KEN ONG, 21 Beverly Rd, Douglaston, NY 11363, (718) 631-9011. (8)

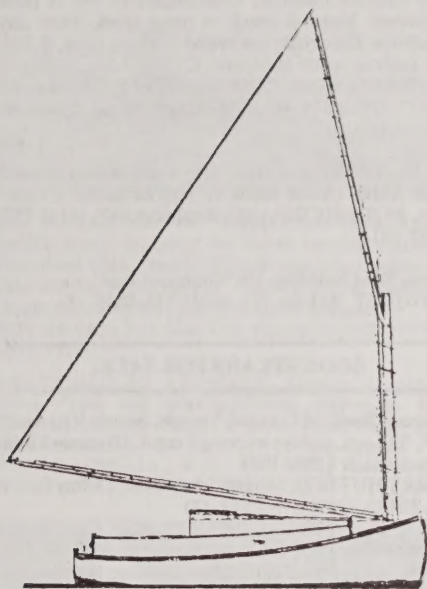
**15' Albacore FG Planing Sloop**. In fair cond, w/trlr, \$1,500. BILL PHILLIPS, 373 Glen Mills Rd., Thornton, PA 19393, (215) 459-1016. (8)

**'84 Honda 10hp Longshaft OB**. Asking \$450. **14' Whitehall**. Prof blt, FG hull, mahog seat/trim, spruce spars, dacron sail \$2,750. Will consider trades. MARK NASH, St. Peters, MO, (314) 926-0895. (8)

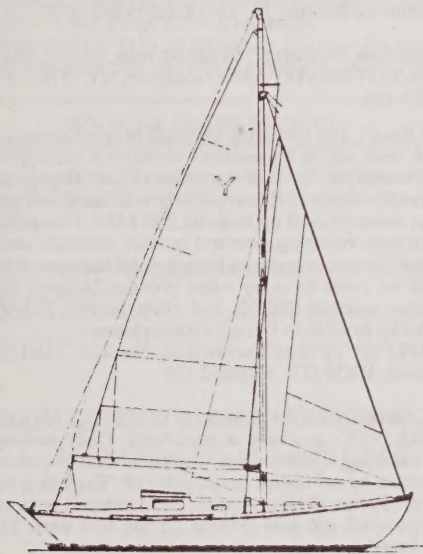
**Buccaneer 33' Tri**. Demountable & fast. West System (R), 9.9hp Yamaha 4 cycle to 8 knots. Cutter rigged, roller furling & jiffy reefing. Slps 4, galley, electronics & trlrR. \$36,500. (203) 536-2130 or (203) 873-2181. (8)

**30' Norseman Sloop**. Blt Holland '59. Teak on oak. Nds stem, spot refastening, cosmetics. New engine incl (nds installing). Gd sails, rig & equipment. Lost interest, must clear yard. Sacrifice for \$2,500 OBO. Will consider wood canoes, kayaks, skiffs or truck camper in trade. Can arrange delivery anywhere in country. DAN GUAJARDO, Harwich, MA, (508) 430-0065. (8)

**22' Cruisers Inc. Barnegat Cuddy**. '83, low hrs on 228hp Merc & outdrive. Loran, VHF, depthsounder, power trim, full canvas, oiled teak trim & teak swim platform w/swim ladder. Anchor, porta-potti, all CG equipment. grt wknder/fishing/skiing/picnic/all purpose family boat. Gd looker, grt shape, ready to go in water. Can launch or deliver. We've bought new camper & vehicle so sadly must sell. Sacrifice for \$8,900 or will consider wood canoes, kayaks or 16' skiff w/OB & trlr in partial trade. DAN GUAJARDO, Harwich, MA, (508) 430-0065. (8)



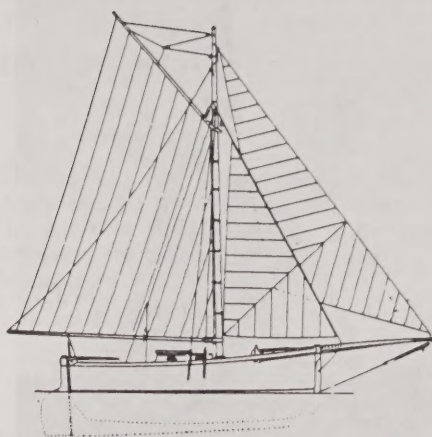
**18' Fenwick Williams Catboat.** Short-cabin version. Blt '45, probably on the Cape. Mahogany and pine over oak, with Volvo Penta MD1 7hp diesel IB. Spruce spars, wood blocks, bronze ports, kerosene cabin lamp, steel CB, canvas deck, and a FG-over cabin top. Slps 2. Wilcox-Crittenden marine head. All new electrical system & batteries. Sail and rigging in exc shape. A beautiful, strong, friendly old girl w/colorful history. Professionally appraised this year @ \$6,000. Asking \$4,500. Info package sent on request. LES GOULD, Exeter, NH, (603) 772-7890. (8)



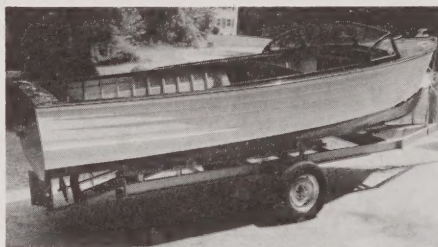
**27'9" East Anglia Sloop.** Alan Buchanan design, British blt '59. Mahog on oak, Stuart Turner 2cyl 8hp, incl 2nd rblt engine w/loads of spare parts. Well maintained & equipped. Grt sailer w/plenty of room. Custom steel cradle. \$17,500. HARRY DUDLEY, Manchester, MA, (508) 526-1176. (8)

**21-1/2' Thompson Runabout.** Wooden lapstrake off-shore boat, blt '72. Brightwork & cabinets restored by Brooklin Boatyard. Nds transom & windshield repair. In Deer Isle, ME. Now reduced dramatically to sell @ \$1,000. Photos & write-up available. GEORGE ZENTZ, Concord, MA, (617) 489-3411, (207) 348-7717. (8)

**Bolger Micro.** Epoxy over AC, galv trlr, 2.5hp OB, w/gear. Gd cond. \$3,000. **16' Folbot Pisces.** 2 seater folding kayak, gd cond. \$700. **Mirror Dinghy.** #62157, 10'10" cartop sloop, mahog ply hull, gray outside, bright inside, red sails, gd cond. \$550. Can't keep fleet while working overseas. BILL HUGUELET, Rt. 3 Box 168E, Sylva, NC 28779, (704) 586-5376, lv message. (8)



**19' Itchen Ferry Cutter.** 8'3" beam, 3'6" draft, 2-1/2 ton displ, cedar on oak. Replica of English fishing smack "Wonder" in "WoodenBoat" #14, but w/cabin & self bailing cockpit. New, on trlr, could easily be finished for fall season. \$3,300. JOHN HUDSON, Stonington, CT, (203) 572-0711 (work), (203) 535-2234 (home). (8)



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**25' Piver Trimaran.** '76, Fg over plywood. Slps 4, stove, head, main, jib, genoa, 75.Merc. In grt shape, nds only paint. \$6,500 offers. STEVE ORLANDO, RRI Box 416, Poland Spring, ME 04274, (207) 998-2952. (8)

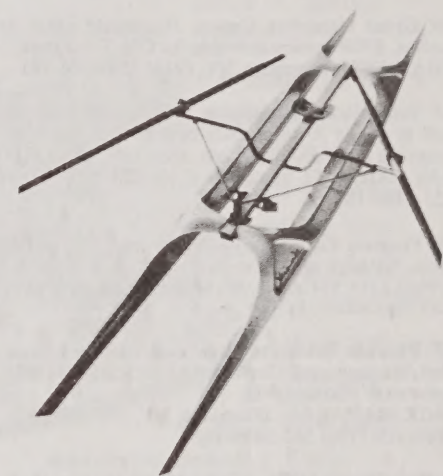
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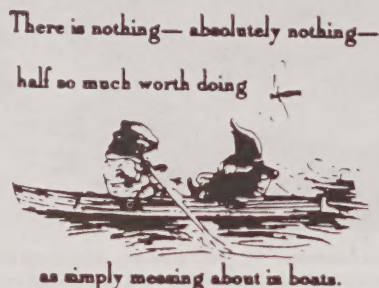
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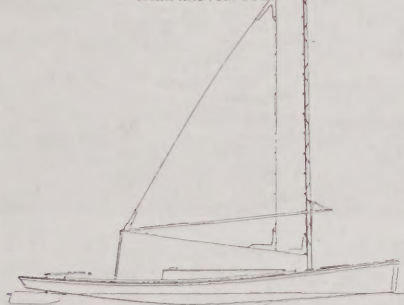
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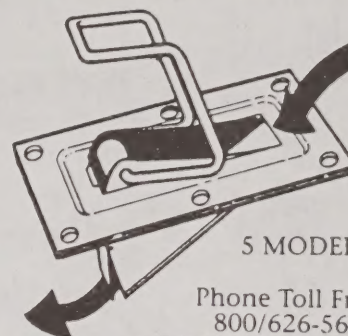
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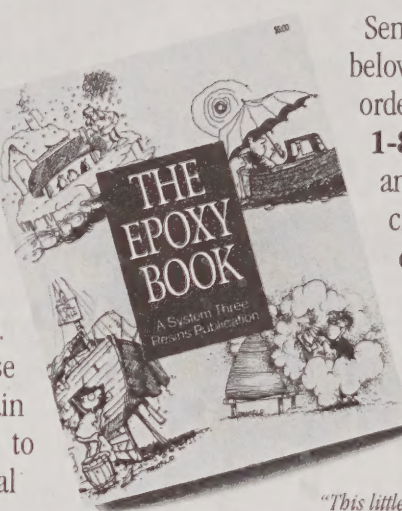
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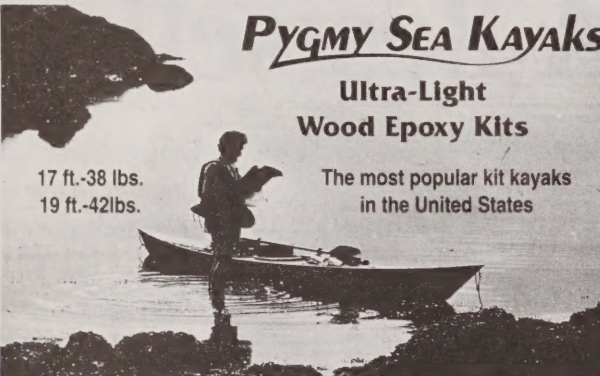
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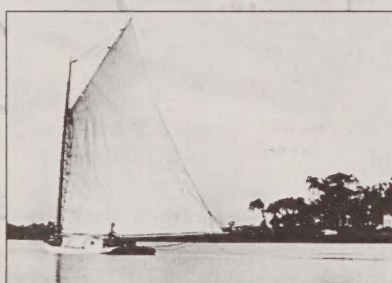
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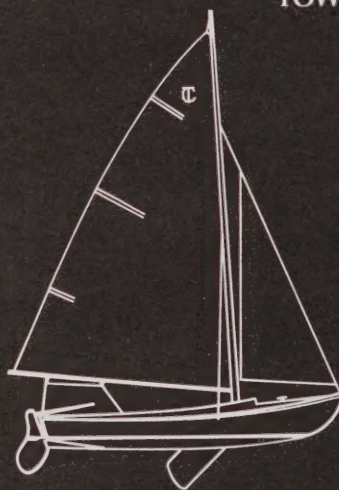
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