



messing about in BOATS

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Volume 12 - Number 8

1015.132
M585
Special Feature This Issue
The 1994 Wooden Boat Show

September 1, 1994



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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 8
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Our Next Issue...

Will feature coverage of the annual Antique & Classic Boat Show in Boston, courtesy of Hugh Ware.

Then we'll be catching up on the various projects and designs that have been set aside the last few issues: Richard Carsen's "Building a Canvas Covered Kayak", Hugh Horton's "Osprey Sailing Canoe" and "Panfish Angler", and Robert Cox's "Building the Caledonia Yawl" will cover the projects along with a couple of pages of "What You Are Building reports."

We'll bring you Peter Thompson's "TC-21 Cruising Catamaran", John Lockwood's "Goldeneye Sea Kayaks" and Phil Bolger's "50' Fast Cruising Schooner" for designs.

Scott White starts a series on "Boatwork" by discussing the advantages of living aboard in a boyard, Bob Steward discusses water resistant glues and a mismanaged keel delivery, and a number of you bring us suggestions and questions in the "Your Ideas & Needs" department. And, lo, Tom returns after a hiatus to conclude his travails in "Continuing South".

On the Cover...

Just one of the many small wooden boats to be seen and tried at the 1994 Wooden Boat Show at Southwest Harbor, Maine the end of July, this sailing Swampscott dory typifies the allure that attracted a record attendance of close to 10,000 wooden boat enthusiasts. We devote a lot of space to the show in this issue.

Commentary

The Wooden Boat Show at Southwest Harbor, Maine the end of July was a great time for us, as it seemed to be for those who commented upon it to us over the long weekend. Despite the large crowd it wasn't overcrowded and the layout of the on-the-water displays provided for small boat tryouts for serious prospects. The sun shone and smiles seemed to be everywhere. The larger yachts had their own gathering on the outer docks, many of them were there to participate in the upcoming week's regatta over at "Wooden-Boat" in Brooklin. Showing off their boats at the show was an added pleasure. Of course, some of the larger yachts were on display as examples of the work of various larger wooden boat yards.

The small boat builders who chose in-the-water sites were all berthed on the inner dock directly below the shoreside tents which sheltered other small boats and other nautical gear exhibits. It was an impressive array of small wooden boats, ranging from inboard powerboats through sailboats, keel and centerboard, on to sea kayaks and fixed and sliding seat rowing boats. And a few novelty boats too, a coracle, a fish tail propulsion pedalboat, a front facing rowing canoe. The variety illustrated once again the attraction of small boating, originality side by side with tradition, in both design concepts and in construction techniques. And the folks who built these boats were right there to tell those interested about their work.

Despite the potential for actually making a sale at the show which is the dream of all the builders, it really isn't a selling show like the consumer boat shows. I've discussed this before because it is a key issue that keeps coming up. I've always felt it unrealistic to assume that people will come to this sort of show with checkbook capable of writing out substantial amounts, \$5,000 to \$25,000 or even more for lovely custom wooden small boats. Sales are made at consumer boat shows much as cars are sold, dealers display nationally advertised models with financing on easy terms at hand. Just sign here.

What the Wooden Boat show is, as is the Maine Boatbuilders' Show in March, is a form of advertising. Instead of investing \$500 in a small display ad in "Wooden-Boat" magazine, the small boat builder can spend this sum to rent a space at the show and cover his weekend living expenses. He can personally show his boats to those who attend, talk with them, and hopefully create some demand for future orders even if no sale directly results from his presence. This "living advertising" is by far the best way to introduce one's work and products to potential buyers. With nearly 10,000 people attending this year, 30% more than last year at Newport, and with virtually all of them wooden boat enthusiasts, this was pretty highly focussed advertising.

How to survive as a small boat builder continues to be an underlying theme for conversations amongst the builders as they talk with each other and compare experiences. The typically labor intensive nature of such boatbuilding results in high prices for the boats in terms of size and

utility, and with no financing available, potential prospects are few in number. Over the years there have been periodic efforts by motivated people to try to get the small builders to join forces to promote the whole trade to the boating public as a viable alternative to consumer boats. Another such attempt took place at Brooklin on the Monday following the show.

Sam Devlin is a success as a small builder, his boats have attracted quite a few buyers and he employs a half dozen full time workers trying to keep up with orders. Sam is an articulate spokesman for the need for small builders to unite in common cause nevertheless. While he's not looking at an empty order book and looming failure as are some small builders, he is facing the problems that growth creates for the small undercapitalized builder. Responding to Sam's urgings, "Wooden-Boat" hosted a gathering of small builders at Brooklin Monday morning to brainstorm again what might be done to improve business prospects for all.

It was an interesting small group of builders. It was a small group however, most of the builders at the show chose not to attend. Were they not in need of investigating possibilities for collective action on their own behalf? Or were they still leery of "marketing" and anxious to get back to the shop and resume building? The small turnout did get into some serious discussion led by Sam which pretty well outlined the major issues. Essentially the purpose was to establish some sort of small boatbuilders' organization as a trade group, like just about any other business activity has.

We left for home about 3pm when the discussion began to go around for another lap over the same topics. A major hurdle in organizing such a collective effort is the geographical dispersion of the trade nationally. Suggestions for periodic "in-person" gatherings focussed on familiar places in the northeast, reflecting the geographical bias of builders present. This inescapable provincialism illustrates that the most likely effective communication is possible via the printed medium. Carl Cramer of "WoodenBoat" offered to espouse the topic in their recently revitalized periodic newsletter aimed at the trade, "Shutter Plank". It was proposed that a possible next stage formative gathering take place this coming winter at the major boatbuilding trade show that "Wooden-Boat's" trade publication, "Professional Boatbuilder" organizes in Miami. How many impecunious small builders would attend remains to be seen.

What seems to be at the root of the small boatbuilder mystique, creative freedom to build what one wishes, works at odds to the organizational tendencies of society today. The oxymoron, "Individualists Unite!" is at work here. I would guess that perhaps Sam Devlin and a few others who share his sense of urgency and necessity for bringing small boat builders into a national trade group can make it happen for themselves, but it will be tough going to win support from most small builders when it comes time to pony up the annual dues needed to support a meaningful such collective effort. Still, maybe this time around...

MAJOR EVENTS NEXT TWO MONTHS:

SEPTEMBER 2-4:

Classic Yacht Regatta @ Newport, RI. Museum of Yachting, (401) 847-1018.

SEPTEMBER 8-11:

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

SEPTEMBER 9-11:

5th Annual New York Wooden Boat Festival @ New York, NY. South Street Seaport, (212) 669-9400.

SEPTEMBER 10:

Constitution Cup Regatta @ Edgewater Park, NJ. Philadelphia Maritime Museum, Philadelphia, PA, (215) 925-5439.

SEPTEMBER 11:

Riverfest Recboat Rowing Regatta @ Manchester, NH. Amoskeag Rowing Club, (603) 668-2130.

SEPTEMBER 15-18:

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

SEPTEMBER 16-18:

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

SEPTEMBER 17:

6th Annual Moth Boat Regatta @ Elizabeth City, NC. Museum of the Albemarle, (919) 335-1453.

SEPTEMBER 17-18:

16th Annual Portland Wooden Boat Show @ Portland, OR. (503) 636-7344.

SEPTEMBER 23-25:

21st Annual Nautical Research Guild Conference @ Manitowoc, WI. Manitowoc Maritime Museum, (414) 684-0218.

SEPTEMBER 30-OCTOBER 2:

Mid-Atlantic Small Craft Festival @ St. Michaels, MD. Chesapeake Bay Maritime Museum, (410) 745-2916.

OCTOBER 6-10:

United States Sailboat Show @ Annapolis, MD. (410) 268-8828.

OCTOBER 7-9:

6th Annual Southwestern Canoe Rendezvous @ Lake Raven nr Houston, TX. Houston Canoe Club, (713) 361-3352.

ORGANIZATIONS WHICH HOST EVENTS IN THEIR SPECIFIC AREAS OF NAUTICAL INTEREST:

For detailed listings of activities and events offered by these organizations call the listed numbers.

ANTIQUÉ & CLASSIC BOATING

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

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

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

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

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

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla #403, Marblehead, MA, (617) 599-2028.

BOAT SHOWS

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

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

New York In-The-Water Boat Show, New York, NY, (410) 268-8828.

United States Sailboat Show, Annapolis, MD, (410) 268-8828.

Wooden Boat Show, Brookline, ME, (800) 225-5205.

CANOE CONSTRUCTION/RESTORATION

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

CANOE EVENTS, ACTIVITIES & INSTRUCTION

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

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

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

Happenings

Merrimack River Watershed Council, W. Newbury, MA, (508) 363-5777.

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

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

Sebago Canoe Club, Brooklyn, NY, (718) 331-0741.

Washington Canoe Club, 2111 Wisconsin Ave. NW, #315, Washington, DC 20007.

CLASSIC YACHTING

Friendship Sloop Society, Friendship, ME 04547.

Museum of Yachting, Newport, RI, (401) 847-1018.

Noank Wooden Boat Association, Noank, CT, (203) 536-4340.

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

CONTEMPORARY YACHTING

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

MODEL BOATING

U.S.S. Constitution Model Shipwright Guild, Charlestown, MA, (617) 846-3427.

MUSEUM EXHIBITIONS & EVENTS

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

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

Chesapeake Bay Maritime Museum, St. Michaels, MD, (410) 745-2916.

Essex Shipbuilding Museum, Essex, MA, (508) 768-7541.

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

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

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

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

Manitowoc Maritime Museum, Manitowoc, WI, (414) 684-0218.

Mariners Museum, Newport News, VA, (804) 596-2222.

Michigan State University Museum, E. Lansing, MI.

Milwaukee Maritime Center, Milwaukee, WI, (414) 276-5664.

Museum of the Albemarle, Elizabeth City, NC, (919) 335-1453.

Museum of Yachting, Newport, RI, (401) 847-1018.

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

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

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

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

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

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

ONE DESIGN SAILBOAT RACING

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

PADDLING INSTRUCTION

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

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

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

ROWING/PADDLING EVENTS

Alden Ocean Shell Society, Kittery, ME, (800) 477-1507.

Amoskeag Rowing Club, Manchester, NH, (603) 668-2130.

Cape Ann Rowing Club, Gloucester, MA, (603) 465-7920.

Cape Cod Vikings, Barnstable, MA, (508) 378-2301.

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

Hull Lifesaving Museum, Hull, MA, (617) 925-4826.

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

Rings Island Rowing Club, Salisbury, MA, (603) 465-7920.

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

Seavey Island Rowing Club, Kittery Point, ME, (207) 439-4635.

SMALL BOAT MESSABOUTS

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

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

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

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

STEAMBOAT EVENTS

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

Blackstone Valley Tourism Council, Providence, RI, (401) 334-7773.

TRADITIONAL BOATBUILDING & SEAMANSHIP INSTRUCTION

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

Brookfield Craft Center, Brookfield, CT, (203) 775-4526.

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

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

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

Riverswest Small Craft Center, Portland, OR, (503) 774-4207.

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

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

TRADITIONAL SMALL CRAFT EVENTS & ACTIVITIES

Barnegat Bay TSCA, Toms River, NJ, (908) 270-6786.

Connecticut River Oar & Paddle Club, Old Lyme, CT, (203) 434-2534.

Oregon TSCA, Lake Oswego, OR, (503) 636-7344.

Patuxent Small Craft Guild, St. Leonard, MD, (410) 586-1893.

Potomac TSCA, Alexandria, VA, (703) 549-6746 eves.

Sacramento TSCA, Sacramento, CA, (916) 736-0650.

South Jersey TSCA, Cape May Courthouse, NJ, (609) 861-0018.

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

Traditional Small Craft & Rowing Association of Maine, S. China, ME, (207) 445-3004.

TSCA of the Philadelphia Maritime Museum, New Britain, PA, (215) 348-9433.

TSCA of West Michigan, Stevensville, MI, (616) 429-5487.

Upper Chesapeake TSCA, Baltimore, MD, (410) 254-7957.

Upper Mississippi Small Craft Association, St. Paul, MN, (612) 222-0261.

(We are steadily adding to this listing of organizations as they come to our attention. If your organization is not listed and wishes to be please write to us with details).

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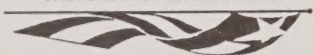
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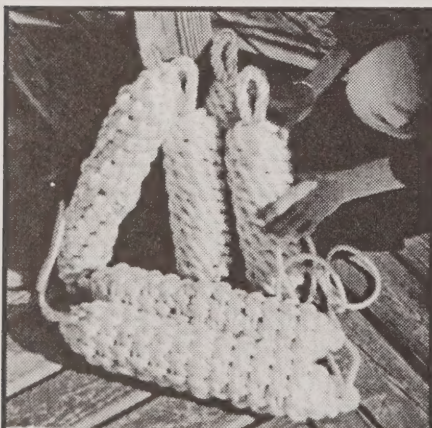
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Your Commentary

A National Institution?

You spoke my mind exactly in your "Commentary" of July 1. These auto powered, deep V, glass bullets they sell for power boats, and claim they all sleep six, are what I have come to think of as land-lubber boats. I wrote to, I think it was Lakeland Boating, a couple years ago and expressed these opinions. I was surprised when they were polite about it.

You really didn't have to express yourself on boating magazines. Anyone who'd put Michalak's cee-ment box on the cover just naturally comes off like that. Now I'm having a tough time not sending for the plans. I'm supposed to be starting on his 20' Frolic, max 10 horsepower, but, God, I'm lazy.

If you're not careful you'll become a national institution. Now that "Small Boat Journal" is gone and with the persistent elitism of "WoodenBoat", you're about all that's left. I've been reading "Boatbuilder" but they blew my mind when they called on God and some other important folks to justify an article about a speedy boat.

Somebody in Hessel has a 14'x 5' galvanized lifeboat for sale that seems in decent shape. Just the thing for an old fogie like me to check out the waterfront of an evening. For reasons of survival I don't include my wife in this but she'd probably ride along. I've already figured out I'd be a hazard to navigation out there with the high speed ferries from our three companies that haul tourists to Mackinac Island. All three fill the summer airways with claims of "our ferries are faster than theirs." More lubberboats. As far as I can find out they all take about the same number of minutes to get out to the island.

By the way, whether it's spelled Mackinac or Mackinaw, it's always pronounced "Mackinawww". Maybe because they used to wear them a lot in the old days.

Well, summer is waning. Time for me and you to get going on all those projects we can't do in the frigid months. If I can get "Frolic" to the primer stage this fall I'll be ahead of the game.

Ron Laviolette St. Ignace, MI

Truly Fulfilling

Shortly after returning from the 1993 Wooden Boat Show in Newport I located my "dream boat", a 15' fiberglass-over-wood gaff rigged sailboat, my 5th sailboat. I commenced knocking the barnacles off its bottom, stripping and refinishing the brightwork, polishing the bronze, painting and filling the scarred spars, replacing the running rigging, and finally putzing about in the ICW amidst many, many boats, sailboats, powerboats, megayachts, etc. All slowed to smile, shout envious remarks and encouragement, shoot photos, and fantasize as they saw my black hulled, brown sailed traditional wooden boat in their fiberglass midst. It was truly fulfilling!

Alan Fitzgerald, Ft. Lauderdale, FL.

Responsibility Lies With Each of Us

A few years ago I raised this question about selling the design work of others, my point being how legality and ethics seem to stand in conflict. In taking aim at one particular advertiser, I experienced a considerable frothing at the mouth with no enlightenment as to what the legal limits ought to be.

The recent correspondence on your pages on this topic demonstrates an ongoing interest, as does a burst of activity in your new Books/Plans classified section, red flags that indicate the need for us to make it as right as we can.

A thoughtful, although not definitive, article by John Gardner in the July, 1982, issue of "WoodenBoat" still reads well on this topic. His main conclusion was that wide publication of designs is good and proper while unauthorized use of those designs is wrong. The responsibility still lies with each of us.

Bob Simmons, Sandpoint, ID.

How About a Model Design, Phil?

Recently you published a few articles about model boating. Here's an idea on that topic. In each issue you presently carry a design by Phil Bolger. How about having Phil design an ultra-simple-to-build pond sailer for readers to build over the winter season? Something 4'-5' long, maybe using carved foam with a lauan deck to add strength.

Phil could have each builder send him \$10 or so when he finishes his model and he could send them a sail number and insignia sticker. Phil could call it the "Bolger 4" and the insignia might be a silhouette of Phil with pipe of course.

I think it would be best to keep it simple, using standard materials for cheap and easy construction, something dads and kids could each build and race. What do Phil and your readers think?

John Smolenski, 8 Lovers Ln., Grand Haven, MI 49417.

Editor Comments: Remember, Phil Bolger earns his living doing boat design. Who will pay Phil his fee for this design proposal? Not me, we lack the financial resources to commission any design from any designer. The Bolger designs you see in each issue are from his files, done for someone at sometime and paid for by them.

Simplicity is Her Virtue

I was particularly taken with your "Commentary" in the July 1st issue. I, too, have a similar opinion about other sailing publications. There is simply too much emphasis on technology and "super sailing" to the exclusion of the simple, pure, intimate experience of time on the water for my taste. I view the result as somewhat sterile and colorless. Rarely do these glossies answer the need of my interests in small boats and modest adventures, and usually after thumbing through them, I put them down, feeling a little empty, resolving to browse them at the newsstand but not to renew my subscriptions. I think these publications serve a need, but I've found they seldom serve mine.

Perhaps this is why on our explorations around Grand Traverse Bay last week, I drove, walked and sailed past the bigger, more complex boats that used to turn my head, and dam near broke my neck rubbernecking some of the small, classic craft that turn up in the most interesting places. Like the handsome little hard-chined ketch anchored in four feet at Bowers Harbor, the Beetle Cat moored in Sutton's Bay, or the gorgeous "Loon Feather", a Faering design seen on a trailer. Or the little Mackinaw boat, "Gracie L." and the graceful sloop "Witchcraft", the former built, and the latter restored, by the Maritime Heritage Alliance and moored in a quiet little basin adjacent to the coal dock in Traverse City.

I don't sail on a grand scale, but I have a grand time doing it. The virtue of my simple skiff is just that, her simplicity. The very thing I love about sailing is the experience as a whole and the simplicity of the concept of using the power of the wind. My experience is not necessarily enhanced by the complexities required to achieve that elusive (and expensive) additional knot or degree to windward. I think the mainstream sailing press feeds the public's general "techno-desire" and neglects the very heart of the basic qualities of sailing that initially draw us in. And when things get too complicated, the very essence of what attracted us in the first place is overwhelmed by the weight of the complexities and preoccupation with them.

For myself and others like me, "Messing About In Boats" provides the antithesis to the other publications. It focuses on the very sum and substance of boats, and it gives us an opportunity to read and communicate about those small boat experiences that capture and perpetuate the character of messing about in boats that originally caught our attention. Those of us who like to spend time on the water in our various simple boats are indebted to you for this forum on small boat use and enjoyment.

Roger Rodibaugh, Melonseed #57
"Alacrity"

Still Looking

I'm still looking for a quick and dirty little double paddle canoe or small double ended rowboat to turn into an electric launch. Can anyone help?

Bob Harrington, 4622 S. Pine Dell Dr., Lansing, MI 48911.

More on Defining "Traditional"

On the subject of defining terms, I agree with Mr. Poole ("Your Commentary", June 1st), but his reasons for wanting to define "traditional" I feel are inaccurate. If the intent is to define a specific period and method of boat design and building, then a far better term can be found. I do not believe that the tradition of boat building is one of narrow adherence to a specific set of criteria. In fact when this has been done for short periods in the past it has been to the detriment of the art. Traditional boatbuilding has by definition given rise to all forms of present day boat building. If you prefer one period over another it would be prudent not to try to lay claim to it as the sole proprietor of tradition.

Why chose fiberglass as some line in the sand? If the definition is based on wood usage, shouldn't this disqualify anything that has used metal floors or frames? Is plywood a traditional method with this definition? In the method of building how are we to make a distinction between an epoxy saturated cold molded boat and a one-off fiberglass and balsa hull. In point of fact the glass and balsa boat may well have more wood than the cold molded.

Designs of the past are not somehow lessened by being built of modern materials. It is true that some designs that are specifically for glass can't be accomplished in wood. I don't see how this is a discredit to either material. In my limited study of historical designs I've found that most would need substantial rework to even approach useability by today's builder. We do not use very much of the methodology of the 1700's in modern wood boat building. No mention of a date when traditional started and stopped was

made. I will venture that it started when Ogg climbed aboard a floating log and will end in a hopefully far distant future.

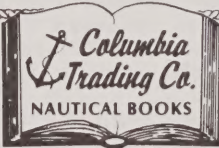
I would be much more comfortable with a definition that dealt more with a qualitative criteria of tradition. I feel the real tradition is one of a craftsman doing the very best work possible with the materials at hand within the constraints of economy. This may not seem as Utopian but I think it has more to do with the concept of boat building and design.

As long as I am so firmly mounted upon my high horse, I may as well go on. How can today's wood builder still advise that the premium woods of the world be cut and sent to the U.S. for pleasure boat construction? If you are part of the demand for rain forest woods, you are just as responsible as the sawyer or the government that allows it. It is imperative that each of us be aware of the impact of our demand, neither wood or oil is inexhaustible.

One more point. Those from the northeast should not be so damned uppity about geography. Almost without exception when I talk to folks from the east they make mention of my being "way out there" in Montana. Lighten up, the west has been settled for a long time and there are far fewer hostiles roaming the streets than anywhere east of the Mississippi. Besides, maybe I'm not "way out here", but perhaps you are "way back there."

My response to Art Poole's views is based on roughly 25 years as a boat builder and sometimes designer. I currently own and operate Frenchtown Fiberglass and Marine.

Lawrence Bausman, P.O. Box 334,
Frenchtown, MT 59834.



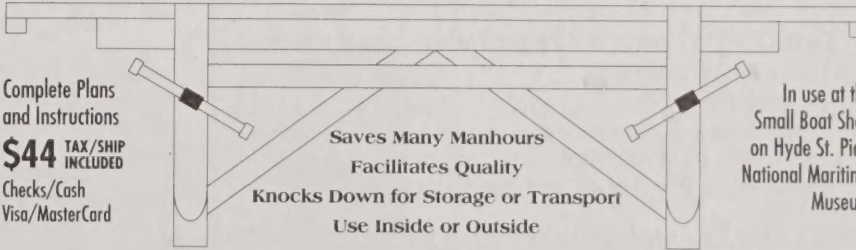
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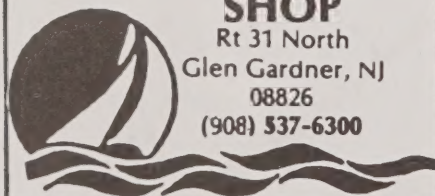
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BOOK REVIEW

"Voyaging On A Small Income"

By Annie Hill

Tiller Publishing, P.O. Box 447, St. Michaels, MD 21663, (410) 745-3750.

Review by Michael Briggs

If you have read "Sailing On A Micro-Budget" by Larry Brown and feel it was a watershed book for small boating, then you will love Annie Hill's philosophy and way of living. She and her husband Pete have been voyaging for about twenty years, in various boats. They tried out different cruising boats through the years until they think they have found the perfect boat for them, a Jay Benford designed thirty-four foot junk-rigged dory with two freestanding masts and standing headroom throughout the cabin. Draft is a healthy four and one half feet so stability is very good, especially with the eleven and a half foot beam. This boat is very well thought out and was custom built from plywood and WEST System Epoxy by the author and her husband with their own hands.

Annie manages to drop many pearls, hints, and words of wisdom without meaning to do so. She may be writing from the woman's point of view but she is writing from the perspective of a very perceptive

sailor. She understands very well the total picture involved in small boat voyaging. She has great experience and she covers her topics very well. The book has almost 200 pages. Size is eight and a half by eleven inches in a paperback format. It is well worth the money. This is a valuable reference book on many sailing subjects.

Now here is the most amazing thing about these people. They actually live on about \$2,000 per year! They don't live like you and I but they live well, eat well, and keep their boat shipshape. AND they get to travel, travel, travel. The front cover shows their remarkable boat in front of an iceberg near Greenland. There are numerous charts showing travels to Canada, U.S., Iceland, Virgin Islands, Canaries, Scotland, and Norway.

Just one quote from Annie Hill: "So many of the things that people regard as necessities are luxuries unheard of 50 years ago. Many of them are in fact, society's compensations for sending you out to work. When you are in charge of your own life, with the freedom to live as you wish, you don't need these compensations."

The range of topics about cruising is incredibly well covered. Annie covers living well on a low income so thoroughly, that you could read this book and use it to live better and cheaper in a cabin on a wilderness tract in Oregon. Annie deals in specifics. There are no vague generalities about how to get a nest egg so you can start to live your dream. Did you ever come to the conclusion that all the people you read about who are cruising are independently wealthy and use great gobs of money each month? Well most are much more financially focussed than we are. Annie and Pete went cruising without being wealthy and so can we. Any and all of us.

This review would have to be ten pages long to properly cover this remarkable book so buy it or check it out of the library and settle down for a terrific time of small boat dreaming and planning. I have read my book cover to cover three times and have used it to help change my lifestyle to become more efficient.

Please read this book. It can really change your life for the better. If you have questions or comments, I welcome them.

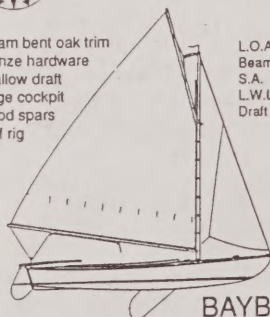
Michael Briggs, 3326 Charlemagne Ave., Long Beach, CA 90808-3414, (310) 425-6629.

Editor Comments: I agree wholeheartedly, Annie Hill's writing about her subject is superbly done.



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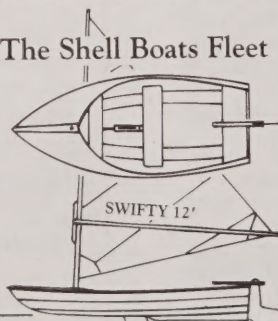
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Contributed by Tom Shaw

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Pollution is Everybody's Business

A boater on one of the North Carolina Rivers glanced back at his wake. To his surprise, the water was a bright orange! An excessive run-off, probably from agricultural land, had so increased the phosphate content of the river that there was a major algae "bloom" and, unfortunately, a resulting fish kill.

This boater knew who to contact. His river is protected by a River Keeper, a trained and privately funded individual whose job is the protection of a river basin and the marine life that is a part of it.

As the pollution of our waterways increases year by year, more and more communities are setting up "river watch" organizations. Approximately a dozen of these have trained and funded a "River Keeper" who spends hundreds of hours a year on the water, knows what to look for, knows where to get water samples tested and, most important of all, has learned to work with agriculture and industry to get their voluntary cooperation in cleaning up the rivers and the bays.

River Watch organizations and River Keepers are great concepts, but every recreational boater has a role to play in what is surely one of our major national problems, and every recreational boater has a vested interest in clean water. You don't have to be a hunter or fisherman to realize that the decline, sometimes the total loss, of all sorts of marine life, definitely including micro organisms, hurts us all. And you don't have to be a trained environmentalist to do your part in the clean up.

There are some laws that help. At least they help when they are obeyed. And local, state and federal governments do have legislation on the books. The Federal Refuse Act of 1899 (almost a century ago!) prohibits throwing, discharging or depositing "any refuse matter of any kind..." into the waters of the United States. More recent Federal legislation requires a placard at least 5" x 8" be posted "in a conspicuous place" on boats 26' or larger with machinery spaces. The placard states that the discharge of oil is illegal and subject to a penalty of \$5,000.

Another act, the Act to Prevent Pollution from Ships, (MARPOL ANNEX V) places limitations on the discharge of garbage and trash from vessels and makes it illegal to dump plastic anywhere in the ocean or the navigable waters of the United States. This, too, requires a placard be posted on any vessel 26' or over. Some localities have additional regulations on disposal of trash or sewage. Check and see what restrictions apply to holding tanks in your boating area. Campaign for more pump-out stations.

What is our role as individual recreational boaters? What can we do to pre-

serve the waters we all use and enjoy? Some things are very simple. First, and most important, carry a garbage bag on board and take ALL the trash ashore. Years ago we used to think we were being environmentally responsible when we punched an extra hole in a soft drink can so it would sink. One result is that the bottom outside some of our harbors has a layer of old cans that can be feet rather than inches thick.

Second, add an inexpensive fishing net to your boating gear, even if you never go fishing. I carry one on my 18' center console and am constantly using it to snag plastic bottles and other trash from the IntraCoastal Waterway where I do a lot of my boating, muttering all the while at the thoughtlessness of a few of my fellow boaters. That plastic may or may not eventually dissolve, but not in my lifetime, so the answer is to get it out of the waters and off the beaches.

Report ANY oil spill or sheen on the water. You can call your local Coast Guard Station or use their 800 number (800) 424-8802. The call is free and will be answered 24 hours a day.

Want to know more? The Coast Guard provides a simple card, roughly 7" x 9". By turning a "wheel" the regulations on what kind of discharge is permitted, where and under what conditions will appear in a window. Ask your Coast Guard Station or Marine Safety Office for the "Pollution Discharge Restrictions Aid" (CC-MEO-MW 9-92).

What YOU do, how much YOU do, to preserve and restore our waterways will depend on how strongly you feel about leaving a goodly heritage to your children and grandchildren, but it is quite clear that unless each one of us becomes involved in preservation there will be little clean water left for our successors to enjoy. The clock is ticking!

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Wooden Boat Show '94

By Bob Hicks

We came home from our five day trip to the Wooden Boat Show in Southwest Harbor, Maine the end of July well pleased with the whole experience. It had been a success for us as an exhibitor, we'd sold several hundred copies of the magazine to people who had never seen it before, some subscriptions and renewals, and had said hello to many of you who dropped by our booth, and I roamed the show for three days looking over the boats and gear and talking to the people who brought them.

Forbidding weather cleared away for the Friday opening and stayed throughout the weekend and the crowds came, 9,700 strong, to the somewhat inaccessible location. The Hinckley marina had wonderful docks for the in-the-water exhibitors, but the shoreside area was cramped, with a single narrow access road downhill to the waterfront location. And parking room was non-existent in town. So

"WoodenBoat" had arranged a shuttle bus setup that successfully transported the throngs from several outlying parking lots at other Hinckley properties. This didn't seem to irk those who came, we heard not a complaint about it. And somehow all the exhibitors got into and out of the site via that narrow road in an unsupervised ad hoc effort.

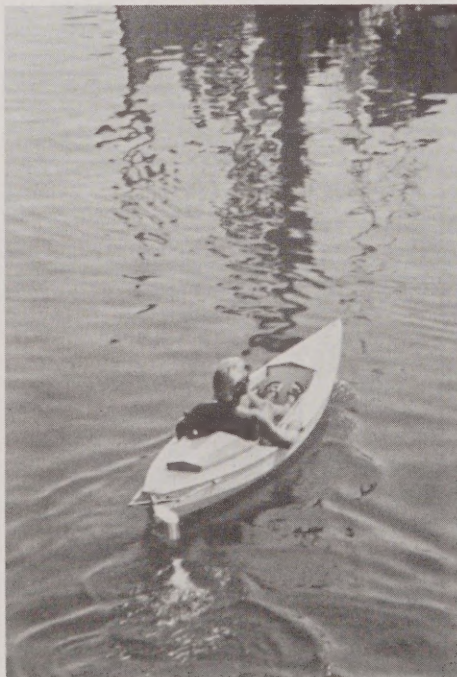
Valerie LaFrance again put it all together, moving the whole thing from Newport, RI, to Southwest Harbor, ME so successfully that the Show had sold out space for exhibits by May, and the public found its way to the new more remote location in 30% greater numbers. It was nice to be out of that Newport environment, Southwest Harbor doesn't prey on its visitors.

In a post-Show press release Valerie says that they may now look ahead to moving the 1995 Show to yet another lo-

cale. "We've always wanted to hold the Show in other regions of the country," she was quoted. She further elaborated that most show visitors don't go to other boat shows, most are readers of "WoodenBoat", and that a two hour survey at the gate this year turned up visitors from 32 states and 11 countries.

What follows is a collection of photos and brief comments that I came up with from my Show cruising. I spent little time on the larger wooden yachts, they are beautiful boats but not what I am interested in enough to look into in detail. The small boats, their builders, and the interesting gear are what I found myself going back to every time I sallied forth from a stint at our booth introducing "Messing About in Boats" to people who had never seen it, and visiting with many of you who stopped by to say hello.

Jim and Janis Thayer sailing in Jim's "Limpet". A comfortable looking "pedaller" underway in Harry Bryan's pedal powered fish fin propelled small boat. Dan Leonard takes out a prospect in his new multihull sailing kayak.

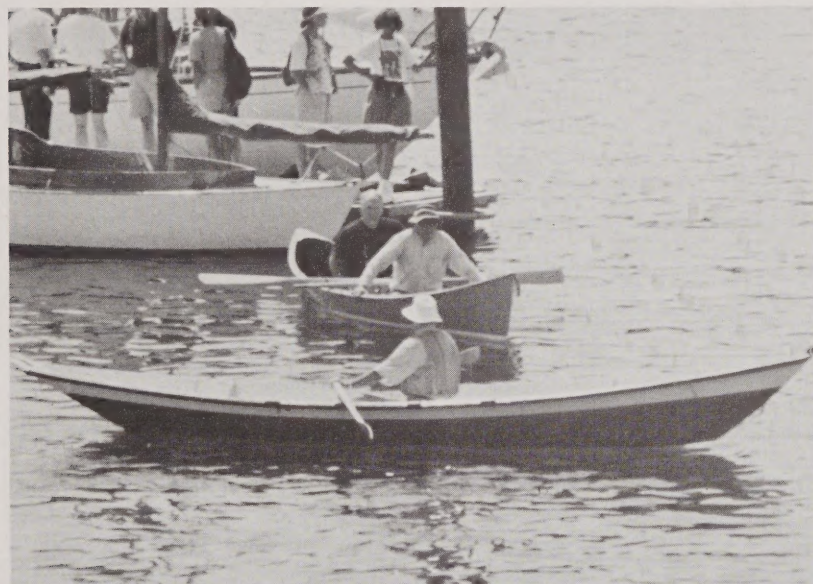




Sailing through the moorings in David Corcoran's Buzzards Bay 15, graceful and handy.



Howie Mittleman relaxes at the helm of his North River Skiff.



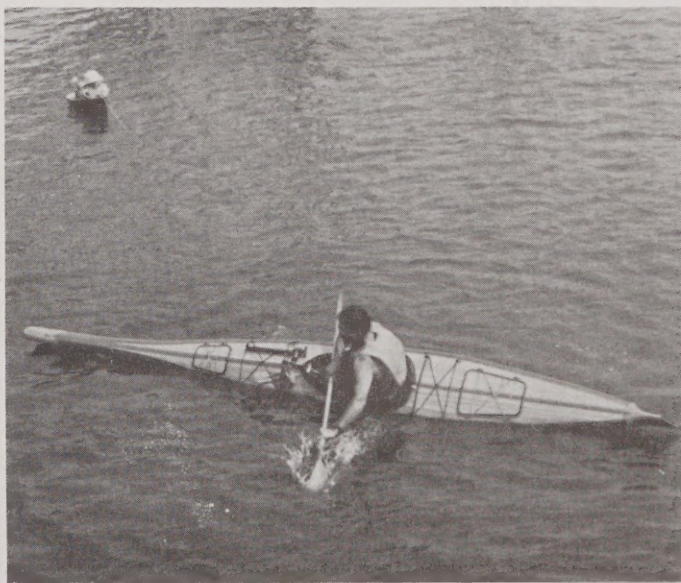
Try 'em out and talk about 'em.



Contemplation aboard the Middle Path Skua.

Rob Bryan paddles in aboard his Seguin" sea kayak for a look around.

MITA's Tom Roeber did kayak demos in one of Charlie Reeves' Caretta kayaks.





Unfinished "Nord Koster"

Bill Clements (in boat) didn't get his new Phil Bolger designed "Nord Koster" canoe yawl finished in time for the show, what with all the canoe repair business he has every spring, but the open completed hull, sans deck, provided a sort of "cutaway" view of how the boat was set up inside. Incentive for the design came from his smaller "Nord Vinden" canoe yawl which has so pleased its owner. William Clements Boatbuilder, P.O. Box 87, N. Billerica, MA 01862, (508) 663-3103.



"Honest Boats at Honest Prices"

Rob Barker's slogan is based on his perception of what the small builder ought to offer, and is probably shared by most. Rob's boats are true to tradition in design and construction. His move from Massachusetts to Pennsylvania gave him the opportunity to build a really efficient new shop to further pursue this goal. South Cove Boat Shop, 615 Moyer's Ln., Easton, PA 18042, (215) 253-9210.



Corporate Charter Cruiser

"Principia" arrived with some fanfare and anchored off the docks for viewing only, not boarding. A classic motor yacht beautifully restored for the Philadelphia Maritime Museum for display at their waterfront location on the Delaware River, "Principia" would be more than a static display, she'd be earning her keep doing corporate charter cruises, according to museum director John Carter. The museum business has gotten tougher to finance with recent tax law changes.

Really Traditional

Thad Danielson (standing in boat) had gotten this Noman's Land boat, built to lines out of Chappelle, this far along in just six weeks, real traditional construction, no modern materials or methods. She was underigged with his tiny square sail sign. Redd's Pond Boatworks, 1 Norman St., Marblehead, MA 01945, (617) 631-3443.



Herreshoff Replica

David Corcoran has been credited with developing new interest on the Maine coast in traditional Herreshoff designs with this replica of the Buzzards Bay 15, along with restorations of original Herreshoff boats. Bullhouse Boatworks, P.O. Box 69, Kennebunkport, ME 04046, (207) 967-3484.



Serious About Rowing

Andre DeBardeleben (seated) is a man of many words when it comes to discussing rowing modern design boats of his own creation, fortunately all of much interest to anyone who loves to row. His comments relating to the Oarmaster Trials have appeared on our pages in the past (and soon will again). No question about it, Andre's boats with fixed oar-on-gunwale setups (or on short outriggers) really do move out. Middle Path Boats, P.O. Box 8881, Pittsburgh, PA 15221, (412) 247-4860.





Wannabees

Don Dilworth of Bar Harbor does woodworking for a living but he'd rather be a boatbuilder (like many of us) so he builds traditional small boats on the side. He brought this Culler beach boat to the show, a nice job of it, very traditional in construction and finish. Don shared the space with a friend who is an artist wannabee, her children's nautical motif furniture was delightful (in background), but she has to earn her living too, so she's a landscaper by trade. And she in turn had some of her friend's handpainted nautical motif tiles hanging on the wall. Milbrook Woodworking, 3 Millbrook Rd., Bar Harbor, ME 04609, (207) 288-3203. Wake Robin Design, 2020 Eden St., Bar Harbor, ME 04609, (207) 288-9506. Anne Wheeler Hand Painted Tiles, RD 1 Box 4000, Bar Harbor, ME 04609.



A Herd of Hamptons

Well, maybe not a herd, a fleet perhaps. Anyway, Dick Pulsifer had five of his inboard Hamptons on the dock, courtesy of enthusiastic owners of this classic powerboat. A fairly early one (in the "teens") of the now over 75 boats out there showed just how well this wooden boat could be kept up while still getting a lot of use. Dick often invites his owners to join him in construction, so they take home a boat into which they've put not only a sizeable amount of cash but also something of their own labor. R.S. Pulsifer Co., 3045 Merepoint Rd., Brunswick, ME 04011, (207) 725-5457.



A School of Scoters

Or maybe a flock, a surf scoter is a seabird I believe. Sam Devlin had four of his Surf Scoters, each slightly different in custom details, on his dock, courtesy of enthusiastic owners of this unique compact power cruiser design. Pictured is the highly customized version we reported on at last year's Wooden Boat Show owned by John Seiburth and outfitted to the nth degree, including the baidarka sea kayak alongside for gunkholing. Devlin Designing Boatbuilders, 2424 Gravelly Beach Loop NW, Olympia, WA 98502, (206) 866-0164.

Stripper Kayaks Afloat

Charlie Reeves had this gorgeous 23' double sea kayak available for tryouts, and did it ever move nicely through the water. It is a stretched version of his solo kayak which turned out so well that he's now designing a slightly higher volume double. Charlie has years of sea kayaking and ocean scientific studies behind him driving his move into building his own stripper kayaks. Caretta Kayaks, P.O. Box 478, Tybee Island, GA 31328, (912) 231-0793.



Stripper Kayaks Ashore

Rob Macks waited too late to decide on taking part in the show so he had to settle for this shoreside display of his beautifully crafted stripper sea kayaks alongside the entrance road, outside the ticket gates yet even (as did a number of other latecomers who were thus accommodated). Rob's background in sculpture certainly enhances his grasp of kayak hull hydrodynamic shapes. Laughing Loon Custom Canoes & Kayaks, 833 Colrain Rd., Greenfield, MA 01301, (413) 773-5375.



Stitch & Glue Kayaks Ashore

John Lockwood of Pygmy Boat Company could not make the trip east from Port Townsend, Washington, so once again his loyal "Pygmy Owners' Association" (not formalized, just ad hoc for boat shows it appears) turned out in force to bring the kayaks they had built from his kits to display, and a nice looking bunch of boats they were. Pygmy Boat Co., P.O. Box 1529, Port Townsend, WA 98368, (206) 385-6143.





From Board to Boat

Antonio (Tony) Dias is a trained professional designer who has chosen to set up shop on his own to not only offer designs, stock and custom, but also build his boats to order. His "Sparhawk" double paddle sailing canoe is just one example of his work, and it is a beauty that continues to delight its owners, who bring it to several shows and small craft meets for display at Tony's Marine Design & Construction project, Rob says he's back to doing some small boats again, but may be moving west to where more mahogany runabout business is to be had. RKL Boatworks, Pretty Marsh Rd., Mt. Desert, ME 04660, (207) 244-5997.



Back to Small Boats

Rob Lincoln started off in the mid-'70's building strip canoes of high quality, moved on into rowing boats such as his Little Rangeley, turned to fiberglass with that particular design, then undertook the building of this Lincoln 28, a deluxe cruising inboard. In the aftermath of this demanding project, Rob says he's back to doing some small boats again, but may be moving west to where more mahogany runabout business is to be had. RKL Boatworks, Pretty Marsh Rd., Mt. Desert, ME 04660, (207) 244-5997.



Sliding Seat Trainer Kit

Joe Thompson is an avid oarsman and builder of a variety of rowing boats, both oar-on-gunwale and sliding seat. Among his offerings is this beginner level rowing shell, available as a finished boat or as a home builder kit (not many builders offer the latter). He'll even sell the serious home builder plans for the boat. Hogtown Bayou Boatworks, P.O. Box 1281, Santa Rosa Beach, FL 32459, (904) 267-3539.



Perseverance Prevails

North River Boatworks was at the first Wooden Boat Show in Newport a dozen years ago, and they're still at it building lovely lapstrake rowing and sailing boats, as well as larger custom wooden boats to order for sail or power. Their North River Skiff drew admiring glances all weekend and won them another award at the exhibitors' party on Saturday night. North River Boat Works, 2 Elm St., Albany, NY 12202, (518) 434-4414.



"Banana Split"

Steve Barnes, director of the Artisans School (formerly the Rockport Apprenticeship) designed this three position outrigger equipped fixed seat rowing boat for multi-oared rowing races around New England, and chose the name to match the color. Reports are that she goes very well and has added a new threat to the established multi oared gigs. The Artisans School, P.O. Box 539, Rockport, ME, 04856, (207) 236-6071.



Overgrown "Wee Punkin".

Jim Thayer upsized his "Wee Punkin" sailing pram design into "Punkin Eater" and then again into this version, "Limpet". It was often away from the dock as Jim surely does love to sail it. He sells building plans for all three boats. Grand Mesa Boatworks, Rt. 1 Box 75, Collbran, CO 81624, (303) 487-3088.



Multihull WindHorse

Dan Leonard doesn't rest on his achievements, the designer/builder of outstanding sailing kayaks decided to elaborate on his double by designing a narrow beam multihull version, increasing spaciousness, stability and sailing comfort. Despite the greater beam, the kayak can still be successfully paddled if and when the wind fails. WindHorse Marine, 91 Library Rd., South Britain, CT 06487, (203) 264-7765.



A Lot of Man Hours

Every time I see a 17' Chris Craft mahogany runabout restored and ready to go it reawakens the dormant desire to get the 1942 model I own restored. This "barrelback" model is a much more desirable runabout than my "special" cheaper model, but they are pretty much look alike and I sure looked at this one enviously. Wayfarer Marine did the restoration, and when the man told me about the 1,700 hours it took for professionals to do everything right, I concluded my failure to tackle my boat maybe came from a subconscious awareness of this time consumption. Wayfarer Marine, P.O. Box 677, Camden, ME 04843, (207) 236-4378.



Looking Where You Are Rowing

Ron Rantilla (in straw hat) wasn't an exhibitor but he had arranged for Bob LaVertue of Springfield Fan Centerboard Co. (who had signed on with Ron as a dealer) to include his forward facing rowing device into his display. Here a lad in Bob's restored classic canoe is at rest behind Ron's unique centerpost pivoted system, while Ron is in his regular demo boat (a plastic canoe, gasp!). Ron's boat featured his latest foot assisted hookup which substantially increases the total power applied to the oars, all while looking where you are going. Front Row Rowing Systems, 61 Endicott St. Bldg. 26, Norwood, MA 02062, (617) 769-0590. Springfield Fan Centerboard Co., 20 Treetop Ave. Springfield, MA 01118, (413) 783-5589.



"The Reckless Coast"

And other works of mapmaking art from Jane Crosen decorated her booth on shirts, postcards and posters. Jane (at left) has a unique cartographer's touch and her real maps of real places on the coast are supplemented by such whimsy as the one named above, subtitled, "Scruff Neck to Happenstance Harbor". Jane was busy, for people like to bring something home from a show. Jane Crosen, Mapmaker, HC 80, Box 23, Penobscot, ME 04476, (207) 326-4850.



Retro Runabout

Keith MacArthur displayed this sort of retro style outboard runabout indicative of the work he does in wooden boats to 25'; traditional designs, new construction, museum restorations, or what he terms as "useable" restorations, the sort you don't mind getting wet, sandy or even scratched! MacArthur & Co., 17 Blueberry Ln., Old Saybrook, CT 06475, (203) 388-1183.

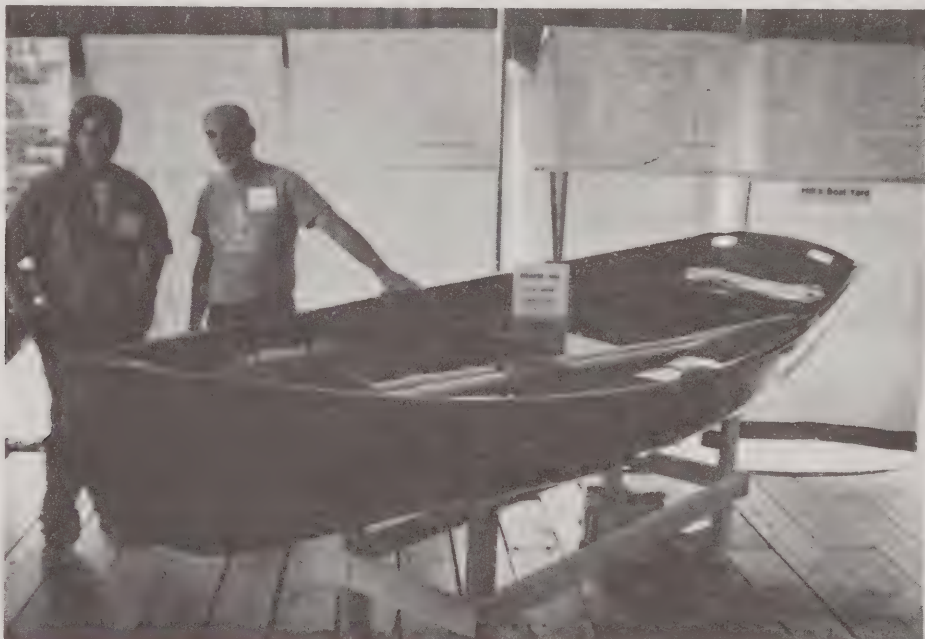
Nostalgia

The Ross Brothers are in the antique business with a strong interest in old canoes, rowboats and related nautical gear. Their display was a time trip back to those "good old days" and if you're susceptible to the allure of nice old things of nautical nature, visiting their display could be dangerous to your wallet. These two canoes were major items, supplemented by a lot of small stuff to ogle. I had to get outta there, much too tempted. Ross Brothers, 28 North Maple St. Florence, MA 01060, (413) 586-3875.



Raffle Prize

Richard Hill (right) builds cold molded epoxy glued small boats in 8', 10' and 12' sizes using the constant camber technique. One of his boats was being offered as a prize in a raffle being run to raise funds for a Northeast Harbor museum, and Richard was selling tickets at his booth as well as promoting his products. Hill's Boat Yard, Little Cranberry Island, Islesford, ME 04646, (207) 244-7150.



Little Lobsterman

Mary Ann and Tom Young moored their little lobsterman in his skiff right alongside the gangplank leading to the boat docks where the lines queuing up to get down there had plenty of time to admire their handiwork. The Youngs attract a lot of interest in their nautical baby rockers, especially for the kits amongst traditionally minded grandfathers. Honey Pot Canoe Co., RR 3, Box 3241, Pittsford, VT 05763, (802) 483-2080.





Pedal Fin Power

Harry Bryan had his unique fish fin powered boat in the water where people could really find out how the "rudder powered" craft worked. Seeing the multi-jointed flexible "rudder fin" indoors in March just didn't persuade one of its effectiveness. Well, it was constantly in use and the casual posture of the "pedaller" (it is pedal powered) with hands at rest on the side decks belied the speed at which it travelled. Steering? Pedal harder with one foot and it will turn. Bryan Boatbuilding, RR 4, St. George, NB E0G 2Y0, Canada, (506) 755-2486.



The Marlinspike Artist

Barbara Merry was surrounded with rope fenders and baggywrinkle in her booth, all sorts of traditional ropework for traditional boats, along with some decorative ropework items too, for she is an artist. All this perhaps obscures the fact that she is a professional rigger who turns out work for large boats, including workboats like tugs and Coast Guard craft. She's also written the definitive book on splicing (which will be reviewed shortly). Marlinspike Artist, 58 Chappell Rd., Wakefield, RI 02879, (401) 783-5404.



Baidarka Flotilla

Bruce Lemon had this flotilla of baidarka kayaks at ready for sea trials and they got a lot of use. Above on the dock an uncovered hull was displayed so details of construction could be studied. Bruce is developing a baidarka building shop/school/paddling facility on Lake Cayuga in the Finger Lake district of upstate New York. Aleut Baidarka, P.O. Box 54, Jacksonville, NY 14854, (607) 387-8000.



Itinerant Tool Peddlars

The Rileys of O'Riley Tool had no exhibit, but had arranged with the show to wander the scene as itinerant tool peddlars with their traditional caulking mallets and irons and adzes, both fixed and folding in a large canvas satchel, and exquisite small brass bevel gauge in pocket. They sure made a lot of contacts with the builders, here the Rileys (at left) visit with Kay and Antonio Dias at the latter's Marine Design & Construction display of Antonio's own designs of traditional small sailing craft. O'Riley Tool, 12474 Turtle Dove Pl., Waldorf, MD 20602, (301) 843-4962.

Nearest Thing to the "Saladmaster Man"

The man demonstrating the Dubby Cutoff Fixture for table saws drew good crowds for his periodic demonstrations, much like that old "Saladmaster Man" at the country fairs used to, people like to watch someone use a mechanical device with skill and speed. The fixture is said to provide the most accurate miter cuts possible even on old worn out table saws. The man in the varnish booth next door has heard it all before, many times... In-Line Industries, 661 S. Main St., Webster, MA 01570, (508) 949-2968.



Not the "Saladmaster Man"

No machinery in sight when Geoff Burke put on his paddle making demonstrations, but still he drew a good crowd. Geoff uses a drawknife to quickly shape up a canoe paddle from a sawn out blank, and it all happens fast enough to hold the attention span of the crowd. Geoff builds classic lapstrake double paddle canoes (behind him in photo). Geoffrey Burke, Boatbuilder, Box 312, Chocorua, NH 03817, (603) 323-8702.



My Favorite Large Yacht

"When & If", displayed by Gannon & Benjamin, who part own the boat they rebuilt after it was nearly destroyed in the October, '91 gale, has local interest for me, for it was owned, and named, by World War II's famed aggressive general, George S. Patton. Patton lived near us, he'd come from California and married a daughter of local landed gentry. He never got to sail in "When & If", so named because that's how he replied to inquiries about when was he going to go sailing in her. He died from injuries from an automobile accident in occupied Germany shortly after the War ended.

"When & If" was eventually given to a local northshore school for dyslexic children, the Landmark School in Manchester, Massachusetts. It was used for sail training, a program designed to develop self confidence in the orally handicapped youth. Despite a requirement said to be part of the gift agreement that the boat not be sold, Landmark had about concluded its

sale the fall the gale arrived.

Well, those of us in this area with knowledge of these details speculate that it was the spirit of George S. Patton that appeared on the bottom of Manchester Harbor during the height of that gale and undid the pin from the mooring shackle, letting wind and wave put "When & If" on the rocks, damaging her beyond reasonably affordable repair. She wasn't supposed to be sold!

There is nothing— absolutely nothing—
half so much worth doing



as simply messing about in boats.

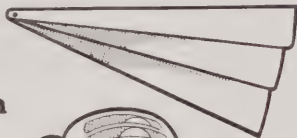
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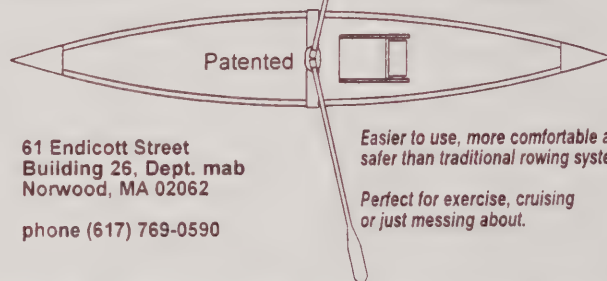
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The Blackburn Challenge 1994

By Chuck Mainville

Good conditions prevailed in 1994 for the 20+ mile circumnavigation of Cape Ann on the Massachusetts north shore, and competitors set several new records. Dana Gaines completed the race in 2:48:00 in his sliding seat single, a new course record; the gigs, "Ockham's Razor" and "Pilot" both cracked the three hour barrier, with "Ockham's Razor" setting a new fixed seat record of 2:57:25; and Zachary Greer set a new surf ski record of 2:56:28. It seems that the best times are set when we have closely competitive crews as in the "Ockham's Razor"/"Pilot" match and in the racing kayaks and touring kayaks. Dana Gaines is clearly an exception to this, making his new course record a remarkable accomplishment.

Banks Dories: Mike and Burt Jenness won this year with a time of 4:14:25, fourteen minutes off the record that they set in 1992. Fastest Banks Dory times now range between 4:00:27 and 4:14:25. What we need here is a match race between the Jenness and Morrissey clans.

Fixed Seat Singles: Ben Booth of Mashpee won this year in a Middle Path Boats Skua in 3:54:00, just off the record of 3:53:22 set by Dan O'Reilly in a Piscataqua Wherry, and just ahead of the time set in 1992 by Joe Cominelli. Fastest times are close to 3:54 in a variety of good fixed seat boats.

Fixed Seat Doubles: Peter and Ray Fleming finished in 3:53:18 this year in the Aborn stretched wherry, well off the record of 3:27:39 set in 1991 by Sean Bercaw and Russ Smith in a Herreshoff double ender, and just off the time of 3:52:48 set in 1989 by John Aborn and Mike Orbe. This is quite a spread, and I expect that records will cluster closer to the 3:20 mark in the future.

Fixed Seat Multi Oar on Gunwale: Gina Lampassi, Tammy Morrissey, and Angela Morrissey rowed a Pilot 21 this year to an official time of 3:54:57. Unfortunately, they were over ten minutes late to the start and that was not factored in, everyone would like a few minutes extra sleep. The fixed seat multi record was set in 1989 by Frank Mainville, Steve Reich, and Andy Parks in the same Pilot 21, "Equal Rights". Lampassi, Morrissey, and Morrissey rowed the course in 1992 in the same boat in 3:36:49. Bill Gribbel, Steve Barnes, and Dan O'Reilly rowed in a fixed seat multi with outriggers this year and completed the course in 3:22:37, six minutes off the 1989 "Equal Rights" time. We limited fixed seat multi entrants to oar-on-gunwale this year, so Gribbel, Barnes, and O'Reilly were in a class by themselves. It would be interesting to see a match race between the oar-on-gunwale "Equal Rights" and the Barnes entry with outriggers. Times for these good boats could come a lot closer to three hours.

Multi Oar with Cox Open: A new record was set this year by the gig "Ockham's Razor", 2:57:25, the first time that a fixed seat boat has cracked the three hour barrier. The gig "Pilot" of the Hull

Lifesaving Museum also came across in under three hours this year, finishing in 2:58:28. Reports were that these two boats had a sprint race going all around the course, and that the gig "Kittery" had been with them all the way up the Annisquam. Unfortunately, what must have been a very exciting match race took place out of sight.

Sliding Seat Racing Singles: Women: Woman, really, Kinley Gregg almost owns this course for women's racing singles, having completed the course this year in 3:11:04 in an Alden Star, in 3:21:37 in 1992 in an Alden Ocean Shell. Kate O'Brien gets part ownership with a time of 3:54:30 in 1992. **Men:** Dana Gaines completed the course in 2:48:00 this year, a new course record, breaking his old singles record of 2:58:08 set in 1992. Chris Schulten is right behind in an Alden Ocean Shell in 2:58:42.

Sliding Seat Racing Doubles: The old record of 2:55:17 set by Phil Tiebohl and Tobin Tracey still stands. Russ Smith and Sean Bercaw had an official time of 3:07:18 this year, but their arrival at the starting line more than ten minutes late was not taken into account. Next year we will send an alarm clock with our entry package. They may have come close to the time set by the Ben Lathrop and the same Russ Smith in 1992, or even to the record, but we will never know.

Racing Kayaks: The record of 2:58:42 by Doug Bushnell in 1992 still stands, with Larry Thomas right behind at 2:59:24, also in 1992. Joe Shaw came close this year in his Wenonah in 2:59:25.

Touring Kayaks: Men: None of this year's men came close to the course record of 3:12:14 held by Chip Coward. Tom Mailhot finished first this year in a time of 3:22:22, well off his 3:12:38 in 1992. **Women:** Anne Jeha, in 4:33:20, was well off Tamsin Venn's record of 3:48:48 set in 1992.

Surf Skis: Women: Michelle Davison completed the course in 3:58:38, the only women's surf ski entrant to date. **Men:** Zachary Greer set a new record of 2:56:28.

The Cape Ann Rowing Club thanks the schooner "Adventure" and her supporters for their presence at the finish line of the Blackburn Challenge.

CARC also thanks the Cape Ann Marina, Cheap Champagne, Donut Jim, The Glass Sailboat, the Gloucester Chamber of Commerce, John Krenn, Ravenwood Spring Water, Rowing Sport, Sandy Bay Yacht Club, and the U.S., Coast Guard Gloucester Station.

Lost in the Fog

By Dan O'Reilly

The Seavey Island Rowing Club of Portsmouth, New Hampshire, held its annual rowing race on July 9th on a course from the Fort Foster Pier in Kittery Point, Maine, across Portsmouth Harbor through Little Harbor, around New Castle, Pierce Island, Seavey Island, and back to Fort Foster. But the fog was pretty thick and as

it turned out proved the need for good navigation even within a harbor area. Frank Durham had plotted the course across Portsmouth Harbor, as had some of the others, so everyone knew the course as far as the entrance to Little Harbor.

I was rowing center seat in Steve Barnes' new "Banana Split" with Bill Gribbel bow and Steve aft. I also had compass duty. But as I was more interested in rowing fast I did not pay sufficient attention to navigation and when we found the New Hampshire shore it didn't look familiar. Luckily we spotted some anchored fishermen and they directed us to the entrance to Little Harbor back behind us.

We turned around and followed the shore until we came to the entrance to Little Harbor. By this time "Kittery" was following us but no other boats were in sight. We found the chase boat at the Wentworth bridge and passed Doug Scott in his Salisbury Point skiff about the same time.

As we rowed on I was thinking that we'd be way back at the finish due to my lack of attention to navigation. I figured that "Pilot" and "Ockham's Razor" would by now be on the beach laughing at our being lost. Coming down the harbor we passed Chuck Mainville in his Pilot 21 and then Cliff Punchard and Dennis Glidden in Cliff's Middle Path Skua. But when we crossed the finish line my wife Judy told us we were the first boat to finish!

Being race chairman I had mixed emotions about this. It felt good to be first, but where were "Pilot" and "Ockham's Razor"? The race had started at 12:30 and at 2:30 they still were not back. What had happened to them was this:

"Pilot" had chased "Ockham's Razor" into a harbor and then through a bridge, only to find there was no place to go except marsh. Ed McCabe aboard "Pilot" recognized it as Rye (NH) Harbor as they rowed back out by reading the home ports on the transoms of moored boats.

At about 2:30 "Pilot" had arrived at New Castle Common and was corralled by the Coast Guard who would not let them continue. They did give some of the crew a ride to Fort Foster to pick up their truck and trailer, and they returned to New Castle and loaded up for home.

"Ockham's Razor" did not get back to the ramp in Pepperell Cove in Kittery Point until 6:45, having spent a couple of hours drifting and rowing in the vicinity of Whale Back Light. They did not have a chart and didn't know where they were when they found the light.

I think we all learned a valuable lesson and will pay more attention to navigation in the future.

Results were as follows:

1. "Banana Split", Steve Barnes, Bill Gribbel, Dan O'Reilly, 1:20:14.
2. Skua, Cliff Punchard, Dennis Glidden, 1:21:9.
3. "Kittery", 1:21:25.
4. Pilot 21, Chuck Mainville, 1:26:29.
5. Piscataqua River Wherry, Frank Durham, 1:31:35.
6. Delaware Ducker, Ben Fuller, 1:35:50.
7. Salisbury Point Skiff, Doug Scott 1:37:52.



"Chrissy" Comes to Gloucester

By Harold Burnham

At 6am on Sunday the seventeenth of July the shot of a cannon echoed through the Essex River basin in Essex, Massachusetts, saluting yet another monumental launching at the Burnham Boat Yard. Even at that early hour a small crowd gathered on the marsh to pay respect to a vessel which has been successfully challenging the elements for 82 years. Although it was not the first time that "Chrissy" got a taste of the salt water, this launching truly marked the beginning of a new stage in her long and wonderful life.

"Chrissy" (formerly "Sonny") was built in the town of Friendship, Maine, by Charles Morse in 1912. Back then she was nothing special, just a common, ordinary fishing sloop. After over thirty years of hard use in that industry, "Sonny" was sold

to Ernie Wiegleb, who renamed her "Chrissy" and converted her into a yacht. Ernie and "Chrissy" logged a lot of miles together making regular passages from "Chrissy's" home in Friendship to Ernie's home in New Jersey. Unfortunately as the two of them grew older maintaining "Chrissy" became more difficult for Ernie and "Chrissy" eventually fell into a state of disrepair.

Last summer "Chrissy" made a remarkable voyage from her birthplace in Friendship to our boatyard in Essex. She had been sitting for many years out of the water, so I put some garboards in her with sheet rock screws, launched her and let her sink to tighten her up. Then after raising her, I remained onboard her bailing while my parents Charlie and Maria towed us the entire distance home with their replica

sloop "Resolute".

Since then in my spare time (I am in the Merchant Marine) I have completed the first phase of a major restoration of "Chrissy". This included replacing much of her deadwood, framing, floor timbers, planking, and lengthening her cockpit. My long range plan for "Chrissy" is to return her as closely as possible to the humble fishing vessel she once was. She has a long way to go before this restoration is complete, but it is good to have her in the water once again.

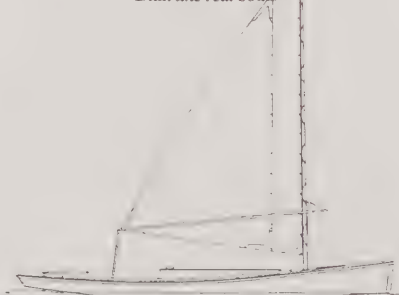
"Chrissy" is now sound and seaworthy and has completed a rigorous week of sea trials including a wonderful homecoming voyage. Almost a year to the day after sinking there, "Chrissy" returned to her home in Friendship with all sails set. I was very proud, while we were there Betty Roberts, ("mother" of the Friendship Sloop Society) visited us and was pleased to have one of her old girls back in the water again. On the way back to Essex, "Chrissy" stopped in at the annual Friendship Sloop Races at Boothbay and won the first race in her class.

With her sea trials complete, "Chrissy" has once again begun to earn her keep. She has now joined my smaller sloop "Kim" in Gloucester, Massachusetts, where sloops like them were once as common as the modern day lobster boat. Depending on the size of the party and the duration of their voyage, I use either boat to take students, tourists and anyone else who is interested, on sailing and lobstering trips around Gloucester Harbor for the modest fee of \$10 per person per hour. I hope that the constant presence of these two fine vessels will serve as a reminder of sailing's important role in fishing, as well as fishing's important role in Gloucester.

For more information, or to charter "Chrissy", please contact me, Harold Burnham, Salt Marsh Charters, 141 Main St., Essex, MA 01929, (508) 768-7035.

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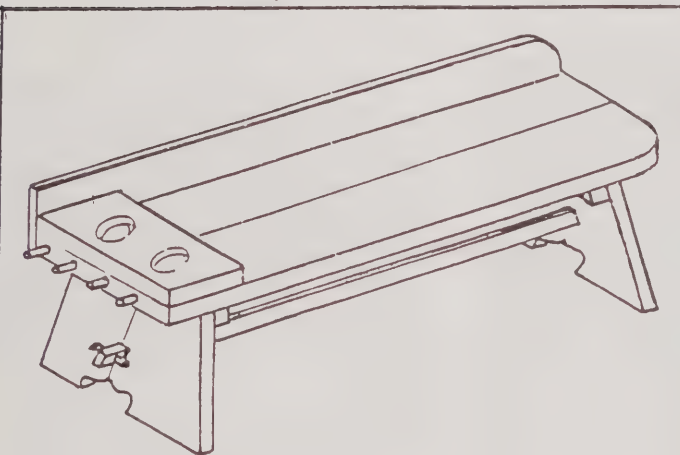
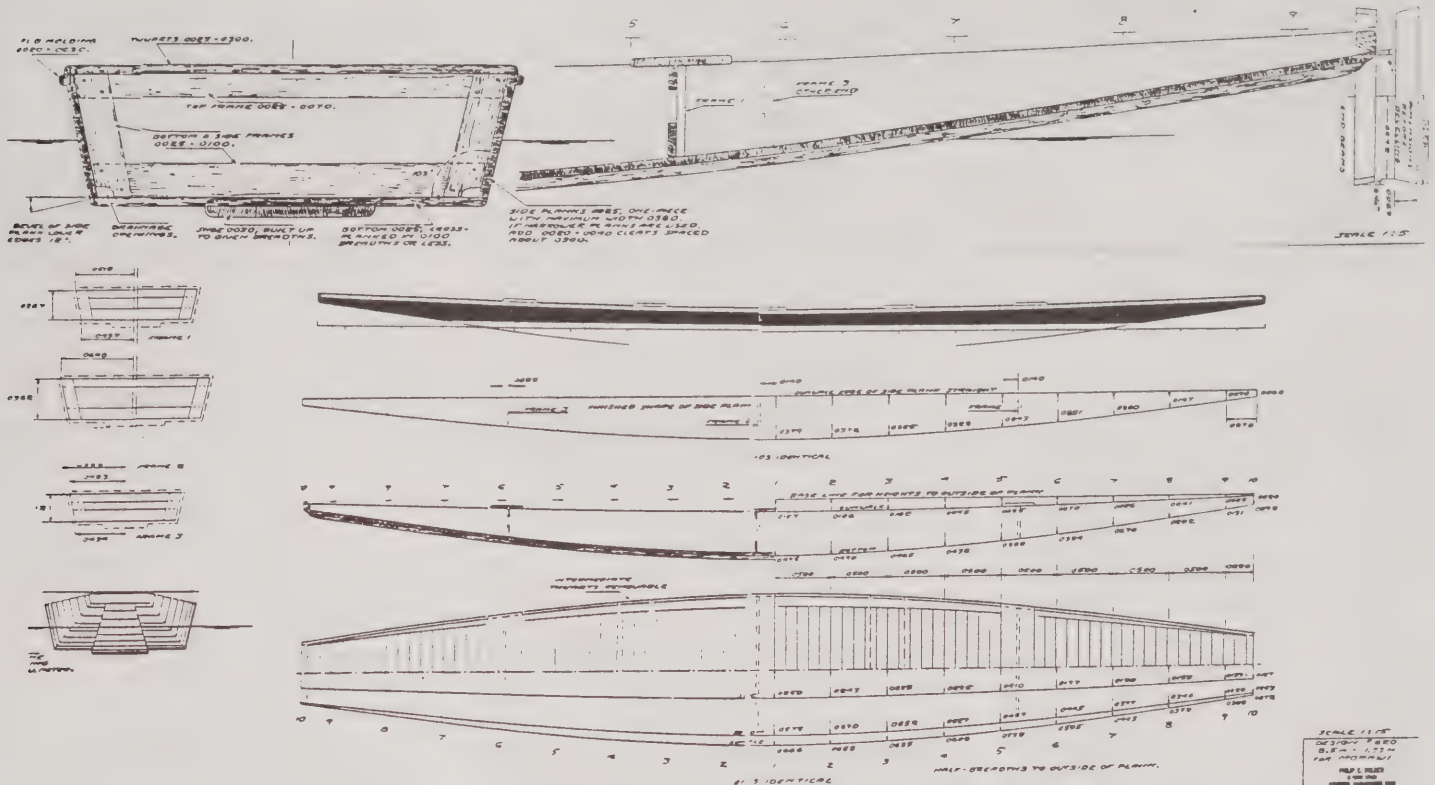
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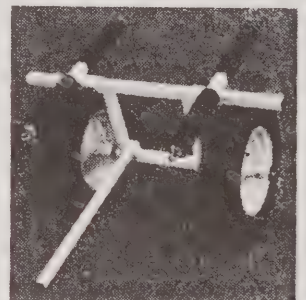
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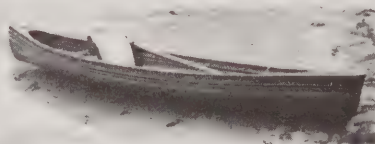
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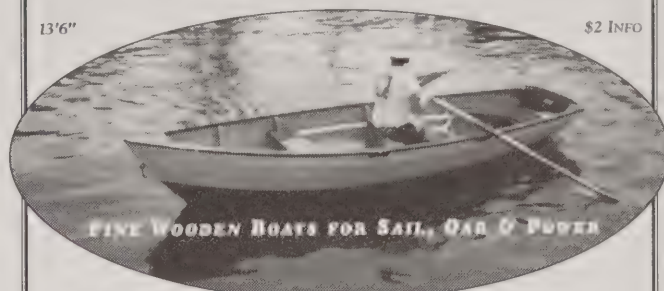
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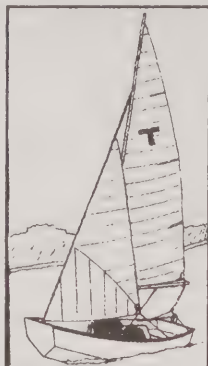
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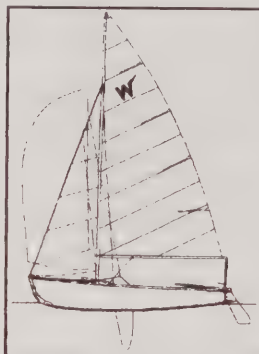
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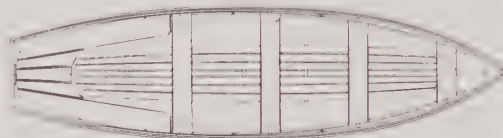
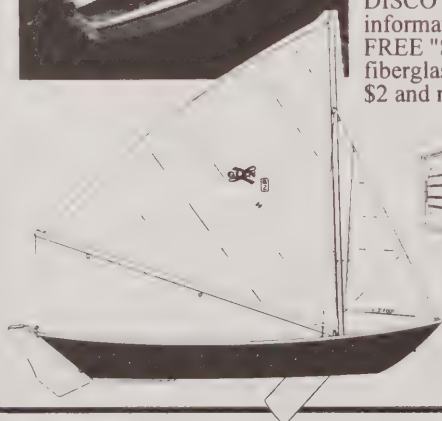
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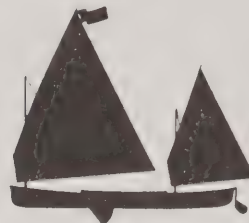
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JACK MAHARAM, Hauppauge, NY, (H) (516) 883-7180, (O) (516) 582-3434. (8)

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)

14' Whitehall. Prof blt, FG hull, mahog seat/trim, spruce spars, dacron sail \$2,750. Will consider trades. '84 Honda 10hp Longshaft OB, asking \$450.

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.

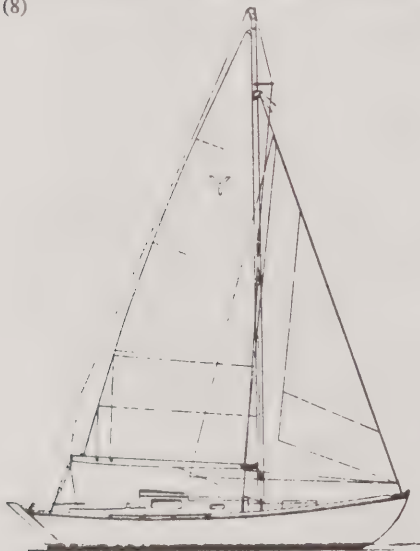
(203)536-2130 or (203) 873-2181. (8)

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 GUJARDO, 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 GUJARDO, Harwich, MA, (508)430-0065. (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)

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A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to us of the necessary halftone. For return of photo following publication include a self-addressed stamped envelope.

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.)

26' O'Day Sloop. '85, shoal draft, Yanmar diesel IB, porta potti, new VHF, 5 sails, exc cond. \$13,900. **ART PETERSON,** Asbury, NJ, (908) 735-5462. (8)

15' Delta Molded Mahogany Runabout. '59, no rot, all hrdwre. W/'59 Teen Nee trlr. \$750. **RAY STOCKWELL,** Kansas City, MO, (816) 587-7484. (8)

22' Marshall Cat. Hull #4. Manchester sail & cover, VHF radio & other stuff. \$19,000. **JOHN LANDRY,** 29 Broad Cove Rd., Hingham, MA 02043, (617) 749-5335. (8)

Blue Jay Sloop. #4032, wooden, gd cond. Asking \$1,600 OBO. **New York,** (914) 834-4321. (8)

22' Pearson Ensign Daysailer. #1094, FG, cuddy cabin, full keel, lg cockpit. Asking \$2,000. **C. PHILLIPS,** 51 Gregory St., Marblehead, MA 01945, (617) 631-5441. (8)

25' Folkboat. Larch over oak, new keel, sternpost. Nds ballast keel, frame, planking, etc. No hrdwre. Nds lots of work. Free. **ROB STEVENS,** Small Point, ME, (207) 389-1794. (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)

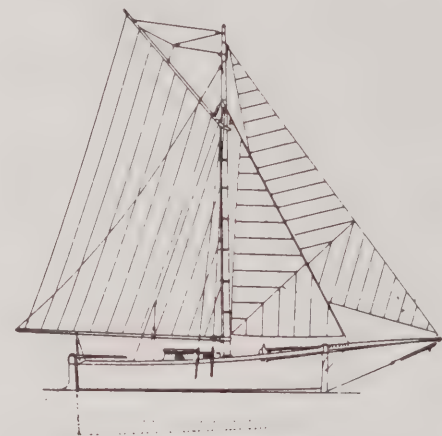
16' Great Canadian Canoe. Handmade cedar, nr perfect. \$700 or consider trade for Old Town Pack. **BILL REESE,** Piermont, NY, (914) 358-4261. (8)

14' Yellowjacket Runabout. '56. Molded birch ply hull is sound & solid. Nds new deck. Orig 30hp Evinrude Lark, custom blt trlr. Must sell. \$800 OBO. **RAY EATON,** Ft. Scott, KS, (316) 223-3030, (313) 223-5480. (8)

Klepper Aerius II Folding Kayak. 17' OA, 35" beam, 70 lbs. Hull & frames easily fit into the 3 pack bags incl. Hypalon hull (conveyor belt material). Frame in exc shape. This Aerius is ready for sea. \$1,250. Paddles extra. **AARON GLAZER,** Groton, MA, (508) 448-2464. (8)



Lyman Islander. '51, professionally done 4 cyl Gray vy economical. A fresh water boat just compl refinished. Orig cushions & top in gd cond. Fully equipped, ready for water. Asking \$4,400 w/trlr, \$4,000 wo/trlr. **Beetle Cat.** Just compl refurbished @ Beetle. Std colors, new cockpit & sail covers. Ready to go. \$4,800. W/nice galv trlr, \$5,100. **Century Coronado Runabout.** African mahogany, no engine. Hull really gd, tight seams, no popped plugs. All hrdwre. Asking \$750. Also Windsor IB trlr. Sell both for \$1,400. **Whitchall Pulling Boat.** 14', approx '14, easy restoration. \$850. **Wilcox-Crittenden Marine Head.** Ex cond. \$35. Other misc boat stuff. **R. SILLIMAN,** New London, NH, (603) 526-9363. (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)



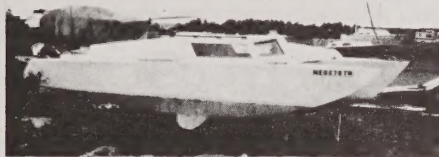
7' Sea Scooter. Unique craft from abt '69-'70. Powered by IB/OB name brand 2cyl placed in enclosed compartment ahead of driver. Corvette styled FG, hardly used, doesn't unusual. \$1,200 or trade for pond canoe, cute dinghy or quaint rowboat. **RICHARD MC COY,** St. Joseph, MI, (616) 429-1332, (616) 983-4762. (8)

'88 Laser #133889, exc cond, \$1,500. **'90 We-No-Nah "Advantage"** foam core "Tuf-Weave", ash rails, exc cond. \$650. **PAUL BERNARD,** New Fairfield, CT, (203) 746-6302. (8)



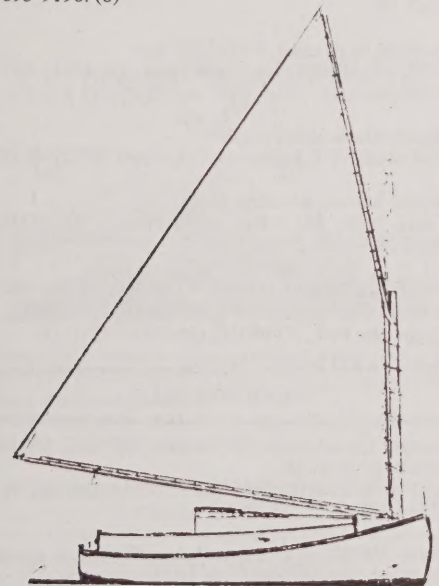
Good Home Needed. For "Jabberwock", classic 23' pocket cruiser designed by W. Starling Burgess, blt by Chute & Bixby, LI, c. 1933. Sister ship to "Dormouse", "March Hare" & "Mad Hatter", but w/traditional trunk cabin. Lovingly restored over past 6 yrs. Slps 2. Galley, sink, head, 6hp Farymann diesel IB. Out of water but ready to go. A delight to sail. No reasonable offer refused.

TOM HALSTEAD, 5 Ocean St., Manchester, MA 01944, (508) 526-4548. (8)



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, RR1 Box 416, Poland Spring, ME 04274, (207) 998-2952. (8)

22' Sailmaster Keel/CB Sloop. Compl set sails, 6hp Evinrude. \$3,000. MARSTON CLOUGH, Vineyard Haven, MA, (508) 693-9190. (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)

21' Alacrity Sloop. '68 FG. VG cond, twin keel on custom trlr. 6hp OB. Full sail set w/new genoa jib. \$3,200.

RAY SMITH, Palenville, NY, (518) 678-9212. (8)

19' Surfski. Surfing kayak w/rudder, open deck, lite, FG. A-1 cond. \$475.

FRANK ALBERT, Putnam Valley, NY, (914) 528-3349. (8)

1950 Vertue Sloop. Mahogany planking copper riveted to oak frames, oak floors & elm backbone. Sound rot-free hull. Decks marine ply sheathed w/dynel-epoxy. Spruce spars, recent SS & bronze standing rigging. Low hrs on 10hp diesel. Well equipped w/cruising gear & electronics. 7' lapstrake pram incl. \$15,500. JOHN LACOCO, St. Michaels, MD, (410) 745-5440. (8)

Bolger Common Sense Design "Jinni". 16'1" daysailer/camp cruiser, 2 yrs old. Professionally blt w/ West System, marine ply & FG. Kickup rudder and single, pivoting kickup leeboard. Tanbark sails w/reef points. On tilt trlr, fully equipped, ready to go. Boat, sails & trlr all in exc cond. "Jinni" will sail with barely a hint of a breeze & really moves if there's anything more. She's a real pretty & able daysailer/camp cruiser easily launched & recovered and can be sailed where many boats don't dare go. Large cockpit sits 4+ adults or sleeps 2 and she has a large watertight storage compartment forward. A version of this boat appeared in the Dec 1, 1993 (Vol 11. No 14) issue, pg 22. \$2,200 neg or possible interesting trades? Delivery possible N.E.

BRUCE A. LETSCH, RFD #5A Box 320, Gardiner, ME 04345, (207) 582-7095. (9)

15' West Wight Potter, 1989, by orig owner, w/tilt trlr & 2.5hp Nissan OB; slps 2 w/comfort; incl mainsail, 2 jibs, cockpit floorboards, misc equipment. Vy gd cond. Will consider delivery within 500 miles. \$2,950. PATRICK RODDY, Durango CO, 303-247-8688. (9)

18' Fenwick Williams Catboat, '89, cedar on oak, IB marine engine, slps 2, wheel steering Edson gear, folding cabin table, cockpit, sail and winter covers, sturdy cradle, dacron gaff-rig sail, cushions, stove, porta-potti & extras. & 19,000. Hauling to you can be arranged. WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (9)

Betsy Bay Kayak, wooden, beautiful boat w/grt handling. \$1,500. Will deliver within 100 mile radius of Providence, RI.

P.L. KENNEDY, Providence, RI, (401) 274-7200 days, (401) 781-6669 eves. (9)

Cape Dory 14, classic hvy FG daysailer, gaff rig, telescoping mast,

CB, white, blue interior, wood seats, on trlr, \$1,000.

Dyer 9.5 sailing white FG dinghy, mast, sails, rudder, daggerboard, oars, car-toppable or fits into station wagon, \$850. **18' FG Sea Kayak,** \$350. All stored in Beaufort, NC garage.

SUSAN SCHMIDT, Asheville, NC, (704) 253-6478. (9)

Klepper Double Folding Kayak, gray hull, blue canvas deck, exc cond, rudder, sailrig w/leeboards, cockpit cover, 2 adjustable-length Dagger paddles. In Asheville NC. \$2,000. **Klepper Single Folding Kayak,** gray hull, blue canvas deck, paddle, exc cond, in Durham NC, \$1,300.

SUSAN SCHMIDT, Asheville, NC, (704) 253-6478. (9)

17' Florida Bay Mudhen, w/galv trlr & electr motor. Shallow draft, lg cockpit, high sides grt for kids. Simple constr makes it easy to adapt for various nds. \$2,700.

HAL ZIEGLER, 27 Lake Dr., New Milford, CT 06776, (203) 354-0064 aft 6pm. (9)

Anchor Dory, \$295. **13' Allagash,** \$295. **16' Old Town,** \$400. **14' Starcraft** jon boat, live well & Cox trlr, clean, \$800. **8' dinghy,** \$250. Lots of used sailboats 12'-21'. **Cover** custom fit for 16' canoe, \$95. FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (9)



23' "Glander Cay", a stout little vessel custom blt for cruising, a take off from "Prudence" by L. Francis Herreshoff. Blt '79-'80, now in nd of gd home w/TLC. Asking price is a low \$6,000. Will consider any reasonable offer.

D. GATAN, P.O. Box 2646, Key Largo, FL 33037, or message phone (305) 451-1930, ask for Ruth. (9)



Balboa 20 Sloop. Lyle Hess design w/3.5hp Nissan OB. \$2,000. Dinghy & Wye River mooring available.

JIM FISCHER SR., MD, (410) 461-3081. (9)

18' Chris Craft Sea Skiff, '58, beautiful mahogany ceiling, decks, interior & transom. Orig KL 105hp Chris Craft engine, exc cond. Aqua Clear water filter system on engine. New cushions, new canvas cover & new hvy duty EZ Loader trlr never used. A solid & beautiful boat, in storage 6 yrs. \$5,500.

BOB BLEILER, Mystic, CT, (203) 536-2854. (9)

22' Marshall Cat, hull #4. Manchester sail & cover, VHF radio & other stuff. \$19,000.

JOHN LANDRY, 29 Broad Cove Rd., Hingham, MA 02043, (617) 749-5335. (9)

Beetle Cat, '68. Solid hull, nds cosmetics & new deck canvas. \$950 or trade for vy clean Sunfish. **2 Laser Rowing Shells,** exc cond, \$950 ea or both for \$1,800. **New Beach Dolly** for shells makes launching easy, \$100.

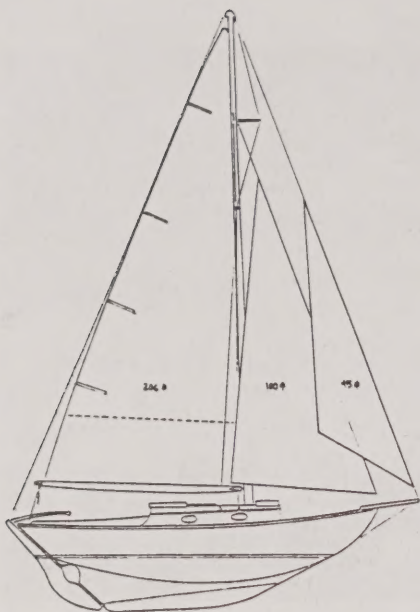
JOEL FLATHER, Little Compton, RI, (401) 635-4819. (9)

11'6" Rowing Skiff, 3/8" marine fir ply, mahogany frame, bronze fastenings, \$800. **16'6"x6'5" Semi Dory,** lapstrake 1/2" MDO planks, oak frames, SS fastenings, \$1,975. **10'6" Yacht Tender,** round bottom lapstrake 3/8" mahogany planks, oak frames, mahogany trim, bronze fastenings, \$2,500.

JOHN KARBOTT, Plymouth, MA, (508) 224-3709. (9)

19' O'Day Mariner, '78, 10hp Honda, EZ Loader trlr. All grt shape. \$3,000. Will consider trade for Roger Crawford Swampscott dory.

DAVID SOLTESZ, 5 N3 Arbor Green, 275 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (9)



'46 Davies Gypsy Cutter, see "Rudder" mag '46 pg 43 & "WB" Vol 1 No 2, Nov '74 pg 74. LOA 23'10", LOD 22'0", LWL 17'6", Draft 4'0", Beam 7'4", Displ 3,500lbs, 1,200lbs 10'10" long ext iron ballast. Oregon pine on oak, SS fastened. Sitka spruce mast, Universal atomic 4 auxiliary, flush cabin deck similar to Stonehorese, all bronze hrdwre. '88 rbl'd incl replacement of deadwood, keel, SS keel bolts, garboards, floors, engine mount, 80% sister ribbed w/ SS fasteners, recaulked, cockpit, companionway, hatch, tiller & boom. In water @ Padanaram harbor, S. Dartmouth, MA. Incl stands, duck canvas cover, jackets, anchor, etc. Ready to sail, \$5,000. RICK GODDARD, Sherborn, MA, (508) 653-1386. (9)

Newport 17 Sailboat, Chinese junk rig conversion, 126 sq ft sail area, 3' draft. on trlr, w/sculling oar & OB. \$1,000 OBO. DON MUSANTE, Groton, CT, (203) 448-3615. (9)

12' Beetle Cat, museum quality restoration w/silicon bronze fasteners throughout, all galv has been removed & replaced, new oak steam bent ribs & 1/2 ribs, some new cedar planks, new cedar over oak transom, coaming, CB. Mast, spar & booms refinished & hardware replaced where needed. Finished w/Interlux paint in orig colors. Excellent dacron sail & canvas cockpit cover, no bailing after rain. Comp watertight, sails like a dream. In water so you can sail her, grt for kids to learn to sail. Will deliver anywhere in New England. Asking \$4000 OBO. DON CORREIA, Mattapoisett, MA, (508) 758-4738, lv msg & tel#. (9)

Navigator 1990. Fast, handsome 21' cat-ketch daysailer/camp cruiser designed & bld by Steve Wilce. Ultralight thermoplastic construction w/much wood trim. Only 300 lbs. Custom tent. Custom trlr. Cond exc. \$3,600. MAIT EDEY, Vineyard Haven, MA. (508) 693-3350. (9)



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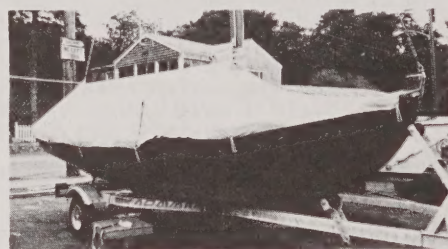
19' O'Day Sailer w/trlr, \$1,500. Zuma Sailboat, hull & spars, \$150. Delivery arranged. HARRIS M. NEWMAN, Gwynedd Valley, PA (215) 641-1302 or (215) 723-7300. (9)

17' O'Day Daysailer II, boat & sails in exc cond, incl spinnaker & galv trlr. In storage for several yrs. Asking \$1,900. BLEILER, NH, (603) 744-2248. (9)

'74 Sims Single, 35lbs. Honduras mahogany hull recently decked & refinished. Exc cond. Incl extra seat, riggers & oars. \$1,500. NYAC, Pelham, NY, (914) 359-3759 eves. (9)

15-1/2' Bolger Light Dory, a fast rowing boat for 1 or 2 oarsmen. Seat & oarlock positions adjustable fore & aft. In top cond, \$900. PETER WATTERS, Cambridge, MA, (617) 492-0483. (9)

16' Rebel, FG model from late '70's. Gd cond w/trlr, new tires, anchor, hiking stick, 12v trolling motor. Seats 2-4, \$1,500 OBO. MIKE MARSH, W. Lafayette, IN, (317) 497-0056. (9)



14' Amesbury Rowing/Sailing Skiff, bld '78 at famed Lowell Boat Shop. No rot, no leaks, new tilt trlr. \$2,000. Motor available. ROGER EISENZOPF, Gloucester, MA, (508) 281-0257. (9)

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Bolger Cartopper. Nds some paint sanding, \$200. Trlr for small boat, \$200. Both Cartopper and trlr, \$300. Beetle Cat sail, exc cond, \$350 firm. MARK PINKSTEN, Nashua NH, (603) 881-4205. (9)



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Piscataqua Wherry from Bay of Maine Boats, w/floor boards, trlr, cover. In exc cond, \$2,000. BILL SWEET, Greenland, NH, (603) 433-5582, 5-8pm. (9)

16'6"x7'6" Saroca, '86 w/oars & orig performance rig, tall main w/reef points & 3 section mast, \$800. TIM MOONEY, Onancock, VA, (804) 787-2268. (9)

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16'-19' Wooden Sailboat. In reasonable cond for father/son project. MARK NASH, 19 Ridgewoods Ct., St. Peters, MO 63376, (314) 926-0895. (8)

14' Wood/Canvas Canoe. Any make, model or cond. Also Alden Ocean Shell. W-wo/Oarmaster or oars. R.A. NOTARISTEFANO, northport, NY, (516) 757-3087. (8)

Sunfish, in gd cond, \$300-\$500 max. JOEL FLATHER, Little Compton, RI, (401) 635-4819. (9)

Meadowlark in fair cond. TIM MOONEY, Onancock, VA, (804) 787-2268. (9)

Bolger Micro, w/sails & spars. CARL NOE, RD 4 Box 1420, Putney, VT 05346, (802) 387-4666. (9)

Swampscott Sailing Dory, FG by Roger Crawford. DAVID SOLTESZ, 5 N3 Arbor Green, 275 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (9)

GEAR FOR SALE

Copper Clench Nails. 5lb lot only, 7/8" long, \$60 PP anywhere in the 48. R.M. STEWARD, 4335 Lucera, Jacksonville, FL 32244. (8)

Volvo MD17C 3 Cyl Diesel Aux Engine & Gear. Gd shape, just nds valve job. Delivery possible. JAY FOLEY, Worcester, MA, (800) 233-6539 (D), (508) 791-3933 (E). (8)

British Seagull OB's. '87 3hp Model 55 short shaft, recoil start, F-N clutch, \$350. '69 3hp Model 40 long shaft, rope start, direct drive, \$250. Both vy low hrs, stored indoors, exc orig cond, w/manuals & documentation. BOB CANN, Amherst, MA, (413) 253-9423. (8)

Wooden Mast & Boom. From Snipe, hollow, round deck stepped mast 19'11", "T" boom 8'5". \$25 OBO. RALPH ELDRIDGE, Middletown, RI, (401) 848-7351. (9)

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Quicksilver Racing Lower Unit. For Mercury Super 10 OB. Also props, special tools, other parts for Super 10. SIMON BOSWORTH, Eagan, MN, (612) 454-7413 (H), (612) 370-8467 (W). (8)

Good Reliable OB, 15hp, Johnson or Evinrude. Age not factor. CHARLES SMITH, Cambridge, MA, (617) 354-3471. (9)

Old Marine Engines. One-lungers or two & three cylinders. Make & break or jump spark. Most any condition. Especially interested in a two, three, & four cyl Lathrop made in Mystic, CT. ANTHONY GOODRUM, 14069 Ole Rd., Coden, AL 36523, (205) 824-4871. All ltrs answered & calls returned. (8)

CB & Tiller for Beetle Cat. G.L. CLARK, 32 Ocean Ave., S. Yarmouth, MA 02664. (9)

Honda OB, used, short shaft 10hp+/- . JOSEPH KAMERLING, Houston, TX, (713) 627-7560 collect. (9)

Mast, Sails, Rudder Donation for 16' O'Day sailboat, for free inner city youth sailing program on Delaware River, Wilmington, DE. CAMP DIMENSION, Wilmington, DE, (302) 475-7061. (9)

Under 10hp OB's, oldies OK. C.J. FRIEDEL, 257 Sebring Ave., Beechview, PA 15216-3827. (9)

BOOKS & PLANS FOR SALE

"Afloat". The magazine for small boat enthusiasts is one year old in September. Worldwide subscribers have enjoyed the first six issues of our 32 page bi-monthly which deals exclusively with wind and person powered craft up to about 20ft LOA. Designing, building, voyaging, tips and queries, reviews, interviews, company and boat histories. All these and more will be yours to enjoy when you get "Afloat". Six issues seasmall \$20.00. 2nd class airmail \$25.00. Checks payable to Dennis Davis, please. "AFLOAT", 9 Great Burrow Rise, Northam, Bideford, Devon, EX39 1TB, England. (8)

Used Boat & Marine-Related Books. S.A.S.E. for compl list. Also want to buy model boat and ship books. BILL SHAUGHNESSY, 94 Glade Rd., Talladega AL 35160. (8)

Bruce Roberts 31 Plans. Never used. Am going to build something smaller. \$250 money order, ppd. NOBERT SAMMER, 248 N. Forest Lake Dr., Altamonte Springs, FL 32714, (407) 862-0792. (8)

Time-Life "Seafarer". 24 vol set, mint, unused. \$200. R.A. NOTARISTEFANO, Northport, NY, (516) 757-3087. (8)

"Small Boat Journal", #1 thru #72, \$150. BILL O'SULLIVAN, 931 Lawrence Dr., Emmaus, PA 18049, (610) 965-2341. (9)

"Sleeper", 7'10" cartoppable sailing cruiser. Slps 2 below deck. Info \$3, plans \$17 (my cost). You send me \$20 more if you build from them. EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)



Sea Kayak Plans. "Seguin" is a sleek, lightweight kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual. ROB BRYAN, P.O. Box 475, Woolwich, ME 04579-0475. (TFP)

Boatbuilding Articles. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)



Classic Moth Boat Plans, available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17S, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

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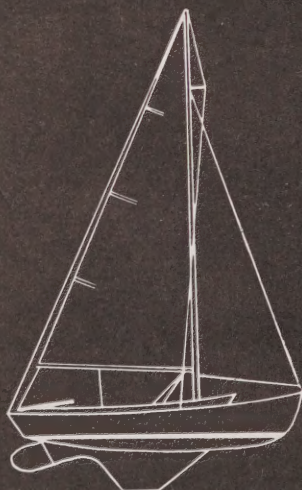
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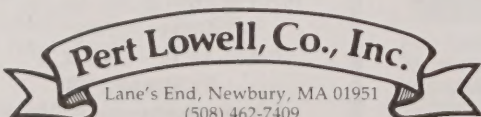
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