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Special Feature This Issue
Mid-Atlantic Small Craft Festival



messing about in BOATS

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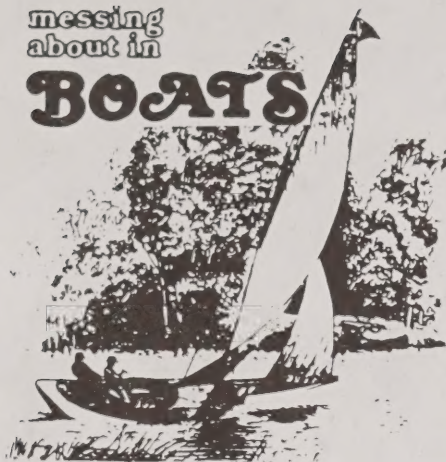
Volume 12 - Number 12

November 1, 1994



messing
about in

BOATS



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

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Volume 12 - Number 12
November 1, 1994

Our Next Issue...

Will feature Walter Fullam's coverage of the Antique Race Boat Regatta held last summer at Clayton, New York, which got squeezed out of this issue by my Mid-Atlantic Small Craft Festival coverage. We'll also have a short report on the St. Marys', Maryland Seaport Festival from Bob Booth.

Three "cruising" tales are scheduled, Dick Schaab's "Delivery Trip Through Memories", Tony Fiore's "Maiden Voyage of the *Maramu*" and Bill Sayres' "Log of the *Sieglinde*".

We'll look at designs for a 13' solo canoe from Dennis Davis, a 13' trimaran from Gerard Van Wyk, *Weekender*, a small Friendship sloop lookalike from Stevenson Projects, a Crawford dory by Malcolm Forbes And an 11' yacht tender from Phil Bolger.

Depending on space available we will bring you "A Year With Polytarp Sails" from Jim Michalak, "How Front Row Works" by Ron Rantilla, "More Uses for Hot Glue" by Gary Zimmerman, "Saving a Cat" from Stan Dziemja, and more "Boatwork" from Scott White.

On the Cover...

Small boats in action at the Mid-Atlantic Small Craft Festival held the first weekend in October at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland. There were over 100 small craft gathered there and we bring you comprehensive coverage in this issue.

Commentary...

It's closing in on the year-end holiday season and once again we start running our full page ad opposite encouraging you to consider subscriptions to *Messing About in Boats* as Christmas gifts for small boat fanciers amongst your families and friends. Those of you who do undertake to do some gift giving in this manner will note that there is a new price for the annual subscription, it will be \$24 a year for 24 issues starting with any subscription or renewal effective with the January 1, 1995 issue. This includes ALL gift subscriptions and renewals. I have bitten the budget bullet at last.

I have mentioned the growing budget crunch here on several occasions and a number of you have written to urge me to do what I had to do to keep the magazine coming. While the immediate instigation is from the 10.3% increase in postal rates which will take effect on January 1, 1995 for all forms of the U.S. mail, the increase I decided upon is more than needed to cover this. In this \$4 increase, which brings the magazine to \$1 a copy, is funding for a couple of planned improvements. It also covers the last postal increase of 33% three years ago, when the rate went from \$.18 to \$.24 per issue mailed.

Looking back I found that our subscription price went from \$15 to \$20 in July, 1988, over 5 years ago. That increase was in the face of steeply rising inflation over the first five years of publication. Since 1988 the rate of inflation has subsided, but not disappeared, and we have absorbed incremental increases in all our costs of doing business, printing, mailing, supplies, services. So now, in another fell swoop, it's not only catch-up time, but maybe get-ahead time too.

The first improvement, which we've needed for some time, is upgrading our mailing labels onto a computer system. While the computer was in hand to set it up, the system for sticking on some 4,000 labels every two weeks was not, and equipment needed for that job was costly beyond our means. I can address all 4,000 in two hours on my present machine, which prints that undeniably fuzzy address directly onto the magazine. I cannot stick 4,000 labels on in two hours, it would require more like ten hours.

Farming this work out was also costly, for I've found that people out there seem to need a lot more pay per hour than I do for menial tasks. My present mailing system, which is quite efficient in terms of labor, but deficient in quality of printing, creating some of the subsequent delivery delays, requires me to spend about ten hours to do a complete mailing from cartons of magazines to sacks of mail. Outside services want about \$400 to do this. I work for a great deal less than \$40 and hour. So I do it. So, investing in a computerized mailing system and mechanized address label affixing could be undertaken knowing additional income would be forthcoming to pay off this capital investment from some of the increase in the subscription price.

The other major improvement that could result from the additional \$4 per year would be an added eight pages. It will depend on how the increase affects ongoing

new subscriptions and renewals. If the increase does not seriously depress renewal rates and new subscription orders, then I can see where the larger size magazine could become a reality during 1995. Perhaps you see no reason for adding pages, as far as what you presently get for your money, but I do not want to put out a magazine that is 40%-50% ads. A large magazine can hide this high percentage over many pages, a small one like this one cannot, the ads overwhelm the magazine. I prefer to put a 25% ceiling on ad space in each issue. That's why you get so much information on only 32 pages presently.

What about those ads? I offer ads space at a very low rate as I wanted to provide the small builders and suppliers with an opportunity to reach all of you with their sales messages. Advertising income in effect pays my wages, all your subscription payments go to the printer, post office and to the suppliers of all the supplementary stuff it takes to publish a magazine on the scale we operate. So I need ad income for my own income so I can keep on doing this. But I did not set the rates to provide me with a fat income, but rather an adequate one, rates which would be affordable for the small businesses in small boats which cannot afford to promote their products and services in the large newstand boating press.

So there you are, as of the January 1, 1995 issue, subscriptions will be \$24 a year for 24 issues, still, as one reader wrote, "about the cost of a cup of coffee and a donut". All \$20 orders we receive that will take effect with that January 1st issue, or later, will get prorated to 20 issues instead of 24 until the old price orders fade out during the coming year. And by spring we should be mailing with easily readable labels, perhaps even with Zip Plus 5 codes (that very few of you provide) to improve delivery. And during the year you might see us grow to 40 pages. After all, we're twelve now.

Golly Wasn't That October 1st Issue Late!

Yes it was, for we left here September 30th for the Mid-Atlantic Small Craft Festival and a week after of holiday travel in our camper van to Cape Hatteras and back to Gettysburg and the Amish country. The October 1st issue did not get to us from the printer in time to be mailed before we left, and when we got home we had nine days of mail to bring up to date in the subscription files before we could mail. So it was October 17th before the October 1st issue went out. The October 15th issue was mailed on the 24th, nine days late, so we've gained back almost half the lost time, and this issue should be mailed around November 4th, almost back to cover date. Bear with us, when we're not here, nothing gets done.

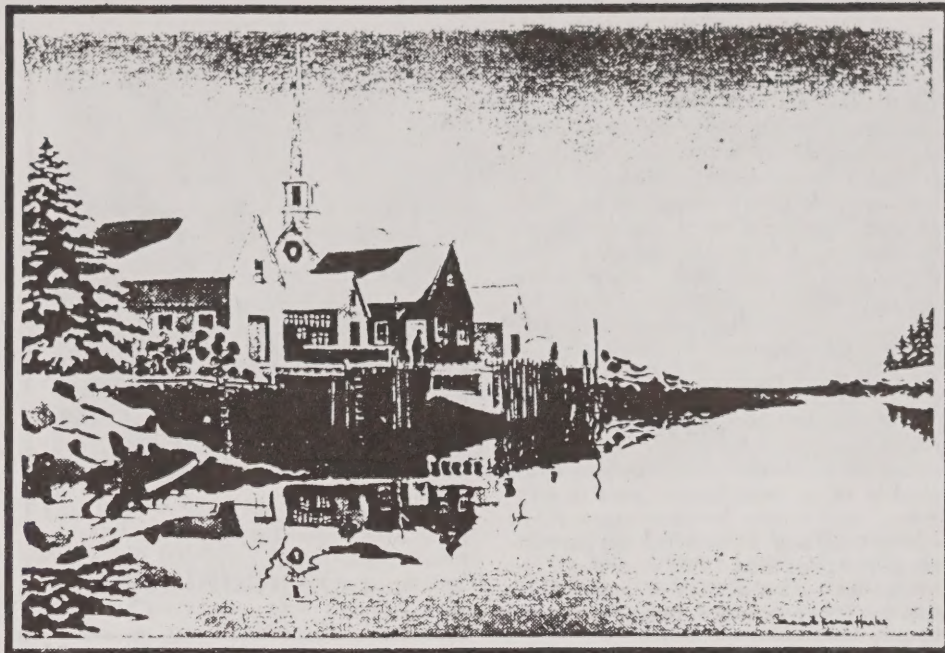
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A Few Comments

First comment: While I'm as cheap as anyone else, I also happen to work for a magazine, and postal-rate increases are an ongoing nightmare to anyone in the business. So if you (and we) get whacked with a rate increase, by all means increase the subscription fee. One word of advice: Increase the subscription rate by a bit MORE than the minimum amount necessary to cover the current rate increase; that will let you build up a reserve against the next increase, and may even eliminate the need to increase your subscription rate next time the U.S. Snail asks for more.

By the way, service at third-class rate stinks. I just today (September 28th) received the September 15th issue. I'm also a member of an organization over in New Jersey, and simply because many of us were getting sick of receiving our newsletters too late for them to be of any use, we offered the option of first or second-class delivery, for an extra fee. Maybe you could do that.

Second comment: I agree with Bob Coles that we/you should encourage the "give-a-buck" policy, whereby readers who request material from small vendors ought to pay for at least part of it. I just called one of your advertisers for information on sail-rigs, and received, without expecting it, a half-hour video demonstrating the rigs. I still don't know whether I'll buy one of theirs, but I will certainly return their video. Either way those things cost money to make, and I feel obligated to return the vendor's investment.

Third comment: In answer to Joe Pouliot's question on hot-melt glues: There are many varieties of hot-melt glue available. Most of them, the consumer-level ones anyway, are not suitable for indefinite immersion, and besides, since they are quite plastic, they will "creep" under continued loading (like holding a bent plank to a frame member). What they are very useful for, is "tacking" things in place while a slower-setting rigid adhesive like epoxy or resorcinol/formaldehyde marine glue sets up. You put the structural adhesive on the parts to be bonded, and then use small dots of hot-melt glue, not on the main adhesive and never enough to interfere with the final bond area, to "clamp" the pieces together. Used that way, they can save an enormous amount of time that would otherwise be wasted on absurd clamping problems.

Fourth comment: Keep up the good work. *Messing About in Boats* is one of the better things that I read. Maybe the spelling's a little rough, maybe some of the style ain't so hot, but it's fun, and fun is why I got involved in this madness to begin with. (And no apology for the terminal preposition.)

Peter Heinlein, Yonkers, NY

(Editor Comments: Third Class is the cheapest way for us to mail and the service is slow indeed. Additional postage for First Class mailing at present comes to \$.75 per issue until 1995, see my Commentary in this issue, that's \$18 more a year. I'll oblige anyone who wants to spend extra for faster delivery, but I caution you, it takes a week for First Class letters to get delivered across the country, or into metropolitan New York city).



Your Commentary

What Show Was That?

I can't decide if the writer of this letter published in the *Bangor Daily News* went to our Wooden Boat Show or maybe was thinking of the late June MMTA Show, or if he just calls wood/epoxy "fiberglass".

Valerie LaFrance, Wooden Boat Show, Brooklin, ME.

Read: fiberglass

The (recent) Wooden Boat show in Southwest Harbor was more like the "Fiberglass Boat show." There was bumper-to-bumper traffic on the road, elbow to elbow crowds on the float ways and ample outboard exhaust fumes for all to inhale.

Among the melee of craft in exhibit were a few wooden types among the fiberglass and plastic-coated boats. Missing or crowded out were the wooden boats Maine craftspeople are noted for being able to create.

Jim Nichols Orono

"Patient Captain" Is An Oxymoron

Earlier in the summer I finally sold my Wayfarer as I knew I would, to a person who knew the boat and really wanted it. He had seen my ad in your classifieds and came to inspect it thoroughly, alone the first time, the second with his fiancée. They were a very attractive and obviously bright and devoted young professional couple.

After a demonstration sail, the deal was done, and we arranged for delivery a few days later at my boat club. As I was showing them the little tricks involved in preparing the boat for safe trailering, the young woman was doing her very best to learn her role, and to be sure she did every thing just right.

She turned to my buyer, smiled warmly and said "Honey, I hope you'll be a patient Captain."

I did not have the heart to tell her that "patient Captain" is an oxymoron.

Michael Timm, Poughkeepsie, NY.

Catboat Award Winner For Sale

Here is an award announcement concerning my boat that was printed in the Spring issue of the *Catboat Bulletin*. Unfortunately, the February storm which tied up much of the east coast caught me in Pennsylvania and prevented my appearance at the Association's annual meeting in Newport, RI.

"Broad Axe Award: The Broad Axe Award was established in 1976 to recognize a significant achievement in catboat construction. This includes the restoration of an old cat as well as building a new one. This year, the award went to Bill Ray.

The citation said: In 1974, a man in Wadsworth, Ohio, named Bill bought plans to build a Fenwick Williams 18'1" catboat. He converted his 2-1/2 car garage into a boat shop. Someone locally gave him a large white oak tree. He had to go to North Carolina to find the cedar for the planking. He used black locust from his back yard for cleats. He used fir to make the spars. He did everything himself.

Bill was very meticulous and thorough. He never hurried. He is a family man and that comes first. Besides, the shop has no heating system. He worked on the boat when he could. Bill installed a one-lunger engine, another display of tradition. The boat is fantastic!

He thought three or four years would be sufficient. Fifteen years later, in 1989, Bill launched the *South Shore*."

Now I must sell this boat, see my ad in the Classified Marketplace.

Bill Ray, 2768 Greenwich Rd., Wadsworth, OH 44281.

A Great Joy

What great joy I had watching my nephews Michael and Steven launch their new boats one night in the gray light of evening in the late summer on their lake. On their birthdays I had told them I would build boats with each of them. It was hard finding a simple, quickly-made model, and it was hard to find a time to meet. The boys wanted 60' grandiose pirate ships. Then you presented the plans for Dr. Nathan's little eight-footer which was in just the spirit we needed. It turned out to be just the ticket, for the design is both exactly the right size for a boy to propel, and each boy can have his own to adorn, to manhandle, to maintain or ignore.

Michael is 8 years old, Steven is 7. The boats fit them perfectly when we launched them, and the boats continued to perform well when my daughters, about the same ages and sizes, joined the boys in the boats. Eventually the dads learned that the little boats are real tiddly for 6'2", 190-pounders.

The kids soon took to tipping the boats, after the least little urging. It was just as well they did. We learned that the air chambers work, the Beckson deck plates in the aft chamber are air and water tight, and the kids were either able to re-enter the swamped boats (those who were older, stronger, and had canoe training) or to stick with the boats as they made their way to shore.

It was a great evening. The kids continue in their love of the water. And so do their parents, too.

Roger Rodibaugh, Lafayette, IN.

Bolger Model Messabouts?

There are already a few competitive Radio Control (R/C) boating classes, regional and international, in which one could enter scaled Bolger designs. A new one-design might become very popular with your readers and their friends.

Why not consider enlarging the concept into something named Phil Bolger Model Boat Messabout Regattas, where the most important rule was to have fun with your family and boating friends.

Phil has published designs/sketches for most everything I can imagine in the way of a boat; outboard skiffs, planing tugboats, steam launches, schooners, prams, yachts, rowable boxes (although I have not yet seen evidence of a PB design for a pedal powered all terrain amphibious vehicle!).

I believe that many of us have already envisioned a succession of candidate boats, model and full size (I foresee an eight inch, two channel R/C Tennessee with twin miniature electric motors).

The PBMBMRers could support static, free-running and string pulled (why exclude kids?) entries as well as R/C entries. They could also support "based-upon" and "other" categories as well. One-design classe(s) would naturally evolve as PBMBMR popularity spreads.

Competitive PBMBMRers would have to set up their own rules, committees, judges, etc. for themselves (#1, not to exclude the messabouts, who would be safely messing-about somewhere nearby).

I haven't met Phil Bolger, however his writings suggest to me that he wouldn't mind at all being the namesake of such events.

Lonnie Cope, 4809 White Court, Torrance, CA 90503

Scale Model Activity Anyone?

The Sept.1, 1994 issue contained a letter from John Smolenski suggesting Phil Bolger design a model boat. I too would like to see some activity in scale model radio controlled wooden boats. I think scale model boats would make a worthwhile addition to boating events. Models in 1/8 scale (1.5" = 1') would be about the right size. A 26' boat like the Thunderbird would be 39" long. A Lightning would be 28.5" long. Big enough for radio gear and big enough for construction details. A common scale would provide a basis for comparing models and evaluating designs/designers.

With regard to boat plans, E.G. Ragsdale, who advertises in your classifieds, and Atkin Boat Plans offer "How To" boat building articles for just a few dollars each. Most of these articles include the lines drawings (some may not include the table of offsets) which are enough to scale off a model. Ragsdale has the Lightning article for \$12 as an example. The article on Herreshoff's H-28 is \$12.50. The H-28 would make a beautiful model. The ITCA offers complete plans for the Thunderbird for around \$35. Inexpensive plans are available.

Jim Walters, Hunstville, AL.



The Day I Saw Phil Bolger

The guy checking out the boats at the start of the Blackburn Race in July looked vaguely familiar, a little like your younger uncle. You know, your mom's little brother. A graying long hair, never got married, always travelled and never had a job. He was in a well-used Whitehall-like boat, the paint a dull black, but with graceful lines that I thought I'd seen before somewhere. The boat was being propelled along silently by a small electric motor, piloted by a woman wearing a big wool sweater.

I nudged my stroke oar, "Is that...? It looks like...Phil?"

We were right. A Phil Bolger sight-

ing. In the flesh. The guy who earned his way into heaven with a sheer line. Floating next to us was the Elvis of small boats. We hung nearby hoping to overhear pearls of wisdom. He looked just like a kid in a candy store as rowing boat after rowing boat came to the start.

Finally we gleaned one kernel of boating smarts from an overheard conversation, "Eastern Point lasts forever." As a couple of Cape Codders who barely get over the Bass River bridge, never mind the bridges over the Canal, it wasn't until four hours later into the race that we found out what Uncle Phil meant.

Barry Donahue, Brewster, MA.



Plastic Wrapped Kayaks

I saw these two sad kayaks at Lane's Cove (Rockport, MA) held together with plastic wrap and duct tape. They are probably some old Dunn frames.

Carl Erickson, Verona, NJ.

Editor Comments: Cappie Dunn built hard chine skin kayaks in Rockport, MA in the '20's and '30's, his son builds them today in fiberglass out near Buffalo, NY.

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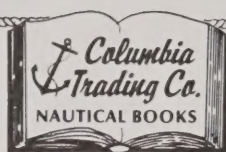
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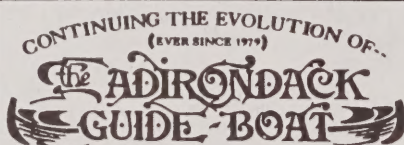
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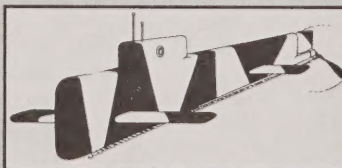


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BOOK REVIEW

Exploring the Chesapeake in Small Boats

By John Page Williams, Jr.
Tidewater Publishers, 1992, \$12.95

I suspect this book will be of limited interest. That is, it will most interest only those persons who like small boats and who live on, have an interest in, or are curious about the Chesapeake Bay. I suspect that may include a lot of folks.

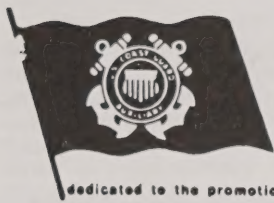
I first became aware of the beauty of the area in 1968 when I was in the early dreaming stage and thought a 36' ketch would be my ideal boat (later acquaintance with the realities of costs got my dream down to 22'). I visited Tom Colvin in Virginia, saw some of the most lovely sailing vessels ever designed, and watched the live telecast of the events surrounding Robert Kennedy's murder on Tom's TV. The Bay was lovely to drive past, to look out upon, and though I've never made it back it still intrigues. James Michener wrote an epic novel about the area.

This book goes behind and beyond the grand scale of the Bay and focuses on its more friendly parts. . . the rivers and salt marshes. Williams is a devotee of natural history; in this pursuit, the boats are a means to an end. He begins with an overview of the Bay, then notes various types of small boats most suitable for exploring the shoreline and marshes, and techniques for using them. This is followed by a discussion of the basic "gear" needed to fully explore (eyes and ears rank high on the list). In other words, with this book and maybe a couple of more detailed guides to fish and birds, a person could get "up close and personal" with some very intricate ecosystems. It's almost a modest version of going "where no man has gone before", adventure on an affordable scale.

Much of the natural history and the symbiotic relationships that the author points up are things he leads groups of students from the Chesapeake Bay Foundation to study every season. But that does not make them any less exciting to the newcomer. And Mr. Williams is able, in his writing at least, to combine real knowledge with an unflinching sense of discovery and wonder. No matter how many times he may have discovered something, it is still someone's first view, and wonderful for all that. It's a rare gift; good teachers have it, and there are too few of them.

The second part of the book is a detailed guide around the Bay; the author divides the shore into the major river systems and adjacent areas and notes the most promising things to visit and view for each.

This is not a typical "Cruising Guide"; people who sail the Bay in large yachts will likely miss most of what the author describes. But those who take their dinghies or a canoe and explore might find a whole "other" Bay here, the one of the grasses and birds, fish and crabs. While my own boat "madness" revolves around sail, I am sure I would completely amaze myself with how much a paddling trip with this teacher/writer would delight me. The next best thing is this book.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw



Number Her Right

The Coast Guard Auxiliary flotilla of which I am a part gave free "Courtesy Marine Examinations" to a little over fifteen hundred boats last summer. One of the items on our check list is the display of registration numbers and this, very properly, is a safety requirement. There are a lot of boats on our waterways and some of them look very much like a hundred others. What distinguishes my 18' center console from all the others made by the same company is the registration numbers on both sides of the bow. I want to be as sure as I can be that if I need to be located and identified I can be, so not only do I have a legal obligation to have my boat properly numbered, but it is very much in my own interest to do so.

One illustration will serve. On an Auxiliary patrol we were asked to track down a boat that had been reported overdue. The strong probability was that it had made port safely and that the operator had simply failed to call home but there was a very worried family waiting for word. We had a vague description, "a thirty two foot sloop, white with blue trim". Then there was the key fact. "The registration number is NC 1234 AB". Two Auxiliary boats and one Coast Guard vessel on patrol spent several hours looking into anchorages. We saw a lot of thirty two foot white sloops but it was a while before we found the one for which we searched. A radio call to the Coast Guard station followed by a telephone call eased a family's anxiety.

Back to the boats my Flotilla examined. An absolutely astonishing number of them had improper and sometimes misleading registration markings. The registration number consists of two letters identifying the state of registration followed by a combination of numbers followed by a combination of a one, two or three letter suffix.

These are the requirements:

Numbers must be permanently attached to each side of the forward half of

the vessel.

The letters/numbers must be in plain, vertical block characters at least 3" high.

Letters/numbers must be in a color that contrasts with the color of the hull.

There must be a space equal to the width of one large letter, or a hyphen in the space, between the initial letters and the number combination, and a second space or hyphen between the number combination and the letter suffix. That space, with or without the hyphen, is very important as it makes the number much easier to read from a distance.

The registration letters/numbers must read from left to right, eg. NC 1234 AB or NC - 1234 - AB.

What did we find last summer? Boats with different numbers on each side. Boats with the numbers in quite lovely italic script, pretty but extremely difficult to read at a distance. Boats with the registration displayed on one side only. Many boats without the spaces or hyphens between the letter/number groups. Dark blue hulls with black registrations that were impossible to read from more than five feet away and, of course, letters/numbers that were too small.

The classic of misnumbering, and I give my promise that this is true was a boat that had on the starboard side NC 1234 AB and on the port side "CN 4321 BA!"

Jon boats, many of which are dark tan, present a special problem. At issue is, "What is a contrasting color?" A great many boaters have elected black letters/numbers since they are most readily obtainable. When they are new and shiny, they are legible. When the gloss wears off, as it quickly does in a marine environment, these registrations are extremely difficult to read. The answer is white letters on the tan or brown hull. They cost no more and it is well worth a little extra effort to get them from a marine dealer.

One way to have the registrations correct is to get the letters/numbers from one

of the sign companies which will prepare them on a backing sheet, already properly spaced and aligned. These are far easier to install than individual letters which can be difficult to line up.

The point is that lots of boats look alike. If the Coast Guard or the State Wildlife or Fisheries folk need to find you be sure that your boat can be readily identified.

Number her right. It's the safe thing to do.



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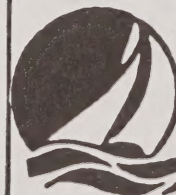
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The Race to Cuba

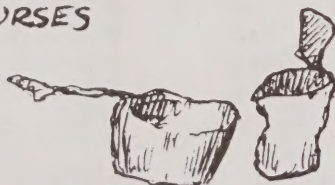
By Tom

A few lights flickered astern far to the west. The sky lightened slowly and then the freshly washed sun rose out of the water. Off watch I found that sleeping arrangements had not been arranged, so I took the aft locker, where I found the life raft. We slept in our clothes for there were no blankets, keeping the boat light.

We found that meals were neglected, we grabbed what we could find to eat, which wasn't much: A bag of apples, a loaf of bread, coke, beer, peanut butter, bagels, chips, coffee and a bag of rice and cans of beef stew. Mark heated up a pan of beef stew, but there was no bucket to wash in or bail with, keeping the boat light. There were lots of chocolate chip cookies to drop and step on and track all over the boat, leaving ugly little brown stains, until John cursed them and threw them overboard, keeping the boat light.

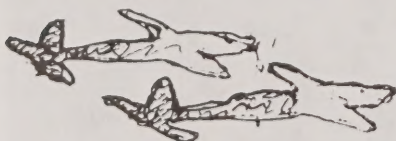


CURSES



BEEF STEW

Dolphins chased flying fish under a bright smiling sky. Kale lay out in the sun too long and got sun poisoning. I gave him aspirins from my bag, none aboard. Now approaching Cuban waters, we flew the Cuban flag on the starboard shroud, a quarantine flag on the port, American flag at the stern, and put a racing sticker on the bow.



FLYING FISH

Late in the afternoon we sighted the coast of Cuba. Again we were east of our destination, pushed down by the Gulf Stream. Now we were beating against a four knot current while doing six knots, two knots over the ground. When we reached the committee boat at the finish



CUBA

we found that it was not anchored and kept wandering from one side of the bay to the other, making us guess which side of the buoy to pass on. John did not have a watch and nobody recorded the finishing time.

We entered the channel to Hemingway Marina where a man in an outboard directed us to the dock. We were surprised to see how many boats were already there. The tortoise and the hare. We stayed aboard until customs arrived, a small army of officials. Medical, drugs, agricultural, animal, weapons, passports, all separate forms to be filled out for separate officials, signed and duplicated, to be immediately lost in their bureaucratic system.

It was discovered that Kale had no passport, it was supposed to have been faxed to Cuba, never had arrived, and like most kids he had no identification on him at all, not even a library card. The customs official asked him, "Who are you?" "How do I know you are who you say you are?"

IDENTITY



Kale remained in a state of unidentification, Mark became his guardian, to remain with him and be responsible for him. Mark had been supposed to fly back to Florida to his job but now he could not leave the boat since Kale was not allowed to. They would both have to leave with the boat. Mark began worrying about his job, saying that his boss did not like him and wanted any excuse to get him fired. He phoned to explain and was told his job might not be there when he returned.

There were no Cuban officials there to welcome us, no media coverage and no water pressure to wash the chocolate chips off the deck. When we finally stepped ashore we were given rum and coke by other sailors who wondered why we took such a crazy route. They thought we had a secret plan. They had allowed as much as 25% for the Gulf Stream, we ran the "rhumbline". John was told to report to

the race committee for the awards.

John returned from the awards meeting and told us we had received a DNS, "Did Not Start". We were not recorded at the start of the race.

"How could that be?" he complained. "We're here, we had to start."

"You didn't start officially," he was told.

"How can a trimaran be missed?" he moaned painfully.

But that's standard procedure for a sailboat regatta, the starts and finishes are completely fouled up.

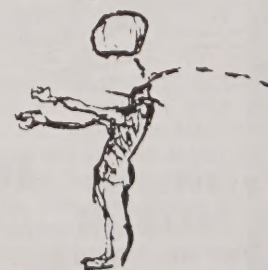


SPANISH BIRD



SPANISH DOGS

Meanwhile, birds sang in Spanish, dogs barked in Spanish, flowers waved in Spanish, ancient cars, busses and trucks made Spanish noises. Joe and I desperately tried to learn the language. The only phrase I could master was translated, "Throw me the beach ball," which made me retarded or a clever CIA agent.



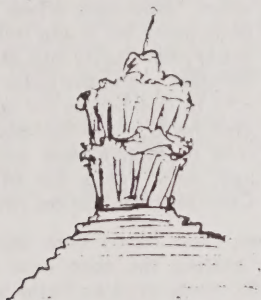
"THROW ME THE BEACHBALL"

Next day we all piled into a bus and went to see Havana where memorabilia of the revolution was prominently displayed: tanks, planes, boats, weapons, uniforms, and statues of its heroes. We had a revolutionary breakfast (scrambled eggs), walked down a revolutionary avenue to the Hemingway bistro beneath Hemingway's apartment. I wondered why he never wrote about Cuba, its people, conditions, changes. He could have been an influence.



PAPPA

The public buildings from before the revolution were grandiose, long staircases leading up to massive doric columned buildings, oppressive, threatening, surrounded by trees, shrubs and gardens shaped geometrically, designed to conform. The cathedrals were equally massive and opulently decorated, without a shred of humility or morality.



NEO-GREEK

Time stopped after the revolution and everything fell into disrepair. Police were everywhere. There was some begging, mostly by children. Although they looked healthy and well fed, food was rationed. There was an atmosphere of desperation, of being under siege by the United States.



GET-A-WAY TOUR

The next day we hired an ancient limousine in which to tour the countryside. The driver, typically, drove like it was a getaway from a robbery. After passing a terrible accident, which never fazed our driver, I was compelled to shout, "slow" in Spanish repeatedly. He eventually slowed to show us the prison, the highlight of the tour. He then drove on for another hour still pointing out the prison, it was enormous. He shrugged indifferently when we paid him.

A party every night at the marina offered food, drinks, loud music and disjointed dancing. During the day we unloaded sacks of flour off the boat onto a

minitruck that was already overloaded and could barely move.

After three days John decided to leave. Customs were supposed to arrive at 6am. They came at 7am. Everything was re-examined by the same multiple group with multiple forms. We cast off at 8am, waving farewell, motoring out of the harbor into an east wind. We were headed on the "rhumb line" for Key West where Mark and Kale could catch a plane back to Tarpon Springs to see if Mark could salvage his job.

I heated up a giant can of beef stew, throwing in the bag of rice, the second hot meal of the cruise. After that we were down to pretzels and coke, not having provisioned in Cuba. So it was a wild, wet and hungry sail. Several miles off Key West we radioed American customs identifying our boat as having raced to Cuba.

"Oh, you're one of that group," was the sarcastic reply. "Do you have anything to declare?"

"No."

"Then you're cleared." Some comparison to Cuba.

We sailed into Key West, putting two anchors down by 6:30pm. We went ashore and separated, agreeing to meet at Sloppy Joe's saloon later. Joe and I bought sandwiches, saving half of each for the next day. John was nowhere to be found. We returned to the boat, slept, awoke in the morning to find Mark and Kale back aboard. They apparently couldn't get a plane out because of bad weather.



We made sail, ghosting against a flooding tide, headed for Naples where Mark and Kale hoped to pick up a ride. An

onshore breeze gave us a good reaching tack during the long hot morning. At exactly noon the spinnaker blew out. Pulled too tight, it ripped up the full length of the luff. We took it down and set the two headsails. John was irritable, drinking coffee and chewing caffeine pills. By 3pm the wind failed. John started the motor. There was no food at all, as light a boat as you could wish for.



We dropped off Mark and Kale at Naples and continued motoring through the night at seven knots. We passed Venice in the morning. The sky to landward threatened ominously with rumbles of thunder. We were soon off Sarasota Pass where we anchored off the beach. We were told to get our gear together quickly. John dropped the raft into the water and rowed Joe and I into the beach. We leaped out with our gear and waded ashore. Without a word exchanged, John rowed back to his lighter boat and got underway. Sailors are a strange lot.



ON THE BEACH

"There is nothing - absolutely nothing - half so much worth doing, as simply messing about in boats."

Kenneth Grahame from "The Wind in the Willows."

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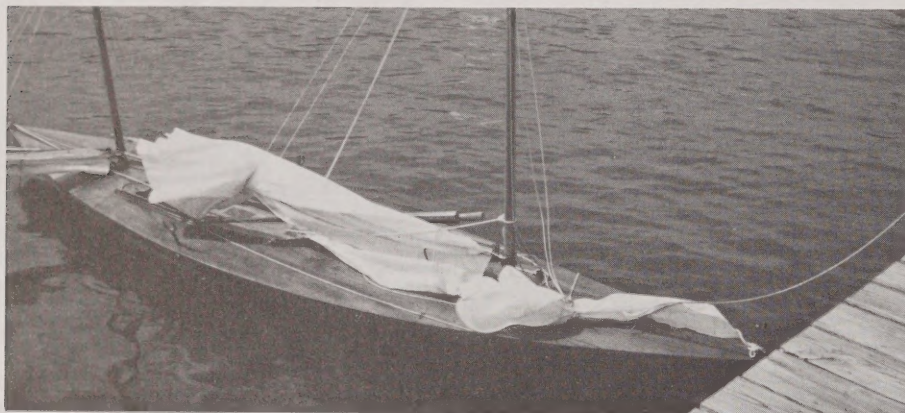
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This lovely little lapstrake sailing skiff was an eye catcher, I failed to get its identity unhappily.

Joe Youcha, who runs the Alexandria (VA) Seaport boatshop, built this replica of Frederick Fenger's *Yackaboo*, the boat in which Fenger sailed across the Caribbean many years ago up the outer island chain.



Joe Youcha (foreground left) of Alexandria (Virginia) Seaport and Marc Barto (beyond Joe) of O'Connell's Boatshop of Chestertown, Maryland, put on a two part demonstration of casting bronze hardware, attracting a large and interested crowd.



Mid Atlantic Small Craft Festival

By Bob Hicks

Most of the 250 people attending the Mid-Atlantic Small Craft Festival at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland on Saturday evening October 1st were gathered in the darkened auditorium in the museum's new Steamboat Building where Ida Little and Michael Walsh were presenting an illustrated lecture on beach cruising. On screen was an ongoing selection of lush tropical beach

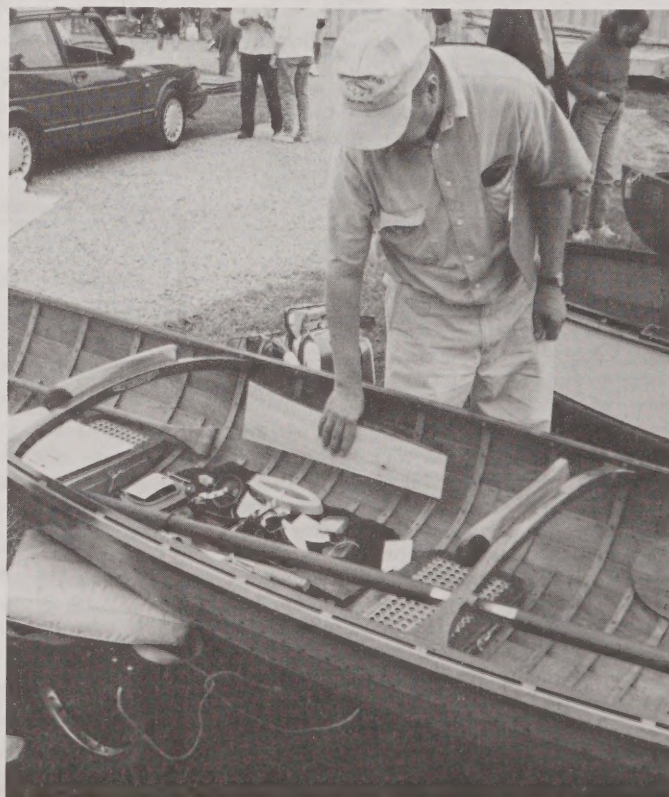
scenes with cobalt blue lagoons, the stuff small cruising dreams are made of.

Then the museum's John Ford came in to interrupt. "There's quite a blow come up and your boats are tossing around on the docks," he announced to a stunned gathering. Pandemonium ensued as all rushed for the doors, which, when opened, revealed the real world outside, with a howling gale of 30 plus knots blowing out of the dark night, and in the glow of the outside lights the precious collection of small boats tied to the docks was visible being tossed up and down, trying to escape. And more ominously, off to the west, several large fiberglass sailboats that had been anchored out were spotted dragging down on the docks, threatening to squash the small boats that lay between them and the docks.

Idyllic dreams of tropical cruising were swept away in the urgency of the moment as owners swarmed onto the dock to secure their own boats while others leaped into the water between the oncoming sailboats and the docks, and others boarded the dragging boats to attempt to re-anchor them. One was successfully re-anchored with additional anchors from the small boat fleet, while the closest dragger was fended off by the group in the water who literally grabbed ahold of it and muscled it around sideways alongside the dock in a hastily cleared section. It was an eerie scene, especially when the rain began to pour down on it and only the fact that the water was hardly hip deep well out along the dock made the latter save possible.

In due course the soggy group regathered back in the hall and Ida and Michael took up their lecture where they'd left off, and once again the Mid-Atlantic Small Craft Festival was on course as planned.

Dick Christie of Wayne, New Jersey built this Walter Simmons design lapstrake canoe getting the once over by judge Spencer Rowe. Dick included the tools used to build her and these have caught the judge's attention.



The planning had again been first rate and the record attendance of over 250 people with over 100 small craft was testimony to the growing reputation of this fall gathering as being a really great time for small boat enthusiasts. While most of the boats are of traditional type, the event is for "small craft" not "traditional small craft" and so such boats as a 1960's vintage Aqua Cat fiberglass catamaran were to be seen, along with fiberglass kayaks, electric canoes and some fiberglass hulled traditional design sailing and pulling boats.

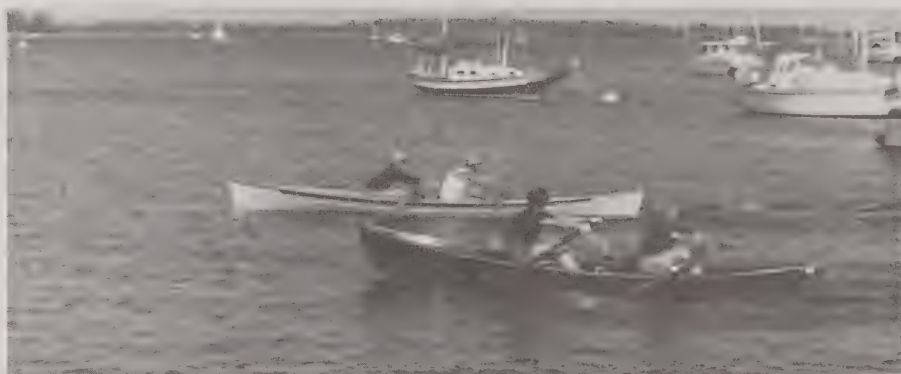
The weekend includes an informal Friday night BYO cookout, Saturday boat judging and racing for all who wish to participate, ongoing childrens' activities, lectures and demonstrations of boatbuilding, a Saturday night dinner and awards program under the big tent, followed by the evening lecture and subsequent sea music, a Sunday morning parade of boats along the museum waterfront, and much individual visiting and boat swapping. Aside from the Saturday evening squall, the weather was again cooperative for on-the-water activities.

And now John Ford and the steering committee of involved local volunteers from the small craft world face a decision on possibly having to limit future attendance as the camping and docking facilities were just about at saturation, camping even spilling over onto a neighboring field. And too much larger a gathering could require a more structured affair to keep it functioning, which would rob it of one of its present charms, the delightful lack of any sort of regimentation. In February they meet to decide on MASCF '95.

Tone DeLine of Coastal Cold Molding of Chestertown, Maryland had all the goop used for this sort of boat building on display, attracting much interest.



Closing in on the finish line, all out effort by a Beetle Cat and a sailing skiff.



The slidings seat double race was a two boat contest, Andy Teel and Ahren Sergeant in Andy's own designed and built *Pearl* (background) took the win over Jean and Jim Carr in an Appledore Pod.

Frequent chronicler of small boat designing, building and adventuring in on our pages, Hugh Horton, came from Detroit with his recently reported on (October 1st issue) latest projects, *Osprey* and *Panfish Angler*.





Looking Over the Fleet

Marc Barto builds these gorgeous Melon Seed sailing skiffs the traditional way at his O'Connell's Boatshop in Chestertown, Maryland.

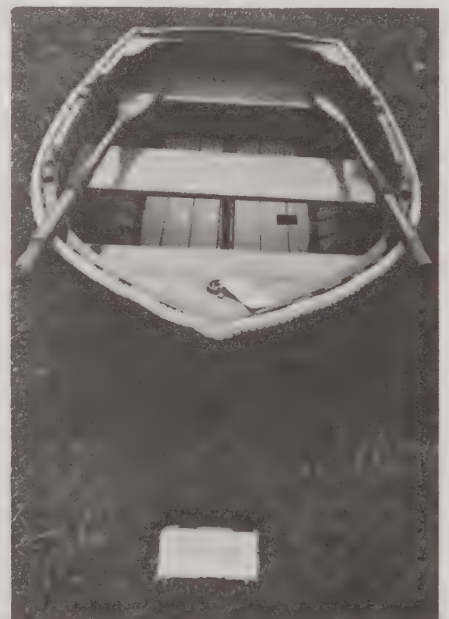


Blackberry Seeds is John England's 1870's tuckup he built from Mystic Seaport plans, a very fast and graceful sailer. John builds boats and sells boatbuilding lumber in Urbanna, Virginia.



Serenity is one of Platt Monfort's geodesic Classic 10's built by Dick Hutchins of Crisfield, Maryland.

Fred Petty of Carlisle, Pennsylvania displayed this fleet of what he described as "farm boats", all acquired at farm auctions in the Pennsylvania Amish country. Of the cedar/canvas dinghy Fred had the following to say on its placard: "This boat came from Lancaster County where it turned up at a country auction house. Professionally built, it was no doubt tender to a larger vessel. The old hull was intact but not as tight as when first built, so I decided to use epoxy/glass to replace the original canvas. After its first restoration the boat was damaged rather badly when a storm blew a tree down on it. The boat as you see it here has been rebuilt a second time." Fred also displayed some "farm anchors" made from old pieces of farm machinery and outboard prop protectors fashioned from stable pitchforks.





When a local person came into Dan Sutherland's shop on New York's Keuka Lake with an old relic he believed might have been a trout boat built by Dan's grandfather long ago it wasn't hard to find out. His grandfather, now in his 90's and still coming into Dan's shop regularly, determined this was the case, and subsequently Dan did this restoration of *Molly*. Dan said it is fancier then when his grandfather first built it.



Pearl was designed and built by Andy Teeling of Painter, Virginia, and successfully raced on Saturday in the two-person sliding seat event. Andy stretched a John Gardner design to 20' to provide the room for double sliding seat rigs.

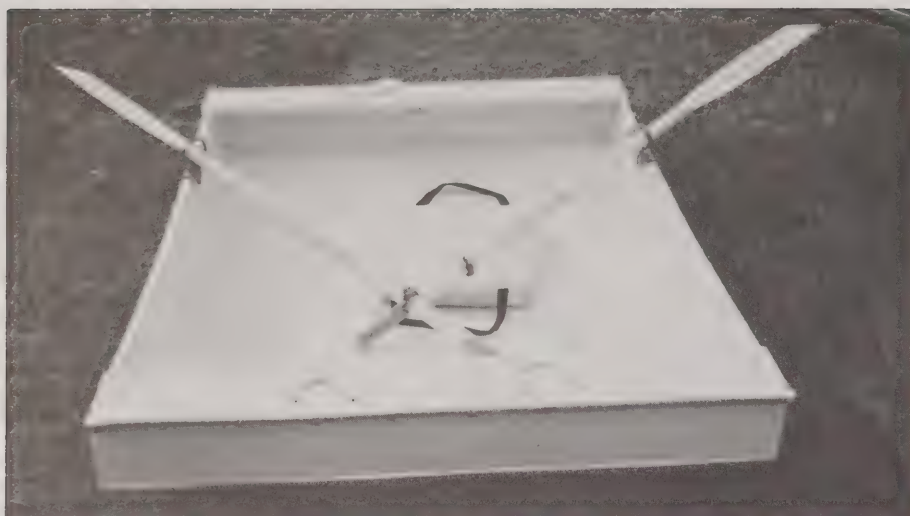


Boatbuilder Bill Clements of North Billerica, Massachusetts had a nice display, he offers his double paddle canoe in either decked (top) or undecked versions.

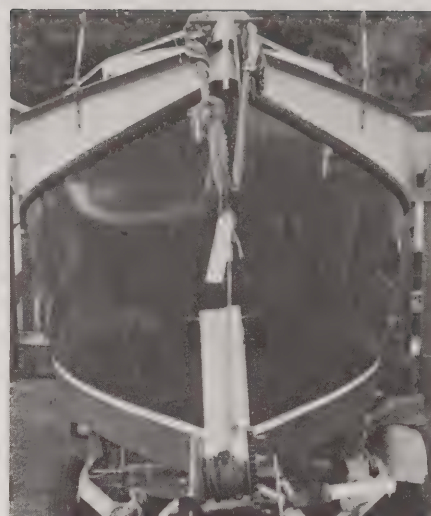
North River Boatworks of Albany, New York had a very nice display, they built the North River Skiff, the sign and its stand and the display board. Dave Kavner provided some of his hand carved and painted canoe paddles.

Spectacular hand painted "bird" graphics decorated Brad Faus' 16' Micmac stripper canoe *Mabelline* built from the *Stripper's Guide to Canoe Building*.





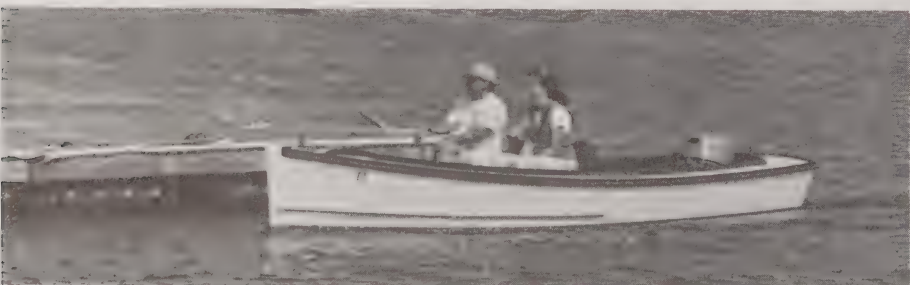
Buddy is a 5'x4' punt built to plans from a local Chesapeake Bay magazine, a "kids' boat", by Cambridge Peters and his 10 year old son. Cambridge rowed it in the races, hopelessly outclassed but earning crowd applause as an obvious underdog.



Not a Bolger design, *Sabot* was designed by her owner-builder, Fred Bennett of Harrisburg, Pennsylvania, to be a safe, comfortable pocket cruiser to be trailered by an economy car (at 650 lbs), instantly rigged and launched, and "not too ugly". Fred built her for under \$1,000 in less than 1,000 hours.



Sugar is a 21' Smith Island power skiff professionally built by Allen Cady of Annapolis, Maryland from plans from the Chesapeake Bay Maritime Museum. She has a fiberglass hull with wood deck and trim. Allen also displayed his Electra Ghost electric powered fiberglass canoes (see sign at right).



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Scenes from the rowing and paddling races, clockwise from top left: Two Wee Lassie type double paddle canoes and a Bolger Thomaston Galley battling it out in a paddling race. The solo men's rowing race gets away. Lacey England rowed off with the women's race in this Thayer Urbanna Rocket. Kayak designer/builder/author Chris Kulczycki of Chesapeake Light Craft of Arlington, Virginia paddled hard in the kayak race but two youthful contenders just had more energy.

...and in Conclusion!



Aftermath. Too much effort found *Lady Jane*, Bob Lavertue's 19' Princess sailing canoe so full of water that it swamped as they came to the docks.

Never Take Mother Nature for Granted

As usual, it was a treat being at the Mid-Atlantic Small Craft Festival in St. Michaels. Good weather, great people, and terrific boats of all kinds. John Ford, Director of Operations at the Chesapeake Bay Maritime Museum, and the folks who help organize the event always do a nice job, but this was one for the record book!

The only dark note (literally) of the weekend was the sudden change in wind and weather during Saturday evening. The squall that disturbed our peace and interrupted the evening's lecture and entertainment could have been a lot worse than it turned out; it could have left our cherished craft as so much kindling in a matter of minutes. That experience reminded me of three important lessons, and I hope you will share them with your other readers.

First, I learned never to take Mother Nature for granted. I had moored my San Francisco Pelican at the dock carelessly, lulled by the quiet conditions then prevailing. The abrupt change in weather caught me flatfooted and left my little boat in harm's way. Lesson one: Always prepare for the worst because you just might get it. Assuming the best is like reaching for a

PFD as you cartwheel over the toerail; maybe you'll get it, maybe you won't.

Lesson two is even simpler: Keep your gear stowed in useable condition. A tangle of spare lines is worse than useless, it is downright dangerous, like a smoke alarm with a dead battery. I got lucky in the midst of the rain, wind, and darkness and found someone who was prepared and generous to boot.

The third lesson should be obvious to all of us who mess about in small boats: People who share our passion for small boats are willing to pitch in and help out when the going gets rough. I want to thank all who went out on the docks to help me and many others secure their boats under tough conditions. In many cases it was too dark and the rain too blinding to even see whose face was on the other end of the helping hand. To all of you from all of us, I say thanks from the bottom of my heart. You were there when the chips were down. Your actions only confirm by belief that folks who build, use, and dream about small craft are the finest kind.

Peter Balczunas, Carlisle, PA.

The Chesapeake Bay Maritime Museum

By Bob Hicks

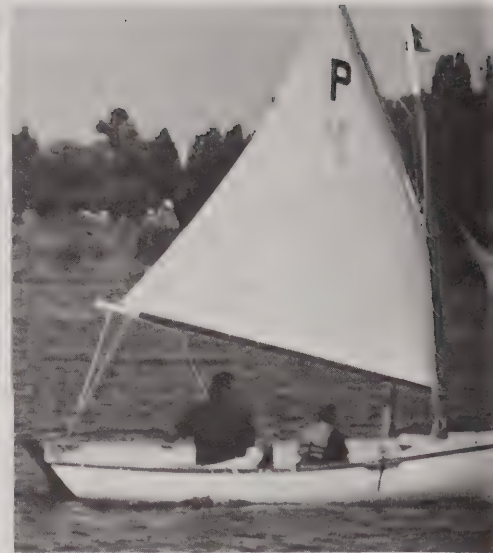
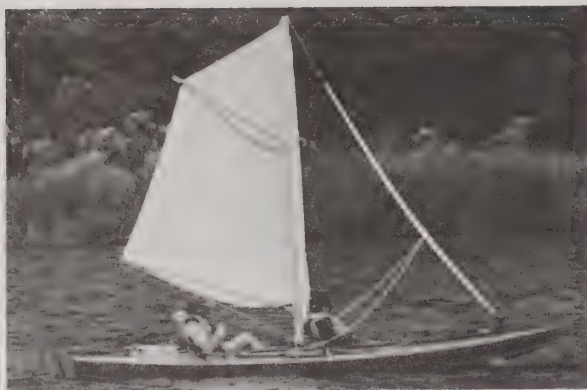
The host of the Mid-Atlantic Small Craft Festival is a very nice maritime museum in a lovely setting on the Maryland Eastern Shore in St. Michaels. The buildings, waterfront, and collections are germane, of course, to the Chesapeake, and are well arranged and informatively identified and explained.

The small craft collection in its own shed is of mostly unrestored originals, and the workboat heritage is very apparent, as is the shallow water ambiance, not a keel to be seen. On the waterfront can be viewed a restored skipjack licensed for oystering and a racing log canoe. A couple of tugboats are also tied up to the docks.

A new building houses the history of the mechanization of the Chesapeake, showing how engine power took over from the days of sail in the Chesapeake's geography, where water transport was vital for place to place travel with so many bays, inlets and estuaries blocking easy road access. Steam power is very big in this display, literally, with one renovated two story steam engine hooked up to hydraulic motors so it can be run through its rotational cycles.

There is a working boatshop open to visitor viewing of work going on on weekdays, and a building devoted to oystering, a waterfowl building concerned with the bygone days of market gunning millions of migrating geese, and a Bay history building devoted to the cultural and geographical history of the Bay.

For a detailed brochure of all they offer, write to the Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636.



A Parade of Small Boats





Sail

"Let's go racing!" some of the sailboats heading out for their Saturday afternoon race pass by the museum's outer dock. I'd be guessing if I tried to identify each of them, while I do know a few, most I do not, so just enjoy looking them over. What a nice array of beautiful small boats.





A perfectly good mainmast ruined by rot at the partners, the cost of runing these traditional boats can be burdensome with the harvests in such steep decline.

The Skipjacks

By Bob Hicks

Quite a few years ago I conceived a desire to build a skipjack, not a full size one, but a scaled down (to about 18') version of one from Smithsonian plans. I even got the backbone built up, but then other things came along and today it hangs from the rafters in my boat shed, probably never to be finished, but still I'm not ready to cut it up for the stove.

Not far (about 12 miles) from the Chesapeake Maritime Museum in St. Michaels is Tilghman Island, one of two

Step back a bit and the inherent beauty of the skipjacks becomes apparent.

ports on the Chesapeake where most of the remaining working fleet of skipjacks dock. On Sunday afternoon, as the Small Craft Festival faded away, friends Ron and Bonnie and Jane and I drove to Tilghman to see if we could find the skipjack fleet. While the museum has a skipjack on display, and it is licensed for oystering, it is still all tidied up for museum viewing. We wanted to see the real thing.

With some basic directions in hand from informed local friends, we soon ar-

Three yawl boats slung on stern davits, note the bow fitting on the nearest which slots into a mating fitting on the transom of the skipjack.



rived at the harbor where the fleet was at rest, and satisfied this desire for seeing real things. A year ago (November 15, 1993 issue) we had a ten page photo feature, "A Day on the Bay" by Charles Hewins which caught the essence of this dying trade, and now here we were looking at the actual working fleet. A working fleet isn't hard to spot, the boats are the cluttered and grimy ones.

One or two showed some signs of being tidied up, some fresh paint, some organized deck gear, but most had their gear all scattered on the decks where it was left from the last trip, and it was rusty, ratty looking gear indeed, and the boats were stained and dirty from hauling that Chesapeake mud onboard. Despite the closeup shabbiness, stepping back a bit brought again into focus the inherent grace and beauty of these boats, they do have a flair about them that promises adventures afloat. But that's not what happens, they just go out there and dredge up what's left of the bay oysters, hard and dirty work.

One detail that I had not been aware of was the manner in which the yawl boats are used. They power the skipjacks out to the dredging grounds, where the dredging must be done under sail. But, they are rigged so that the yawl boat bow fits into a heavy steel slot on the skipjack stern, even on the rudder itself. And the yawlboat's diesel is controlled remotely from the helm of the skipjack. Nobody is on the yawlboat, it is in effect a sort of outboard. Interesting.



Nellie L. Byrd was one of the skipjacks featured in Charlie Hewin's heartfelt tale about oystering on board a skipjack in our November 15, 1993 issue.

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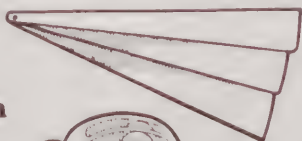
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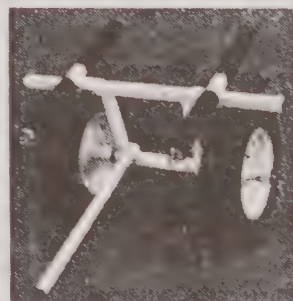
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On the Beach

By Bob Hicks

While camping at the national park campground at Hatteras Light, we hiked out past the imposing barrier dunes to view the Atlantic surf breaking on this outermost point of the fabled Cape Hatteras, "graveyard of a thousand ships". The beach was lined with surfcasting fishermen, their four-wheel-drive pickups parked just above the high tide mark while they sat awaiting strikes on the lures they had slung far out over the surf, carried by substantial lead weights. Only one boat was in sight, a high bowed Carolina surf dory, apparently gathering in a harvest of bass as it swerved here and there in the big swells just out beyond the breakers. It looked interesting, here were commercial surf fishermen at work.

When the dory spun around and headed directly towards the beach through the breakers it looked even more interesting. At full speed the outboard powered craft charged right through the rollers and ran well up onto the beach. The crew jumped out, and one ran to a shiny new four-wheel-drive pickup parked above the landing site, swerved around onto the hard packed beach, backed down to the dory, and a line was attached. On the next wave, as the dory lifted slightly, four wheels churned up flying sand and the dory, full of bass, was hauled like a toboggan further up on the beach above the water. The second crew member then got into another four-wheel-drive pickup, backed it down to the side of the dory, and then both jumped into the writhing mass of bass half filling the hull and began bailing fish into crates in the back of the pickup using five gallon buckets.

This was business (gotta pay for those costly trucks somehow) and I, the camera toting tourist, did not intrude upon it. The boat appeared to be a fiberglass "tub" with an interesting rounded stern and very high flared bows, reinforced inside on the flaring sides with structural wooden framing and a bulkhead just forward of amidships. This separated the fish well (about 2/3rds of the boat's interior) from the forward located outboard well. When the boat runs up onto the beach, the outboard swings up into its well. If ever there was a seagoing wheelbarrow, this was it. A

highly functional craft designed for its task.

After the fish were offloaded the dory was winched up onto a crude old trailer, simply a long wooden beam with an old truck axle across it, and off it went to another spot further down the beach, while the other truck headed off inland with a full load of bass to wherever the market for the catch was. It looked like they'd get in a half-dozen of these trips before the day was over.

The "other" sort of surf fisherman, the sporting type, can afford to sit around until a fish bites his lure.



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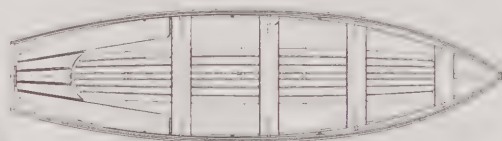
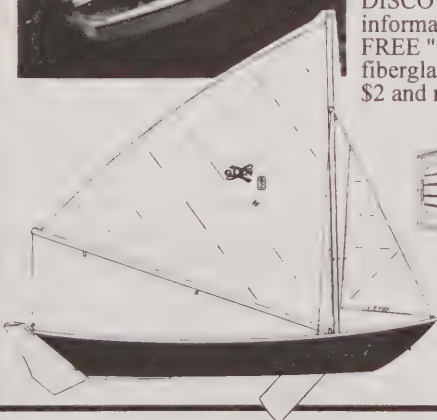


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We took a week off following the Mid-Atlantic Small Craft Festival and amongst other things spent a couple of days on Cape Hatteras to see what was to be seen. A last stop as we headed back was on Roanoke Island, site of the first English effort at colonizing the new world, where the ill fated effort resulted in the never explained disappearance of over 100 colonists left behind by European politics.

The ship that brought them here was the *Elizabeth*. In an effort to attract some of the tourism that the more famous Jamestown, Virginia colony attracts, the state of North Carolina had a replica built back in the 1980's, *Elizabeth II*, "representative" of sixteenth century sailing ships. *Elizabeth II* sits afloat in Manteo, not far from a national park at the site of the lost colony.

Well, this is much like the *Mayflower II* replica setup at Plymouth, Massachusetts (except that *Mayflower II* actually sailed across the Atlantic without benefit of power or modern navigational gear skippered by Allan Villers). We found we could not merely go aboard and look around but had to join a guided tour which included a preliminary audio-visual presentation in an adjacent building.

Our youthful guide was spirited and after he told us where we could not go onboard and what we could not do (all for safety reasons, like don't climb the rigging), we boarded the 69' long replica. I am still surprised, as with *Mayflower II*, to find these replicas so brightly painted,

Elizabeth II...Yet Another Replica



By Bob Hicks

dull colored. And, of course, the awareness that about 60 people spent three months at sea in so crowded a ship still boggles the mind, including soldiers who never got on deck, but lived below the entire trip.

Some maintenance guys seemed to be at work, with their colonial inflatable moored alongside, and the pigtailed young man sitting on the rail chatting with them was pointed out to us as the "captain". After the tourists passed on to other attractions I engaged him in some conversation about his command. It seems that *Elizabeth II* has not sailed since 1990, but sits at the dock all season and then motors to an area shipyard under her own colonial diesel power (it used to be by tugboat before the diesels were installed) for haulout for ongoing major maintenance.

The captain told me he had been a volunteer aboard back in 1985 and had been crew on some of her earlier sails, usually monthly outings, before money ran out for such adventuring. He had subsequently gone to work for the state park system elsewhere, but when he had been offered the *Elizabeth II* job a couple of years ago, he eagerly returned. He's responsible for the ship, but doesn't get to sail her.

I commented on how Gloucester's *Adventure* (a much more modern vessel, and a real one, not a replica) gets out all summer under sail. He wistfully agreed that he'd like to be able to do so, and he assured me that the awkward appearing *Elizabeth II* sailed rather well as long as she wasn't asked to point up to windward too high.

As we disembarked, the last of the group, with our guide growing restless at the gangplank, I noted the ship's boat the *Silver Chalice* tied up below at the dock, inaccessible to us. Nobody had even mentioned her. She looked like an interesting small boat, built of white cedar over oak, 24' long, weighing 2,000 pounds. She can be rowed by a crew of five to nine, can carry fifteen passengers, and can be sailed under a single square sail. I learned all this from the brochure.



The Editor on the quarterdeck of *Elizabeth II*, the view forward is quite good from the high sterncastle.

The ship's boat *Silver Chalice* looked interesting but could only be viewed from afar, here from the *Elizabeth II*'s quarterdeck.



I built three of my standard 17' Goodboats in quick succession this spring, two of them fully equipped sailing versions and the other an all bright rowing boat. Right after that there was just time to make two sets of Constant Camber panels for a course at WoodenBoat School at the end of July. This course was sort of experimental. The idea was not to learn how to make Constant Camber molds and to lay up hull panels, etc. The course instead posited the availability of ready made CC panels and the idea was to build two different boats from the same panels.

In other words, we gave a twist to plywood boatbuilding. You usually buy a bunch of flat plywood and, one way or another, make curved boats out of it. Why not buy curved plywood for a change and save yourself a lot of (heh) torture?

So I took four panels off the one and only mold that I have, the Goodboat mold, and we made, in five days, a 16' 3-ply Goodboat and a 17' 3-ply Chipmunk tandem canoe, both all red cedar nice enough to be left bright inside and out. We launched the canoe at the lobster dinner Friday night, but the Goodboat was still sticky.

Mind you, there was still work to be

On Constant Camber Boat Building

By Mason Smith

done to really finish these boats, but they were pretty much built, and very nicely built, and I think the experience proved the point; that this is one very good way for novices to build boats.

Each CC mold has the potential for a family of boats. If panels are available from a given mold, home builders can choose any of its pre-designed progeny. He can modify the design in various ways (sheer, keel profile, stem profile) if he wants to. If the panelmaker gives out the specs of his mold, the home builder could even build himself a model of the mold and design his own boat to be built from the panels of that mold.

This gets him or her all the charms of CC boatbuilding without the expense of a mold, and that's crucial. Building a mold and learning panel making just doesn't make sense for a one-time small boat project.

Thanks to John Marples's happy sug-

stumble along on the nickel-and-dime-lined stream-bed of necessity, same as ever.

So: I'll take an apprentice, at half a wage or at no wage but a free apartment. Or I'll help you build your boat, for the same price as if I built it for you, and you can stay in the apartment for a month (gotta get this apartment rented some way). Or I'll go back to writing fiction, what's the difference?

Mason Smith, Adirondack Goodboat Shop, HC-01, Box 44, Long Lake, NY 12847, (518) 624-6398.

gestions for the curves, I have this lucky mold which is great for canoes and canoe-bodied boats, and I can offer two lengths of Goodboat and three of Chipmunk canoe, in different weights, ready designed. There are at least two more boats that I want to design for this mold; a dedicated fast sailboat and an electric launch, perhaps a sailing electric launch. I can imagine still other possibilities.

Somebody else might offer panels from the mold that produces the Gull dinghy and other boats, including some multihulls. We'd have quite a few bases covered with just those two molds and maybe one more, for longer multihulls, if the compound curved plywood from them all were readily available.

Panels aren't cheap though, \$800 a set for mine. Then again, you can set the boat up in a day or so, with no jig; a whole lot of the work is done. And what pleased me a lot at the WoodenBoat School was how much everybody seemed to like the boats. I guess we'll do the course again next year.

Mason Smith's Adirondack Goodboat Shop, HC-01 Box 44, Long Lake, NY 12847, (518) 624-6398.

On Small Boat Shop Survival

By Mason Smith

This past year I've been restoring a big fifties Penn Yan outboard, then a couple of guideboats, then a batch of four and five-year old Goodboats in for freshening up, and then a new Goodboat for my own family, since I just sold *Elizabeth*.

I'm giving up on employees. I always tell them that exploitation is the name of the game and that I intend to exploit their labor shamelessly for my own profit, but it doesn't turn out that way at all. Hard as they try, they seem to run up the cost of my restorations to where I'm appalled myself, and of my boats to where, at the fixed prices, I make little over cost.

Seems to me anybody who works for me gets a valuable education here, in everything from canvassing to sparmaking, steam-bending to spray painting, while I

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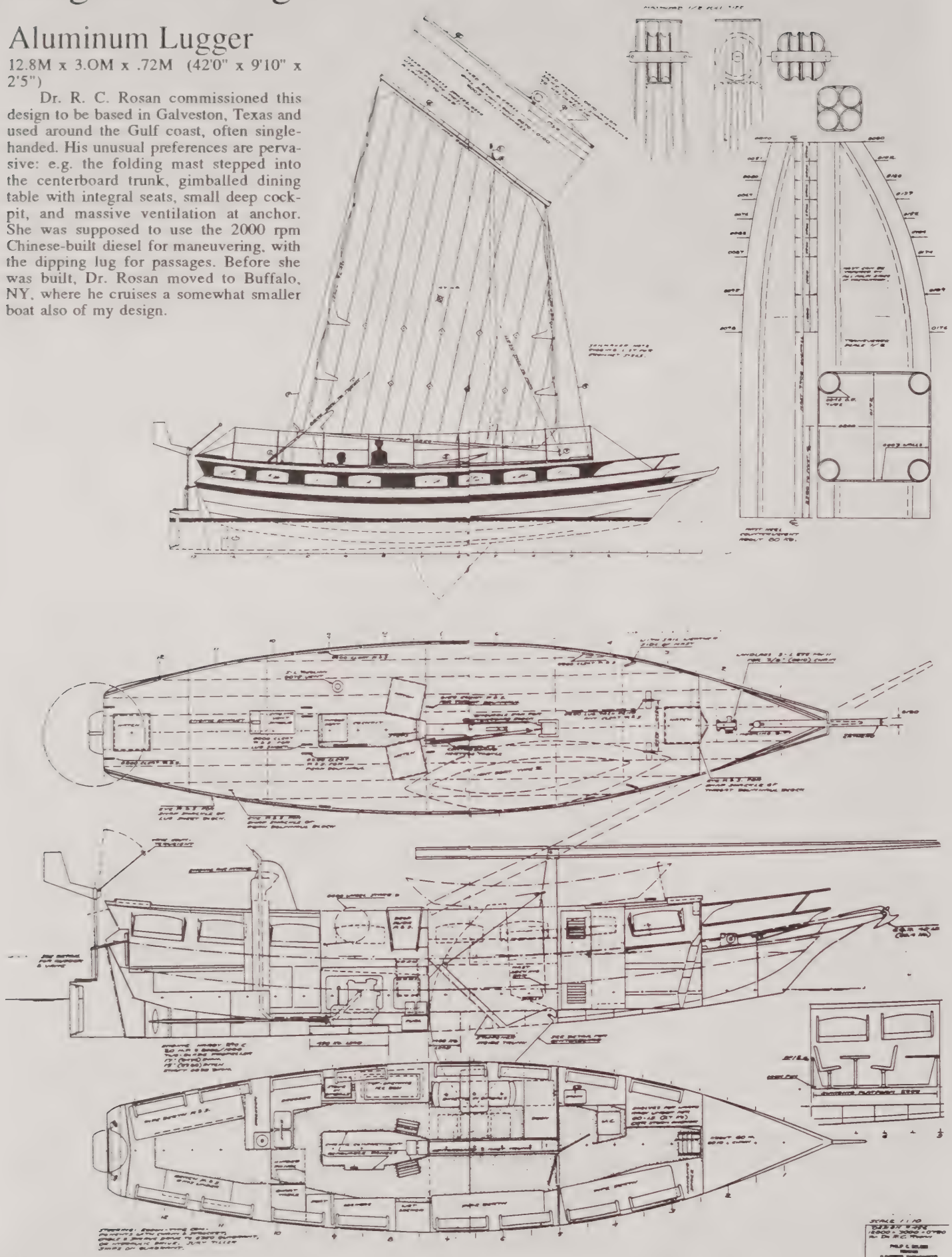
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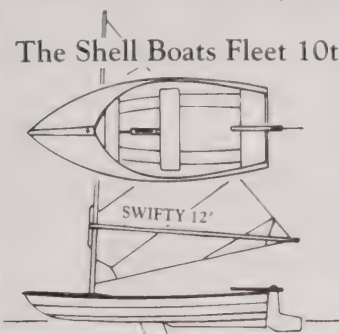
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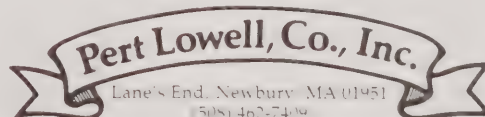
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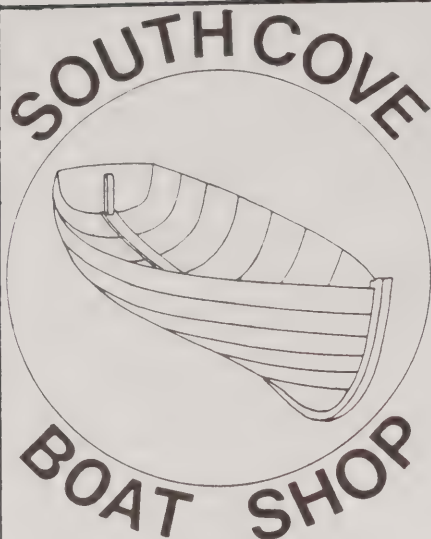
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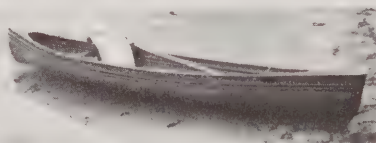
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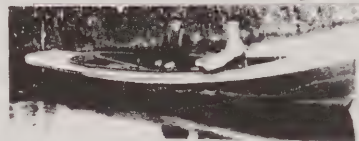
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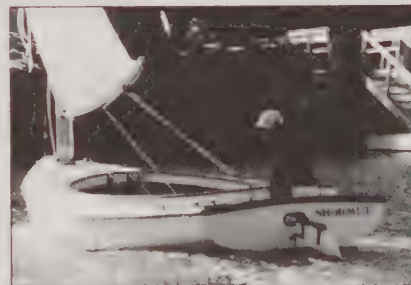
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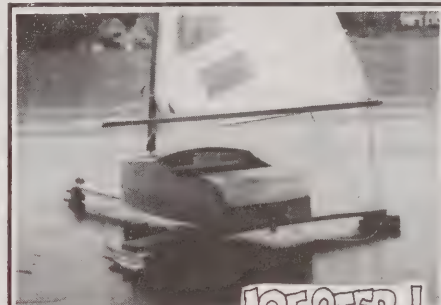
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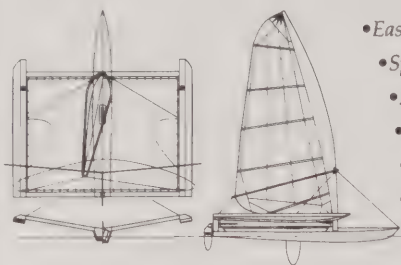
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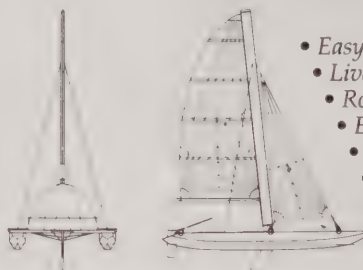


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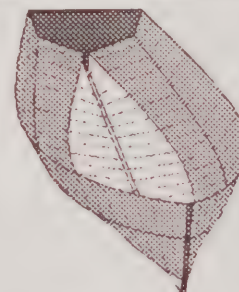
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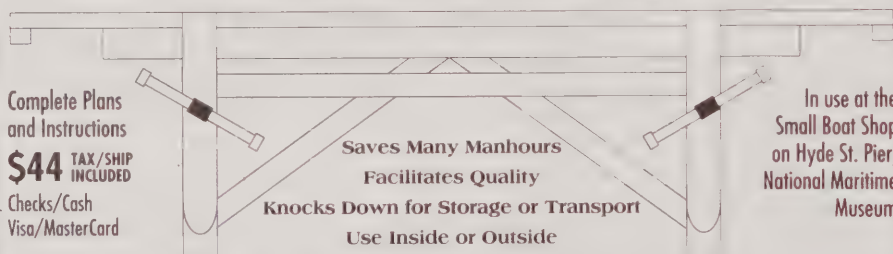
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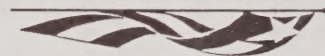
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N. HOLT, P.O. Box 685, Mattapoisett, MA 02739, (508) 758-4986. (12)

22' Marshall Catboat, '73, Hull #79. Fully equipped incl dodger, sail cover, VHF radio, depth sounder, compass, safety equipment, cockpit cushions, Danforth anchor & line, '89 Yanmar diesel. In water ready to go. \$19,500.
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19' O'Day Mariner, keel sloop w/2sets sails, 6hp long shaft Evinrude, boom tent, cockpit & bunk cushions, bow rail. Delivery possible. \$1,500 or trade for 14' rowboat w/aesthetics & speed that will handle gusty weather safely.
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EDWARD MOSS, P.O. Box 173, Thomaston, ME 04861, (207) 354-6667. (13)

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CLARK COOK, Vestal, NY, (607) 748-9747. (13)

16' Old Town Otca Sailing Canoe, recently restored, burgundy color. See July 1, '94 issue, page 18. May consider trade for larger Guide model in equivalent cond.
MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (13)

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

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

Bolger Nymph, converted to sailboat w/CB, thwart seats, braced mast, blue & white sail on sliding tracks. Handsome 8'9" multi-chine pram, marine ply, blue & white. \$350.
EDWARD THOMPSON, Somerville, MA, (617) 776-7897. (13)

Herreshoff "Prudence" FG Hull & Deck, FREE to a not-for-profit organization. Delivery can be arranged.
JIM TOMKINS, 2783 W. River Rd., Grand Tolland, NY 14072. (13)

Klepper Aerius II Double Folding Kayak, exc cond ready to paddle. Blue deck, black hull, 1 Klepper paddle, spray deck, 2 spray skirts, rudder, foot pedal assembly. \$2,150.
BOB LOWNY, Norwalk, CT, (203) 847-6777. (13)

17' Folbot FG Double Kayak, boat, paddle, dolly in gd cond. **9' Blue Fin Sailing Pram**, used twice, \$950 new, BO over \$750.
RON GULISH, Portsmouth, NH, (603) 431-3067. (13)

'94 Piscataqua River Wherry, FG, mahogany. Trailex aluminum trlr, oars, adapter for Oarmaster. 2 rowing stations. \$2,900 or interesting trades.
JODY KAPLAN, W. Islip, NY, (516) 587-0513. (13)

16' FG Sloop, CB, bowsprit for self-tending jib, 3hp motor, 5'x9' cockpit. On trlr. \$1,500.
RICHARD GOLDSTEIN, New Bedford, MA, (508) 999-2309. (13)

O'Day 20 Sailboat w/trlr & 6hp Evinrude longshaft, new main. All well maintained & in gd shape, ready to sail. \$3,500.
DAVID FULLER, 800 Prospect St., Franklin, NH 03235, (603) 934-3296. (13)

Duck Boat, 2 man, nice cond, \$395. **Used Canoes**, new selection.
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MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444. (13)

18' Fenwick Williams Catboat, '89, cedar on oak; inboard marine engine; sleeps 2; wheel steering (Edson gear); folding cabin table; cockpit, sail and winter covers; sturdy cradle; dacron gaff-rig sail; cushions; stove; porta-potti and extras. \$15,000. Hauling to you can be arranged.
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CHIP EICHORN, Belmar, NJ, (908) 681-5551. (13)

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JOAN BARTRAM, 27 Marsh St., Newport, RI 02840, (401) 847-2519. (13)

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Pedal Paddle Boat for 2. Who makes them? Who has one? Information wanted.
RALPH J. ELLIS, 384 Rt. 87, Columbia, CT 06237, (203) 228-3178. (11)

Older Canoe, wood/canvas or FG that curently floats. Restorable & reasonable price in trade for knowing canoe will be taken care of.
DAVID BEANE, Laconia, NH, (617) 494-4894 (W). (13)

St. Pierre Dory, power model w/make & break 2-cycle engine.
MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (13)

Sailing Pram, Bolger Nymph or other design w/hull weight 60# or less.
ERIC BENDER, 63 Margaret Rd., Newton, MA 02161, (617) 244-2676. (13)

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Fin Bulb Keel, about 400 lbs from 16' boat, 24"x36", \$75.
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Sears Porta Potti VI, w/chemicals, never used, \$50.
Boat Canvas, 12'x24', used 1 season, \$130 new, take \$80.
Swivel Seat, bass boat type. \$10.
RON GULISH, Portsmouth, NH, (603) 431-3067. (13)

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Galv Boat Nails, 100# 1-3/4", \$20.
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Sea Kayak Paddle, Werner Little Dipper, 8-1/2', 2-piece, almost like new, good for wide boats. Sells new \$194, only \$120.

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Constant Camber Mold for the Marples-designed 23' Cyclone folding trimaran. One boat built from mold, in exc shape. \$450. WALTER GOTHAM, 7811 NE 88th St., Vancouver, WA 98664, (206) 944-1854. (13)

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CQR Anchor, small 25-35lbs or similar size yachtsman type, w/wo/rode. Harvey Kail, Orono, ME, (207) 581-3823. (12)

Rudder & Tiller, new or used kick-up type, for a ca '70 O'Day Daysailer. Urgent nd, original at bottom of lake. ANDY FOLLANSBEE, Lebanon, NJ, (908) 236-7329 (H), (908) 457-4214 (W). (13)

Pete Culler Oars, 8'-10' GREG SEIBOLD, 56 Lake St., Oshkosh, WI 54901, (414) 233-6556. (13)

Honda '86 5hp OB, 4-stroke, vg, \$425. Johnson '90 4hp Twin, exc, \$425. BOB DAVIS, Londonderry, VT, (802) 824-3590. (15)

BOOKS & PLANS FOR SALE

Small Boat Journals, 41 copies from '83 through '90. Vy gd cond, \$65 plus shipping or trade for Vols 1-24, or any genuine Old Town canoe catalogs or posters. RICH MORGAN, 52 Heatherwood Hill, Audubon, PA 19403-1944, (610) 631-1645. (12)

Yachting Magazines, 2 vols, '54 Jan-May & '65 Jan-June. Both in hard binders in exc cond. Vy few yachts but 100's of small boats, motors, color ads, etc. \$50/yr/vol plus shipping or consider trade for early *Wooden Boat* mags Vol 1-50.

RICH MORGAN, 52 Heatherwood Hill, Audubon, PA 19403-1944, (610) 631-1645. (12)

Magazines, all incl Vol 1 to present, most in binders. *Wooden Boat*, *Small Boat Journal*, *Practical Sailor*, *Messing About in Boats*. Also *Rudder* '57-'60. N. HOLT, P.O. Box 685, Mattapoisett, MA 02739, (508) 758-4986. (12)

Boating Magazine Collection: All include Vol. 1 No. 1 to present, most in binders. *Wooden Boat*, \$200; *Small Boat Journal*, \$150; *Messing About in Boats*, \$200. Also *Rudder* '57-'60. N. HOLT, P.O. Box 685, Mattapoisett, MA 02739, (508) 758-4986, (508) 462-6822. (12)

150 Nautical Books, cruising stories, boat building/designing, history, etc. Send #10 size SASE for list. **Nautical Magazines**, complete sets of *Wooden Boat*, *Small Boat Journal*, *Nautical Quarterly*. DAVID GULLEY, 505 Turney Dr., Houston, TX 77037. (13)

Small Boat Journal, all issues, Pilot-#73. Exc cond, BO over \$100 + shipping. JOHN ERNST, 233 North Dr., Rochester, NY 14612, (716) 225-9072. (13)

Wooden Boat Magazine, #6 & #8-#114, 9 binders, \$300. *Screw Tug Design* by Caldwell, revised by Jeffry N. Wood, \$20. *Shipwelder's Handbook*, Cornell Maritime Press, \$10. GUNNAR SEIGH, 17 Creek Rd., Staatsburg, NY 12580, (914) 889-4592. (13)

"Sleeper", 7'10" cartoppable sailing cruiser. Slps 2 below deck. Info \$3. Plans \$17 (my cost). You send me \$20 more if you use them. EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (9/95P)

"Canoeing Journals of James F. Cawley, 1915-1919", available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of "Exploring the Little Rivers of New Jersey", these journals were rediscovered & now printed for the first time. \$10 postpaid. NANCY C. JEROME, RFD #1 Box 202A, Waitsfield, VT 05673. (TF)

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)



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Cockleshell Kayak Plans, 3 wknds & about \$150 puts you on the water. 11.5' LOA, 24 lbs, step by step instructions, full sized patterns. \$35. ERIC C. RISCH, HCR 33, Box 117, S Thomaston, ME 04858. (TFP)

Canoe/Kayak Plans, 16' wood/canvas, can be fiberglassed. Since 1962. Free information. TRAILCRAFT, 405 State St. Dept. M, El Dorado, KS 67042. (TFP)

BOOKS PLANS WANTED

Small Boat Journal, all past issues or any number of issues, price must be reasonable. STEVE KRZYSKO, 1410 Eddy Ave., Salem, VA 24153, (703) 389-2689. (13)

Dunphy Sales Literature, Photos. Anything pertaining from late '40's to early '50's. Just bought '52 Dunphy Blue Gill stored by dlr for 42 years. Still new, never in water. Can anyone help me w/info on Dunphys? RICHARD MC COY, 1119 Michigan Ave., St. Joseph, MI 49085, (616) 983-4762. (13)

Boating Magazines from late '60's and early '70's, especially *Rudder* or *Yachting*. RANDALL HOLBROOK, 8431 22nd Avenue So. # 202B, Bloomington, MN 55425, (612) 851-9181. (13)

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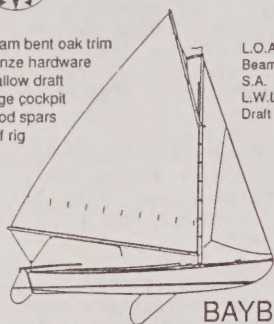


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S.A. 145 ft.
L.W.L. 16' 0"
Draft 0' 8"

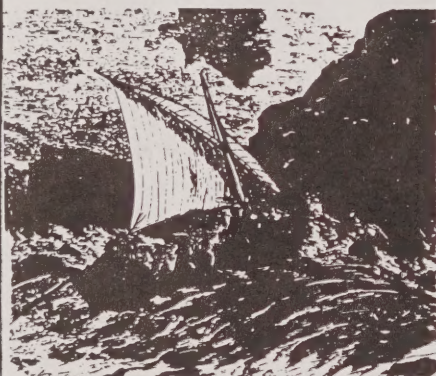


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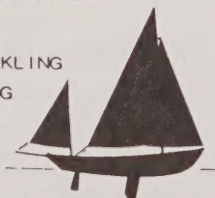
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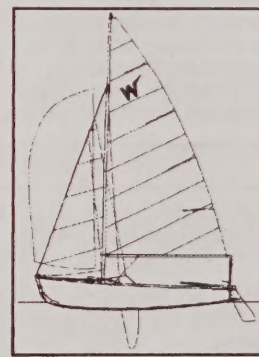
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TRIFLE
11'-6" X 4'-6"



Van de Stadt "15"
14'-9" X 5'-11"



Wayfarer
15'-10" X 6'-1"

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