

1015.305
MSBS

Special Feature This Issue
Antique Raceboat Regatta

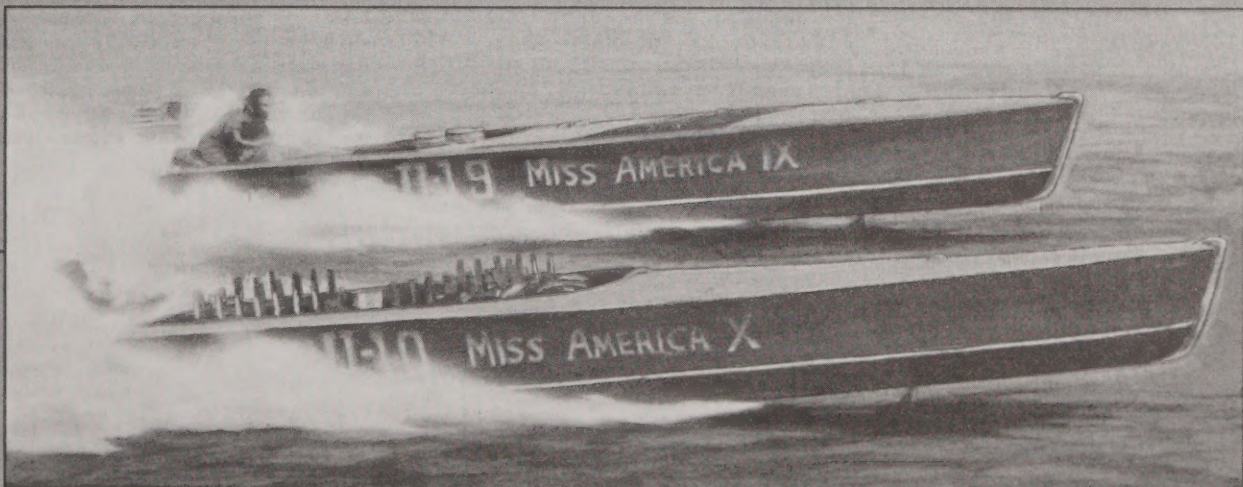


messing about in BOATS

Volume 12 - Number 13

November 15, 1994

ANTIQUE
RACE BOAT
REGATTA
'94

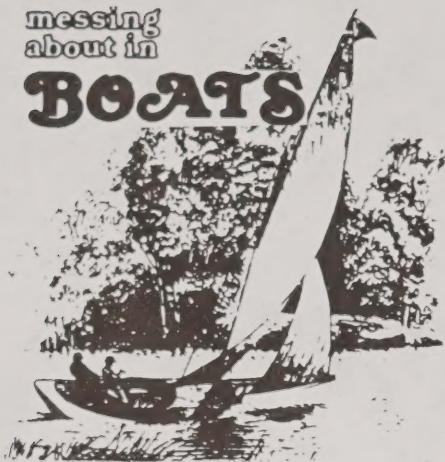


1000 Islands, Clayton, New York

Aug. 18-21, 1994

messing
about in

BOATS



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

Address is 29 Burley St., Wenham, MA 01984

Telephone is (508) 774-0906, No Fax.

Publisher/Editor is Bob Hicks

Volume 12 - Number 13

November 15, 1994

Our Next Issue...

Will bring you a couple of late season event reports; "Melonseeds in the Great North River Race" from Carolyn Sones, and "Simmons Sea Skiff Day" from David Carnell.

"The Log of *Seiglinde*" and "The Maiden Voyage of *Maramu*" didn't make it into this issue so they'll be in the next, along with Barry Donahue's "Three Hour Mile", David Knoedler's "Travels With Dovekie & Shearwater" and Fritz Seyfarth's "Simplicity".

Mac McCarthy brings us a detailed report on "Building a 24' Rowing Shell", Bill Godden has a shorter note on "Building a Snow Shoe 14" and Stan Dziemja's photo essay on "Saving a Cat" round out building articles.

Malcom Forbes' "A Seaworthy Small Boat" extolls Roger Crawford's Swampscott dory, Dennis Davis describes his latest design, the "DD23 Bliss", Bob Cavanaugh follows up on our Chesapeake Small Craft Festival report with "More About Those Farm Boats" and Phil Bolger presents a "40' Diesel Launch".

On the Cover...

The cover art from the Antique Race Boat Regatta program captures the essence of motorboat racing from a bygone era, and in this issue Walter Fullam brings us some photos and comments on this year's gathering at the Antique Boat Museum in Clayton, New York.

Commentary...

Included in almost every issue of this magazine is something on designs of interesting boats, most of them of a scale you and I can contemplate as possibles for our own building or owning dreams. Phil Bolger's ongoing series does include some pretty large scale designs of course, and occasionally I run something like Jim Betts' Condoship for entertainment value. The detailed descriptions from the designers often wax enthusiastic about their concepts. I usually leave their presentations unedited in substance, only deleting overweening rhapsodizing if it appears.

It appears that some readers view these as free ads, offering far more information than an advertiser can fit into an affordable ad space. I know these articles do indeed have that self-serving function, but I also view them as genuine news for our readers who are interested in the fascinating variety of small boat concepts that exist and continue to appear. I cannot possibly do any sort of "objective" analysis of any given designs, that sort of time consuming thing requires a "staff" of writer/reporters. So the subjective comments from the designers themselves have to suffice.

I've never given much credence to the notion of "objective" reporting anyway. Just about everyone carries around a load of personal preferences and preconceptions and these get in the way of "objectiveness". Everything you read has some subjectiveness contained within it, it is really a matter of degree. The designer has the highest degree of self interest and subjectivity, so his own comments about his own concepts can obviously be judged with this in mind, and enjoyed in fact as we read all about it from the man himself. Phil Bolger has made this an important part of his profession with his former "SBJ" cartoons, his many books and his ongoing comments on our pages.

You may have noticed that many of the designs which we bring you are the creations of amateurs totally without credentials in marine design, they thought up a boat and tell us all about it. This is another attractive aspect to this small boat game for me, it is entirely possible to do this, dream up your own boat, build it, and enthusiastically tell others about it. In these cases there's usually no significant commercial agenda present, maybe they offer you plans for \$10 or \$15 or so, but it's not serious business.

Those who are more seriously engaged in designing boats have also always been welcome to send us detailed discussions of their creations for publication, whether or not they advertise. I do not tie in articles with advertising. Sure I welcome the ads too and this does set up a welcome for further "news" about the designs advertised, but it is not a requirement. To the occasional complaint about my publishing so much about "their" design, I reply, "Send me something about yours." Surprisingly enough, usually nothing is forthcoming. It's easier to complain about something published than it is to supply something.

All of the above remarks apply to builders also, I welcome articles from the builders themselves about the boats they

offer, or are building. If you see more from some builders than others, it is due to the diligence of those builders who do send me stuff to publish and not to any favoritism.

The professionally done news releases from public relations firms or individuals that arrive here are usually concerned with major events or consumer type services, like boat shows, cruise lines, chartering services, etc., seldom about designs or boats being offered. These are always couched in hyper-sell terms, and I find many of them actually condescending in tone, they try so hard to impress me that they imply I don't know a damn thing. I am not favorably disposed to run a lot of free publicity for a firm or organization that is obviously far better financed than I am and which is not indicating any interest in the magazine as an advertising medium. They tend to imply in their hype that we owe it to our readers to tell them all about what they have to offer.

Sometimes I will cull out the kernels of fact from the drift of hype to let you know about something I do think you'd be interested in, and I have listed many of the events of this highly commercialized sort on the "Happenings" pages. But a particularly amusing aside to this events publicity is that the organizers want me to run their free publicity as news, but if I were to go to the event I'd have to pay my way in just like you would.

This discussion has rambled a bit, but the essence of it is that I have no problem with people out there submitting, in a spirit of enlightened self-interest, items for publication about their goods and services, if the subjects are germane to this magazine's nature and interests and I think you'll find them of interest. I assume you'll recognize them for what they are and absorb the information that interests you without necessarily buying the product or service as a result.

As for publicity about events, this is a different story, for the amount of such input could be staggering, and while everyone out there organizing an event that would interest us wishes to let you know all about it, preferably at no cost, we do not have sufficient space to even list bare bones of events, date, location, contact, anymore, there are simply too many taking place. I'll address this topic in an upcoming issue with some views on how best to render to you the service of providing event information without swamping our pages.

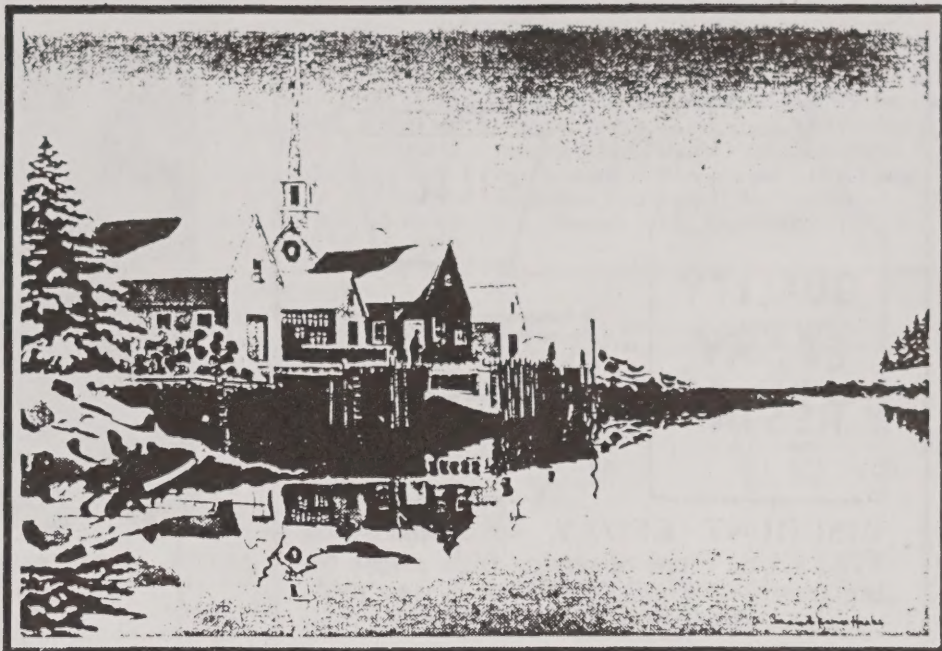
Give Christmas Gift Subscriptions to your friends who mess about in boats...

IT'S A GIFT THAT KEEPS ON COM-
ING, TWICE A MONTH ALL THROUGH
THE YEAR!

TO ORDER, COMPLETE AS MANY
OF THE FORMS AS YOU NEED (OR
COPIES OF THEM) AND SEND THEM
TO US WITH A CHECK FOR \$24 FOR
EACH GIFT SUBSCRIPTION ORDER.

WE WILL MAIL OUT THE GIFT
ANNOUNCEMENT CARDS IN TIME
FOR CHRISTMAS DELIVERY IF WE
HAVE YOUR ORDER IN OUR HANDS
NO LATER THAN DECEMBER 18TH.
IF YOU WISH, WE WILL SEND THE
ANNOUNCEMENT CARDS TO YOU IF
YOU PREFER TO PERSONALLY DE-
LIVER THEM.

ALL GIFT SUBSCRIPTIONS WILL
BEGIN WITH THE JANUARY 1, 1994
ISSUE UNLESS YOU SPECIFY OTH-
ERWISE.



GIFT SUBSCRIPTIONS ORDERED BY:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

.....
GIFT FOR:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM: _____

☐ SEND GIFT ANNOUNCEMENT CARD TO ME

.....
GIFT FOR:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM: _____

☐ SEND GIFT ANNOUNCEMENT CARD TO ME

.....
GIFT FOR:

NAME: _____

ADDRESS: _____

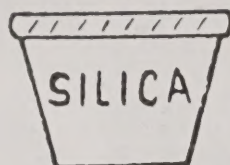
CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM: _____

☐ SEND GIFT ANNOUNCEMENT CARD TO ME

*messing
about in*
BOATS

29 BURLEY ST. WENHAM, MA 01984



DISCOUNT EPOXY RESINS AND FILLERS. Tired of paying high prices for big name epoxies? The truth is that most epoxies are manufactured by major chemical companies and just repackaged with a lot of hype and a big markup in price. I buy in bulk preformulated low-viscosity epoxy resins and hardeners that are excellent for boatbuilding and fiberglassing. Just \$28 a gallon if you buy 3 gallons. Send \$5 for an epoxy sample kit, product description and a detailed information package on how to use epoxy. **RAKA Cruising, Inc.,** 5098 Conklin Dr., Delray Beach, FL 33484. (407) 499-1694 after 6pm, 7 days.



OUTBOARD MOTOR BOATS ... CANOES
ROSS BROS.
 28 No. Maple St., Florence, MA • (413) 586-3875

SOUTHERN EXPOSURE SEA KAYAKS

NAIAD • REIVER By Derek Hutchinson • LEGEND • VYNECK By Nigel Foster
 FEATHERCRAFT • VISION SKI • DAGGER • AQUATERRA • LENDAL PADDLES

Extensive Selection of Paddling Accessories
 WE SHIP ANYWHERE

Dealer Inquiries Invited

Sea Kayaking Instruction & B.C.U. Ratings

DEREK HUTCHINSON

BCU SENIOR COACH
 AUTHOR KAYAK DESIGNER
 Expeditions - North sea Crossing
 Aleutian Islands - Sea of Cortez

NIGEL FOSTER

BCU COACH
 AUTHOR KAYAK DESIGNER
 Expeditions - Circumnavigated Iceland
 Hudson Strait - Coast of Labrador

Instruction for the novice or experienced paddler

Learn basic strokes - advanced strokes - techniques and rescues

Learn Sea Kayaking With The Best!

Call For Information

407-575-4530 P.O. BOX 4530 TEQUESTA, FL 33469-9530
 Located at Blowing Rocks Marina, 18487 S.E. Federal Hwy., Tequesta, Florida



Solid Spruce - Ash Oars from 5' to 16'
 Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

FREE **WATER POWER PRODUCTS** BROCHURE
RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
 PH: (902) 688-2351

CANOE RESTORATION SUPPLIES

- * CANVAS
- * CEDAR
- * FILLER
- * HARDWARE

TARGET OXFORD WATER BORNE SPAR FINISH

- * EXTERIOR DURABILITY
- * LOW ODOR
- * QUICK DRY TIME/RECOAT
- * NON FLAMABLE

THIS FINISH HAS PROVED TO BE VERY IMPRESSIVE IN
 TERMS OF HOW QUICKLY IT CAN BE APPLIED AND
 THE QUALITY OF THE FINAL JOB.

WILLIAM CLEMENTS BOAT BUILDER

P.O. BOX 87

NO. BILLERICA, MA 01862

TELEPHONE 508 663-3103



COMMON SENSE DESIGNS

THE WORLD'S BEST CRUISERS FOR HOMEBUILDERS!

Easy plywood/epoxy construction,
 for the first time builder.

OLDSHOE

12', PLANS \$50.00



MICRO

15'4", PLANS \$75.00

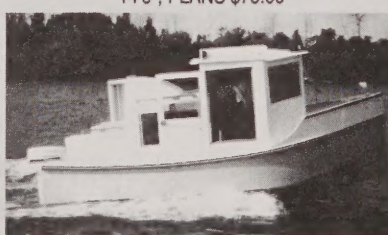
LONG MICRO

19'6", PLANS \$95.00



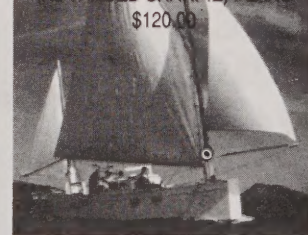
MICRO TRAWLER

14'6", PLANS \$75.00



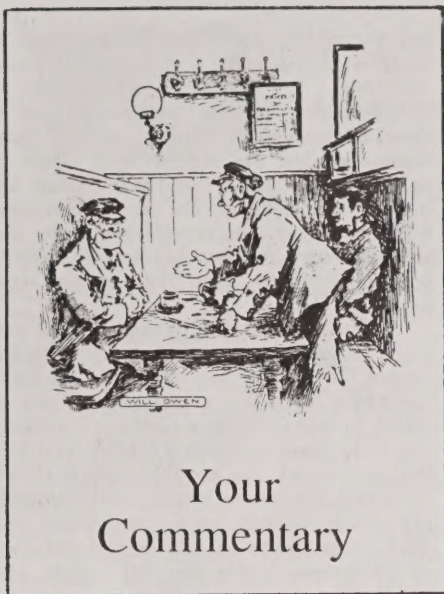
AS-29

(ADVANCED SHARPIE) PLANS
 \$120.00



Catalog of these and 46 other Bolger designs \$10.00, \$12.00 outside U.S. +\$2.00 for airmail.

11765 SW EBBERTS CT, BEAVERTON, OR 97005
 CREDIT CARD ORDERS PHONE OR FAX (503) 524-8264



Your Commentary

Where to Find *Rudder*

In response to a plea in a recent issue about designs and articles that appeared in *Rudder* before it ceased publication, which I believe was about 1970, when I need to look up something in early issues of *Rudder*, *Yachting*, or *MotorBoating*, I go to the Mariner's Museum in Newport News, Virginia, which is relatively close to me, and where there is a very good library on nautical subjects. Certainly your nearest maritime museum can point you in the right direction if they don't already house copies of *Rudder*. I wouldn't overlook the possibility that one or more of the New England university libraries would have copies of *Rudder* from the periods you are interested in.

I had occasion about a year ago to refresh my memory about a race in which I participated in 1941, and in searching for coverage in *Rudder* and *Yachting* I was struck by how much more appealing the layout and material was compared to such contemporary magazines as *Sail* and *Cruising World* with their "cutesy" presentations that detract so much from what ever the authors have to say.

A. Bennett Wilson, Jr., Topping, VA.

Yes, Where to Find *Rudder*

Re Neil Folsom's request for copies of *Rudder* articles and designs, the Philadelphia Maritime Museum Library has an almost complete run of *Rudder* from the very early days. They do provide a copy service at a modest fee for a variety of materials including plans, but I don't know about copying the *Rudder* articles. There might be a copyright problem there. Write to Ann Wilcox, Librarian, Philadelphia Maritime Museum, 321 Chestnut Street, Philadelphia, PA 19106 or call (215) 925-5439.

David Goodchild, Philadelphia, PA.

Terrific Response

My recent ad looking for British Seagull parts drew a terrific response and I want to thank all of you who replied. It is heartwarming to find so many readers cared.

David Sousa, New Bern, NC.

A Broader Range of Reader Interests

I have read with interest the comments over David Goodchild's review of *Yacht Designs II* (a really interesting book in my opinion) including Goodchild's rebuttal. I suspect he may be incorrect in his assumption that *Messing About in Boats* readers are largely (perhaps nearly exclusively) small boat sailors, paddlers and rowers with the occasional internal combuster "thrown in for variety". I think it started out with that mix but I suspect that today the readership is much broader in its interests.

Reports on tugboat jamborees, wooden boat shows and antique and classic boat festivals persuade me of this. Also classified ads such as in the September 15th issue, which included several 18' catboats, a 22' catboat, an 18' Chris Craft Sea Skiff, 23' and 35' cruising cutters and a 30' catamaran, reinforce my suspicion.

I don't believe that boats in *Yacht Designs II* ranging from 25' to a 106' brigantine are beyond the capacity of most readers' dreams. The only substantial difference between design books and the Sears Roebuck catalog is that design books are still published.

It would be interesting to do a reader interest survey at renewal if you ever had time to handle it. The Catboat Association did one a year or so ago for its bulletin and the results were pretty encouraging. Few readers wanted to read race results and the articles on the use of GPS/Loran gadgets to plot racing tacks and stuff like that didn't interest many either. My guess is that you'd find you were doing the right stuff already.

I think *Messing About in Boats* gets better all the time, the content, the pictures, the paper, the layout, the ads. Don't feel too badly when you need a price increase, it's worth it.

Townie Homor, Osterville, MA.

One of Those Beautiful Days

Bought a two person sit-on-top kayak so I could take my two year old daughter boating with me. Been out once. Not a fast boat, but secure. She fell asleep. One of those beautiful days.

A Too Busy But Still Loyal Reader

Put Yer Feet Up Style

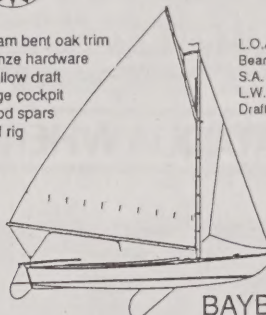
I enjoy your magazine, it carries ads not to be found anywhere else, it's style is that of, "c'mon in, sit down, put yer feet up on the table." Boaters' group therapy. For the amount of time you put into it I suspect you love your work. I do. Thanks.

Gunnar Seigh, Staatsburg, NY.



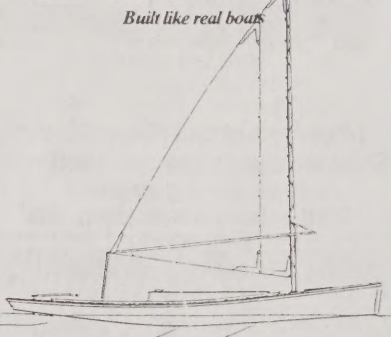
COMPASS CLASSIC YACHTS INC.
Box 143 • South Orleans • MA 02562 • (508) 255-5187

Steam bent oak trim	L.O.A.	18' 0"
Bronze hardware	Beam	5' 6"
Shallow draft	S.A.	145 ft.
Large cockpit	L.W.L.	16' 0"
Wood spars	Draft	0' 8"
Gaff rig		



BAYBIRD
A 1918 Burgess and Chamberlain design
Now in fiberglass

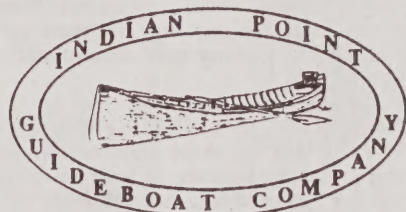
Model boat kits of Small Craft
Built like real boats



Good Little Skiff \$25	Seabird Yawl \$55
New Haven Sharpie \$45	Egret Sharpie \$50
Sherline Miniature Lathes	
\$3 for shipping	\$2 for catalog

Pleasant Cove Models

17 M Potter Rd Framingham MA 01701



THE ADIRONDACK GUIDE-BOAT

by the

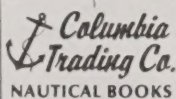
Indian Point Guideboat Company

732 Midland Avenue, Midland, PA 15059

412-643 / 5457 643/6001

Gardner Callanen, boatbuilder

We have the world's largest selection of new Guide-boats and historically correct accessories available from any source. Dozens of models, in lengths of 12' to 18 1/2', construction materials range from traditional wood to the state of the art bi-axial kevlar. We offer reproduction oars, hardware, yokes, paddles and accessories. All of our fiberglass boat hulls are exactly reproduced from original antiques for the best rowing performance and authenticity. Our new 16' "Lonesome Bay Boat" is a modern materials version of a 1912 "Old Town Double Ended Boat" See our new "Video Magazine"!!!



Send for our NEW
IN-PRINT NAUTICAL
BOOK & VIDEO
DISCOUNT CATALOG
Over 1400 Titles \$1.00

OUT-OF-PRINT CATALOG - Free

MAJOR CREDIT CARDS ACCEPTED

504 Main St. W. Barnstable, MA 02668
(508) 362-8966 FAX (508) 362-3551

PISCATAQUA WHERRY



14'x47" hand laid fiberglass hull
Solid mahogany gunwales and seats
Two rowing stations
Well balanced with deep, full
length keel
Amazing stability with sharp entry
to the seas
Traditional wine glass transom.

BAY of MAINE BOATS

P.O. Box 631
Kennebunkport, ME 04046
(207) 967-4282

TUGBOATS & TOWBOATS

A 1995 Calendar

13 - 8x10 QUALITY
COLOR PHOTOGRAPHS

\$9.95

(includes postage and handling)

Washington residents add 78¢ sales tax

Canadian orders add 50¢ - U.S. funds

Foreign orders add \$2.00 - U.S. funds

Mailed First Class



HARBOR IMAGES

P.O. Box 1176 • Richland, WA 99352

BOOK REVIEW

Complete Folding Kayaker

By Ralph Diaz

Ragged Mountain Press/McGraw-Hill
\$15.95

Reviewed by Peter Moore

If you are thinking of buying, or have bought, a folding kayak, you need to have your hand held. You probably already know of the glorious history of the type; the ocean crossings, far-flung explorations, Cape Horn thrashes; how, for much of the 20th century, folding kayakers were the only recreational kayakers. You know about the obvious advantages, whether you use them often or rarely; carry it into the city and stuff it in a closet; take it in an airliner to the Caribbean or in a float plane to anywhere. Yet, in the midst of today's sea kayaking boom, you can't escape being troubled. You wonder whether you have married yourself forever to the clunkiness of a slow boat, one in which you can never learn to roll, one in which you are more horse than jockey. Seeing, trying, or just reading about today's stiletto-like rigid designs, you wonder what you may be missing. And owning a folding kayak does mean a commitment, for the cost of a new Klepper or Feathercraft is enough to give anyone pause.

Also, the safety of the folding craft for casual adventure has been brought into question by serious mishaps. Recently, I heard a professional instructor and guide, one of awesome experience and unquestioned dedication to safe kayaking, tell what he thought of folding kayakers. His comments, all of them earnest reactions to real events, boiled down to this: Your typical folding kayaker is seduced by his boat's initial stability into denying the possibility of capsizing or swamping. When he does get surprised, he cannot rescue himself and is harder for others to rescue than the typical kayaker in a rigid. Obviously, this was criticism both of the sort of person who takes to the folding kayak, and of characteristics of the kayak itself. I had to admit to myself that he might be talking about me, and it seems that the rescue techniques on which many skilled kayakers rely may not work on the kind of boat that my wife Alicia and I paddle.

Ralph Diaz is the man to go to for comfort. He loves folding kayakers. He loves to dig up more information about them, and he appears to love to keep on writing about them. As publisher of the newsletter *Folding Kayaker*, he could have put out a potboiler of copies of his already published articles. But *Complete Folding Kayaker* is a labor of tireless love. It surely fulfills the promise of its title.

If there is a single attribute of kayakers in which Diaz is willing to hear that the rigid kayak might be slightly superior to the foldable, I missed it. ("Foldable" is sometimes preferred to "folding", to make clear that all foldups are intentional). In *Complete Folding Kayaker*, little room is

left for doubt that the folding kayak is fast, safe, durable, economical, and thrilling.

To the claim that the folding boat is slow, he answers that some of them have beaten all but the fastest rigid boats in races. To the charge that folding boats are overly beamy, he retorts that the obvious width is only at deck level: That, at the waterline, many folding kayakers are only a couple of inches wider than typical rigid craft.

Recognizing that almost nobody can roll a foldable, much less two people roll a double, he argues eloquently that the folding kayak is really an excellent craft in which to recover from a capsize or swamping. Diaz maintains that a folding kayak is the only kayak that's stable enough, fully swamped, for one to reenter and even paddle slowly before getting any water out. This claim seems to rely on the presence of air sponsons that run full length, just below the edge of the deck, in most, but not all, folding kayakers sold today. Alicia and I have practiced reentering our Klepper in calm water, but we should learn some of the techniques that Diaz finds effective.

One of Diaz's more intriguing claims is that a folding kayak is going to last longer, and be more economical in the long run, than a rigid. Having seen several fabric hulls that had become unusable after 25 or 30 years, I had been resigned to the fact that you should get your use out of the foldable before it deteriorates. Diaz points out that modern Hypalon skins will last longer than the older forms of rubber. He also argues that a fiberglass kayak is too thin-skinned to share the immortality that's generally attributed to fiberglass boats. He also claims that folding boats hold their value longer than rigids, and I hope he is right.

Behind our perception of the differences between the foldable and the rigid, lie a couple of facts. First, most foldables that you see are doubles, while the great majority of rigid sea kayakers are singles. Second, all double foldables except Feathercrafts have kept the traditional big open cockpit, and many owners never considered needing the accessory spray deck/skirt until they saw modern sea kayakers buttoned up in their spray skirts.

I have dwelt at length on Diaz's spirited defense of the folding versus the rigid kayak, because, to me, it is as a missionary for the breed that he makes his greatest impact. But his book covers all the topics that you would expect to see in a book with "complete" in its title. Paddling, bracing, and launching techniques, self-rescue, the loading of gear, maintenance, necessary equipment, clothing, precautions; all of these get full treatment. There is particularly welcome coverage of the accessories available for the major brands, from spray skirts to sailing rigs. The chapter that systematically evaluates the major doubles and singles on the market is where you'll head first if you have still to make your choice. His evaluations leave just about nothing unsaid.

Complete Folding Kayaker is a must if you're into folding kayakers, whether or not you have been following the author's newsletter. It's attractively printed, with many good photographs, both useful and historical.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw



dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

A Typical Safety Patrol

Recreational boaters have become accustomed to seeing small boats with "Coast Guard Auxiliary" patrol signs and crew members in bright orange PFD's moving slowly up and down the waterways. Sometimes they pause and wonder, "What are those people doing, anyway?" Here is a small part of the answer.

An Auxiliary boat was on routine patrol the last weekend in September. It had been a quiet day. After six hours, the crew was thinking happily about terminating the patrol in another hour or so. At that point, they sighted a 19' outboard out of the channel and in very shallow water. On board were two men and a very small baby and they obviously needed help.

The Auxiliary was able to get within "heaving line range" and after warning the adults to protect the baby from the monkey fist, got a line on board, pulled the boat into the channel and took it in tow. After about half an hour, the two men insisted that they had solved their engine problem and would proceed on their own. With real reluctance, reluctance because the boat was clearly neglected and the Auxiliary crew had no confidence in its motor, the tow was cast off and the boat took off at full speed.

This was all, of course, reported to the local Coast Guard Station and the Auxiliarists were ordered to follow the subject to their dock and report when they were secured. It was a wise order for about two miles further on the boat had broken down again, but this time so far in the shallows that the Auxiliary boat could not approach.

Fortunately, the flashing red and yellow caution light attracted a jet skier who carried a 200' anchor rode to the disabled vessel. Again, she was pulled out of the shallows and again she was taken in tow. The owner's request to "let me go on my own" was denied and she was towed all the way to the launching ramp some eight miles away. It would be nice to say that the Auxiliary was thanked for its services, nice, but not true.

The sequel to the story is that the very next day one of the Auxiliary rescue crew was doing Courtesy Inspections at that ramp and saw the boat again. The owner said, "She's all right now. I put in clean gas". But the engine would not start. An examination of the carburetor revealed that all four ports were completely clogged with debris and rust. That engine will not run again without a major overhaul.



WORKSKIFF 18' x 5'3"

Lobstering, clamming, musseling, fishing — whatever work there is to be done, this big, rugged skiff does it all with a minimum investment of time, skill, and money. Is she fast? You bet. With a 25-hp Yamaha, she planes at 24 mph.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$30.00 ☐ Study plan packet for WORKSKIFF and 35 other easy-to-build Instant Boats for \$5.00

BOOKS: ☐ *Instant Boats*, \$15.00 ☐ *Build the New Instant Boats*, \$19.95 ☐ *Go Build Your Own Boat*, \$20.00 ☐ *Build the Instant Catboat*, \$9.95 ☐ *How to Build the Gloucester Light Dory*, \$7.95 ☐ *Keeping a Cutting Edge: Saw Filing*, \$7.95 ☐ *Boat Modeling with Dynamite Payson*, \$19.95 ☐ *Boat Modeling The Easy Way*, \$19.95— Add \$1.00 S&H

Name _____

Street _____

City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587

Incidentally, in the course of the CME, four other deficiencies were noted.

What are those Auxiliary boats doing out there? They are making themselves available to assist the boating public. They are extensions of the United States Coast Guard. They are part of the reason why the Coast Guard is "Always Ready".

We Buy & Sell CANOES

Wood/Canvas - Birchbark

Any Condition

Howard's Antiques

(508) 768-7282 Days



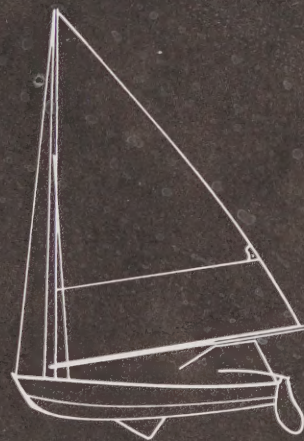
**Largest Selection of Canoes in New
England
Nearly 500 on display**

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S

Rt. 1A, Newbury, MA 0-1951
(508) 465-0312

AN OLD CLASSIC



This cat rigged sailboat was introduced in Marblehead in the early 1920's and has proved a great boat for training ever since. With its generous sail area it can fly through the water; but, its wide beam and hard chine make for very stable sailing. We can build this boat in traditional mahogany, or in Eastern pine.

Send for our brochure.

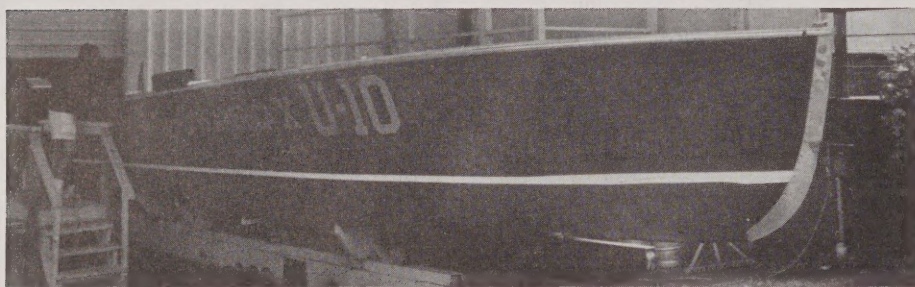
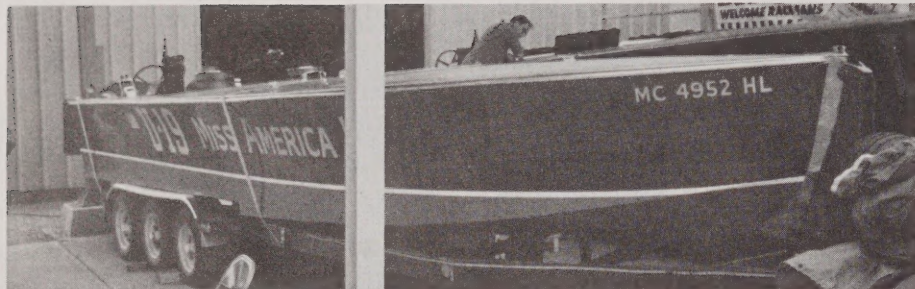
Pert Lowell, Co., Inc.

Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishing.

If She Ever Raced or Could Have Raced, She's Here!

ANTIQUE RACE BOAT REGATTA '94



Miss America IX and *Miss America X*, the two boats chosen for artist Rick Austin's watercolor/colored pencil cover art for the 1994 Antique Race Boat Regatta, are both owned by Howard Mistele. Both were designed by Gar Wood. *Miss America IX* was the first boat to exceed 100mph, in March 1931, powered by two Packard Gold Cup engines. *Miss America X* was the last of Gar Wood's racers, powered by four Packard Gold Cup engines she defeated a British attempt to win the Harmsworth Trophy and set a water speed record of 124mph that stood until the 1950's.



Walter (left) goes for a ride with Jack Binley of Hague, New York, in Jack's *Rainbow IV*, a 27' reproduction of a 1924 Detroit Gold Cup winner which later set a 24 hour endurance record of 1,218 miles which still stands today.

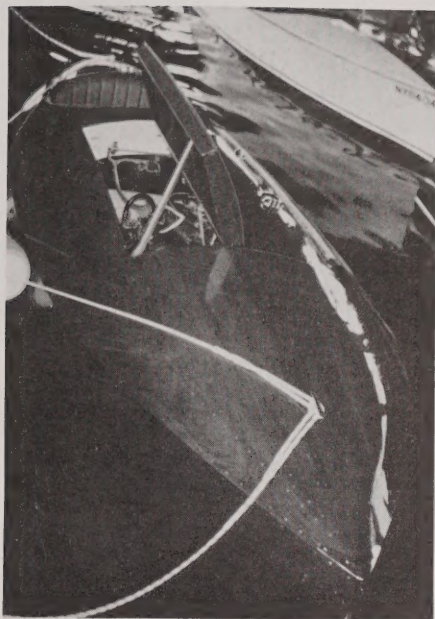
Photos by Walter Fullam

In 1992 the Antique Boat Museum of Clayton, New York offered a different sort of antique and classic boat meet, an Antique Race Boat Regatta devoted to historic racing powerboats lovingly and expensively resurrected from the past and modern day replicas being built to order for nostalgia trippers. It was a major success and the decision was made to schedule the event on an ongoing every other year basis. The 1994 event in mid-August did not disappoint, attracting a larger and more diversified fleet of racing boats, according to our reporter on the scene, Walter Fullam.

In addition to the expected turnout of larger inboard racers an interesting collection of old outboard racers turned up, including seven Sid Crafts from the '50's and '60's along with some reproductions built under the Sid Craft name by Len Lipton of Glen Burnie, Maryland, and Rich Yost of Montgomeryville, Pennsylvania. Another collection of outboards, Swift Wood Crafts, once built in Mt. Dora, Florida, was displayed by Tav MacTavish of Newport, Pennsylvania. Walter is somewhat partial to old outboards as he and his brother raced their own back in the late '20's. Walter had his budget homebuilt "Waterbug" on hand, a 1927 Lake George Regatta winner.

Perhaps the most impressive and crowd pleasing aspect of this event was the "Fly By" schedule that began Friday at noon and went on continuously until 3pm on Sunday afternoon, with different sizes and classes of boats showing their stuff on an oval course just off the museum waterfront. Despite some rough water the owners of these great old racers went out there and thrilled the fans with the sights and sounds of powerful motors in exotic wooden hulls. This exuberant action is certainly a contrast to the sedate dockside parking that is the usual antique boat meet ambiance.

Walter's photos show us a few of the boats to be seen, but he wasn't able to provide us with any action shots of the fly by action. Much of the information for the photo captions came from the superb program book the museum published for the event, of coffee table book elegance but chock full of photos and specs on the boats appearing at the event. Copies of this program book are available for \$7.00 postpaid from the Antique Boat Museum, 750 Mary St., Clayton, NY 13624.



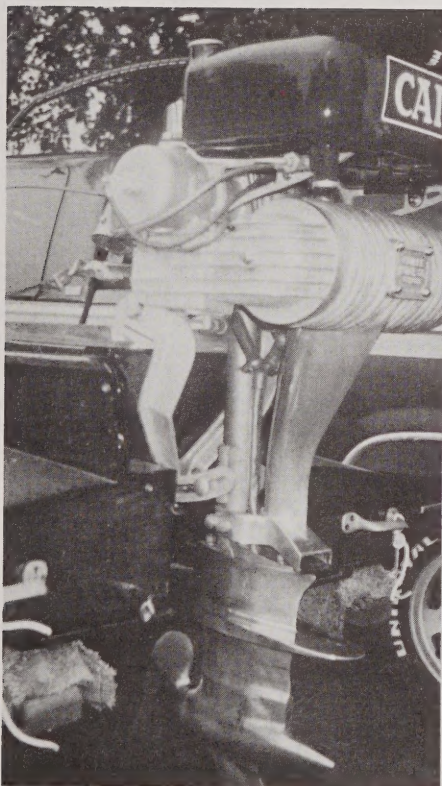
Glorious Gal was found in a barn in Brookfield, Connecticut two years ago. Built by Clinton Boat Works in the 1930's she has now been fully restored by owner Mitchell Garrett of Florida and is powered by a Gray Marine Fireball engine.



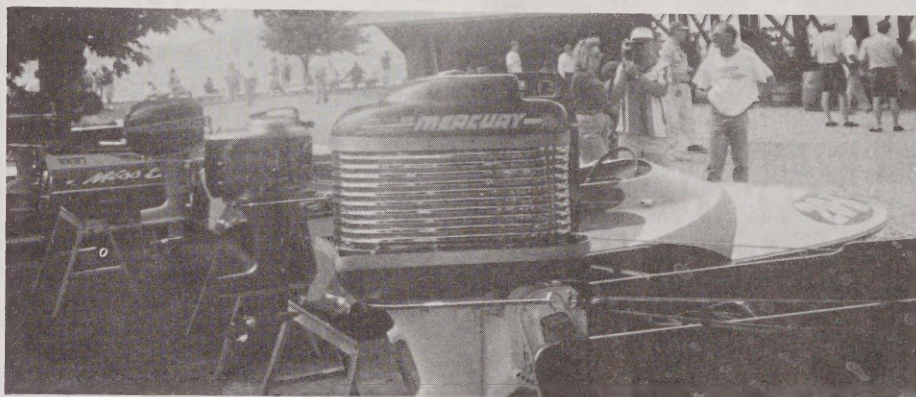
Miss Severn is a reproduction of a 26' Hacker Gold Cup racer owned by Gerald Davidson of Meredith, New Hampshire. She is powered by a V-12 1650 cubic inch Rolls Royce Merlin conversion done by Mark Mason of New England Boat & Motor.



Liberty the Second, owned by the state of Pennsylvania, was raised in 1984 from the bottom of a Pennsylvania lake where she sank in 1922, and was claimed by the state from her salvors as being state property. She is powered by her original 8 cylinder Buick Liberty engine of 350hp.

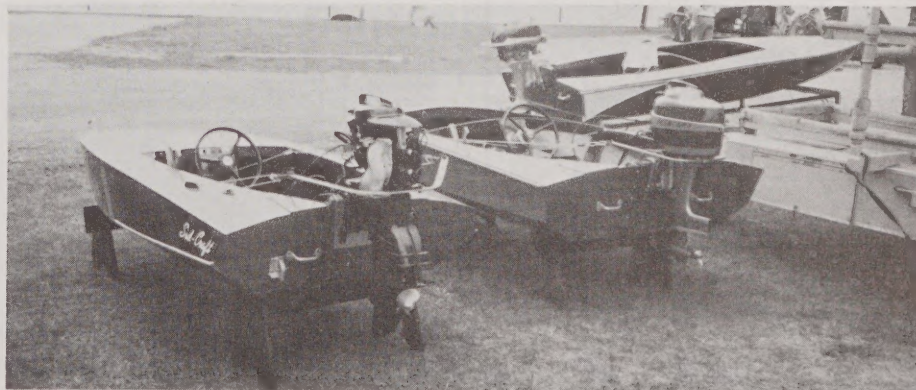


Ron Tackaberry of Athens, Ontario owns this 1946 Jacoby Class C outboard powered by a 23hp Caille twin, closeup reveals an unusual puller prop.



This collection of five stock Swift Wood Craft hydros built in Mt. Dora, Florida in the 1950's is owned by Tav MacTavish, who races some of them, all are Mercury powered.

Three of the Sid Craft outboards.



SMALL SAILBOAT SPECIALISTS

- Precision
- Summer
- PT Judo
- Amer Sail
- Phantom
- Nimble
- Corn-Pac
- Florida Hens
- Sunfish/Zuma
- New/Used

THE SAILBOAT SHOP

Rt 31 North
Glen Gardner, NJ
08826
(908) 537-6300



Sunshine Baby IV was a World Champion 7 Liter Hydroplane in 1961-62-63, bringing national attention to the class. She is powered by a 1,200hp 8 cylinder Chrysler engine, her owner is Hayden Harris of Chelsea, Michigan.

KAYAKS SAILBOATS
CANOES PRAMS
CATAMARANS
SKIFFS

**CAPE ANN
SMALL CRAFT
WE'VE MOVED !!**

TO 7 POND ROAD, GLOUCESTER, MA

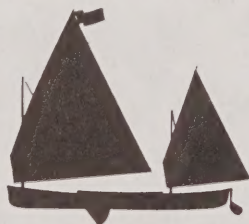
281-6530

DIRECTIONS: TAKE ROUTE 128 TO GLOUCESTER
TAKE LEFT AT STOP LIGHT (EASTERN AVE)
GO ONE MILE - TAKE LEFT ONTO POND ROAD



Thomas D'Eath of Algonac, Michigan, owns *Wa Wa Too*, the first racing hydro to be powered by a modified Chevrolet V-8, and a world record holder in 1956 and National Champion and US #1 in 1957.

DOUGLAS FOWLER SAILMAKER



Sails that will fit perfectly

Sunfish® \$150

Laser® \$225

Sunfish and Laser are registered trademarks of Sunfish Laser, Inc.

Dacron & Cotton

Canoe Sails

1182 East Shore Drive
Ithaca, NY 14850
(607) 277-0041



Bob Walters of Lake Okoboji, Iowa owns this pair of racing hydros. *Fancy Dancer*, 13'6", 60hp Crosley powered, was National High Point Champion in 1975. *WarEagle*, 18', 450hp Chevrolet powered, was the 1978 World Champion in its class.

Outboards on the waterfront.





◀ 1969 LITTLE MISS SUPERTEST

Builder: Lloyds
Three-pt. hydro, 15.3', Ford power, 6-cyl.

Owner: Davis, Rod
Etobicoke, ONT

Based on drawings from "Miss Supertest", approximately 1/2 scale, "Little Miss Supertest" was built in 1969, and raced in the Canadian "Maple Leaf" Class. Her engine has been rebuilt in 1988 or '89, with many high performance improvements.

ANTIQUE
RACE BOAT
REGATTA



▲ 1970 MISS MID-LIFE MADNESS

Builder: Lauterbach
7-Litre Hydroplane, 22', Chevrolet power, 8-cyl, 550hp.

Owner: Jayne, Gordon A.
Mentor, OH

When new, this hydroplane raced as "Miss Purolator", then was abandoned for a number of years until discovery in Upstate NY 1989. In poor condition with no motor, the restoration project took two years.

1992/94 Participant



◀ 1969 HAPPY TIMES 1992 Participant

Builder:

Original: Hacker Boat Co. (1922)

Replica: William Morgan (1969)

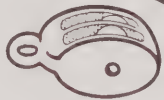
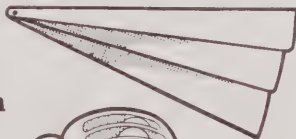
Five Step Hydroplane, 26', Chrysler Hemi, 550hp.

Owner: Morgan, William J.
Silver Bay, NY

This is a magnificent replica of the legendary El Lagarto, which won eight victories on the national circuit from 1933 to 1936, including three consecutive Gold Cup Championships.

SPRINGFIELD FAN CENTERBOARD COMPANY

Folding Centerboards • Drop Rudders
Small Blocks • Sailing Hardware



Bob Lavertue & Son

20 Treetop Ave.
Springfield, Ma. 01118
Evenings: (413) 783-5589

Our kits of glued plywood lapstrake construction are the most complete and easiest to build because we preassemble each one. Have it all; beautiful lines, easy construction, and low cost.



The Shell Boats Fleet 10th Anniversary Catalog

now available, describes all of our designs, including the new Clipper 15 and 17 Trimarans.

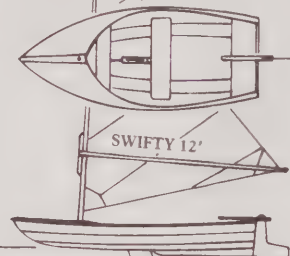
Price: \$5.00 refundable

Plans/Kits for:

Leif 7'\$30/\$625
Swiftly 12'\$45/\$975
Swiftly 13'\$60/\$1,650
Great Blue Heron 19'...\$80/\$4,100

Many other designs available.

Two-hour video.....\$23 Visa/MC



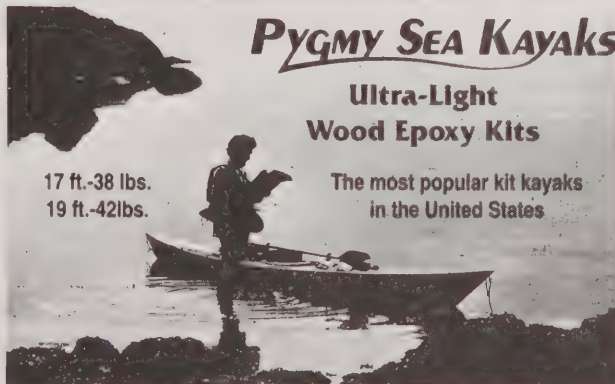
R.D.2 Box 289C St. Albans VT 05478 (802) 524-9645

PYGMY SEA KAYAKS

Ultra-Light
Wood Epoxy Kits

17 ft.-38 lbs.
19 ft.-42lbs.

The most popular kit kayaks
in the United States

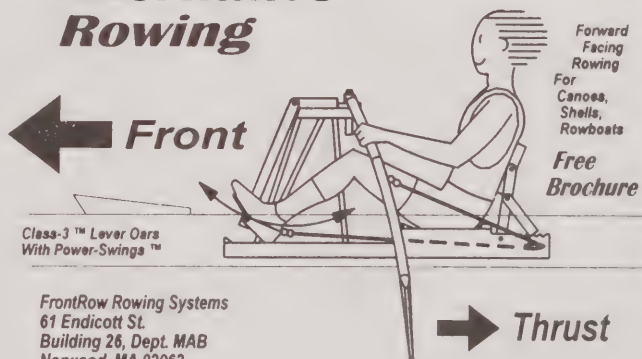


Send \$2 for information packet

P.O. Box 1529 • Port Townsend, WA 98368 • (206) 385-6143

Alternative Rowing

617-769-0590



FrontRow Rowing Systems
61 Endicott St.
Building 26, Dept. MAB
Norwood, MA 02062

ON DISPLAY
INDOORS



LOTS OF
PRE-OWNED
SAILBOATS

COM PAC 16, 19, 23, 27
PRECISION 15, 18, 21, 23, 27
SUNFISH - ZUMA
DAYSAILER - SAROCA
FERNALD'S
Rt. 1A, Newbury, MA 01951
(508) 465-0312



DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks

29474 OLD NORTH RIVER RD.
MT. CLEMENS, MI 48045
(313) 468-6456

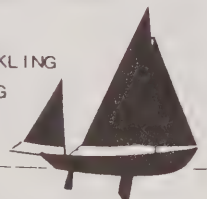
BAJA SAILING



ADVENTURES

WHALE WATCHING TRIPS
SEA OF CORTEZ VOYAGES
LEARN TO SAIL PROGRAM
BARE BOAT CHARTER
IN DRASCOMBE LONGBOATS

SNORKLING
CAMPING
HIKING



SMALL BOAT CRUISING CENTER
P.O. BOX 382
CALISTOGA, CA. 94515
707.942.4550



BLUEBERRY HILL RACING TEAM

Who's Playing This Exotic Game?

Old race boat restorers and replica builders have sprung up to cater to a growing interest in this area of antique and classic boating. It's a costly game and so the potential market is of limited size in numbers of players, but the money is out there ready to be spent by those afflicted with the desire to participate. And even those with not-so-deep pockets can get into it at a manageable investment level if they focus on the old outboards, which were more of an everyman's racing during the heyday of these boats.

One "brochure" that Walter sent on serves to illustrate what is involved in this game. Geoffrey Magnuson owns York Manufacturing Company in Sanford, Maine, and has built up a fleet of original and replica race boats. In his *Blueberry Hill Racing Team* brochure are described six boats either restored, replicated or in the process. *It's A Wonder* is a 20' three point hydro built in 1939 and last raced in 1957. Magnuson acquired it in 1981 and is still developing its race potential towards a target speed of 70-75mph. *Flashback* is a California style ski boat Magnuson restored to fulfill an unrealized youthful dream and is described as "essentially a low-buck assembly of marine and automotive castoffs." *Arab IV* and *Arab VI* are replicas of the originals, *Arab IV* a 1916 Gold Cup hydro, *Arab VI* a 1923 Gentleman's Runabout Gold Cupper. *Roman Candle* is a 1955 era restoration projected to be completed for the 1996 season and *Miss America VII* is a replica being undertaken after considering restoration of one of the three existing originals.

To show in more detail the nature of these undertakings, we reprint here Magnuson's discussion in his brochure of the *Miss America VII* project.

Miss America VII

Having completed the construction and subsequent bottom rebuilding of *Arab IV* during four of the past five winters, it seems only fitting to take on another major replica project to further test our developing capabilities.

Origins, however date back at least to a movie short subject titled *Faster and Faster* viewed by myself as a teenager during the 1950's, which showed two twin

engined *Miss America's* running fast side by side more than two decades earlier. That image of boating has been unshakable since. The rear seat Mac Bay speedster conversion of the 1960's was the first indulgence of this dream, the *Miss Barabara J. Arab IV* represents the current "state of the art" and utilizes much *Miss America* era technology. Limited financing, family obligations and many other projects curtailed the "dream boat" until now.

At this point, after discounting restoration of one of the three existing *Miss Americas*, only partly for financial reasons, the development of proper plans became the first major challenge. Boatbuilder and designer Ken Basset was commissioned during March, 1994 to fill the design void and has since thoroughly researched the Rosenfeld Collection securing nineteen proof prints of various *Miss Americas*. During June Ken, accompanied by builder Rich Woodman, made a field trip to Seattle and under the helpful guidance of Ken Muscatel spent several days thoroughly measuring and photographing the original *Miss America VIII*, which our research shows is a very close relative of *Miss America VII*.

In April of this year Dan Arena was commissioned to design the v-drives and general drive line layout. Dan will also lend his expertise toward perfecting the final running surfaces.

Harold Mistele has graciously provided basic hull and drive line dimensions which are being utilized by Ken Basset and Dan Arena in their design work.

Mark Mason at New England Boat & Motor is more than one year into perfecting a lightweight marine conversion of the Rolls Royce Meteor V-12, a pair of which will power the replica. Vince Bober, Jr. and Phil Sawyer are very active in this phase. Since proper Packard aero engines are virtually unobtainable, Packard style cam covers are being custom manufactured to give the English engines the authentic appearance, templates compliments of Al Schinnerer.

Approximately 150 pages of research have been accumulated as of July, 1994, not counting the several available books which are most helpful as well.

This is no doubt a very complex project but it is my guess that this is what we at the Blueberry Hill shop are all about. The extended team includes many people, a few of whom have been named here. Completion is hoped for in 1997 or 1998. Participation in the Wine Country Regatta and the Antique Race Boat Regatta of 1998 is looked forward to. The year 1998 will be the 70th anniversary of the original *Miss America VII*, which, incidentally, was built from scratch in two weeks!

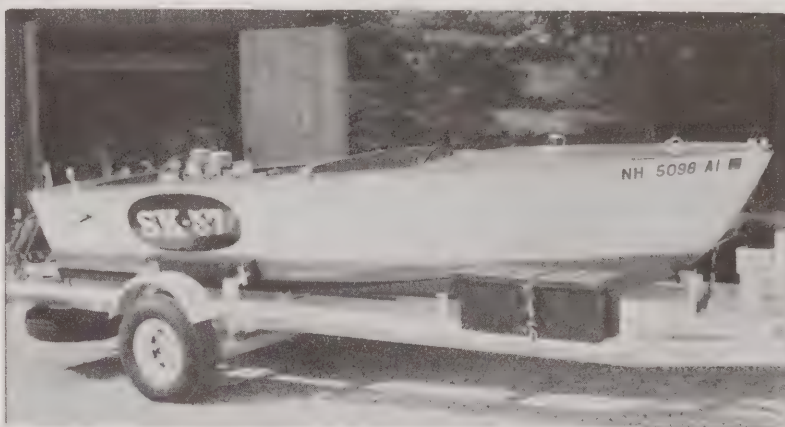


1939 IT'S A WONDER



1992 ARAB IV

1957 FLASHBACK



All Terrain Boat Dolly

- Try it free for 30 days
- 16" Balloon Tires
- Narrow Track
- Super Sturdy
- Guaranteed
- Packs Flat
- Built to Last

MC/Visa
\$114.95
Plus P&H

Call for
Info 1-800-466-3131



A & B Industries, Inc 9233 N. 12th Ave. Phoenix, Az. 85021

DO IT! (THAT BOATBUILDING PROJECT
YOU CAN'T GET AROUND TO AT HOME)

DO IT HERE! (IN MY SHOP, WITH MY
TOOLS, ADVICE, HELP IF YOU NEED THEM)

STAY IN OUR APARTMENT

(HALLIE AND I HAVE AN EMPTY, PLEASANT 2-BR
PLACE 20 STEPS FROM THE SHOP.) Flexible arrange-
ments. **Mason Smith**, Builder, *Adirondack
Goodboat and Chipmunk Canoe*. HC-01-44,
Long Lake, NY 12847. (518) 624-6398.

CELESTIAL NAVIGATION. COASTAL PILOTING. SEAMANSHIP.

The arts and skills of the sailor are practiced and discussed in the pages of every issue of *Ocean Navigator* magazine.

Coastal piloting, all forms of navigation, weather prediction and marine natural history are all here.

Six fully-illustrated issues/year plus a free annual issue (*Ocean Voyager*) all for \$24. Send payment with order to get extra issue free.

**Ocean
Navigator**

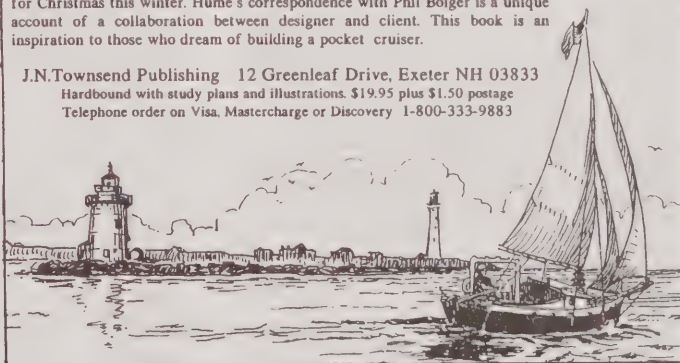
Marine navigation & ocean voyaging

P.O. Box 4733, Portland, ME 04112 or call (207) 772-2466

BLUEBERRY, by David D. Hume

Experiences designing, building and sailing a 20'3" gaffer. If you enjoyed the excerpts in *messing about in BOATS* this summer, you will rejoice in the book for Christmas this winter. Hume's correspondence with Phil Bolger is a unique account of a collaboration between designer and client. This book is an inspiration to those who dream of building a pocket cruiser.

J.N.Townsend Publishing 12 Greenleaf Drive, Exeter NH 03833
Hardbound with study plans and illustrations. \$19.95 plus \$1.50 postage
Telephone order on Visa, Mastercharge or Discovery 1-800-333-9883





Last Festival at St. Mary's City

By Bob Booth

The weekend of September 10th saw what was announced as the last annual festival at historic St. Mary's City, Maryland. As in the past it was a lovely gathering, but will not be repeated as they do not make any money from it and the new head says that there are too many boat related activities anyway! So here are a couple of photos from this last festival.

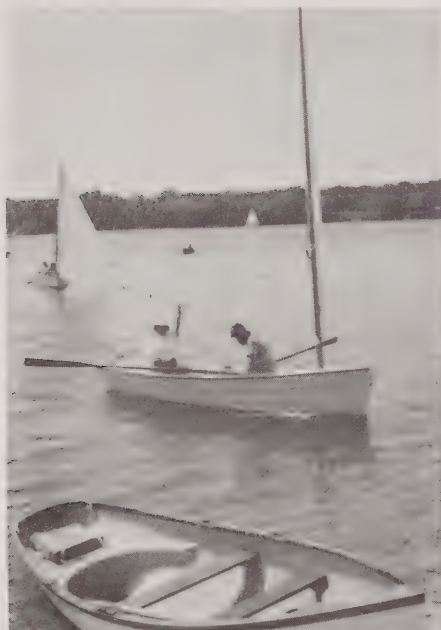
The replica *Dove* was built by the late Capt. Jim Richardson. Her new tender is pulled up on the beach, a beautiful creation.



Mary Slaughter's prize winning geodesic on the beach and a Thayer Whitehall approaching.

John and Vera England win the free-for-all race in John's *Hannah Banana*.

My Bolger Cartopper about to sail away with an all girl crew.





I had been half heartedly trying to sell my beloved schooner, *Mary Ann*. Some of you may remember reading about her in the May 1st and May 15th, 1992 issues of *Messing About in Boats* magazine. I was asking \$18,000 for the 23 year old, 28' sharpie and half hoping I wouldn't sell her. I wanted my youngest son, Johnnie, to have her, as he was the only sailor in the family. I was overjoyed when he told me he would like to buy her. Immediately the price came down to \$12,000 and he could name the terms of payment. He said he would take her. I then got thinking about how long it would take him to pay for her and the price came down to \$10,000. After all, how long can an 81 year old codger expect to live?

I determined to give her the best paint and varnish job she has had since she was built. The summers are short where Johnnie lives in the Upper Peninsula and I didn't want him to have to paint other than the bottom for three or four years. I put four coats on the topsides and deck and three coats on the cabin and rails. The Sitka spruce masts I wooded down and gave three coats of epoxy and three coats of varnish. This wood was cut before World War II, but still looks like new, without a flaw.

When Johnnie came after her I had her all ready to go, except provisioning and bending on the foresail. Jerry Bakke volunteered to go with us, so we would be able to keep two on deck at all times. This boat will sail a straight course with no one at the wheel, so I did not want to risk the boat sailing away from one who might accidentally slip overboard. As a further precaution, John Young loaned us two sets of harnesses, and I had one, to use in bad weather. I used to be a devil may care sailor, but not any more. My wife needs me alive.

The last time I used the 7-1/2hp auxiliary long shaft motor that resides in a well, I was heading for White Lake to a Classic Boat Show with Art Plewka, who

A Delivery Trip Through Memories

The Schooner *Mary Ann* Goes North

By Richard Schaab

was chairing the show, and my nephew, David Schaab, who makes charts for the navy. We got about 1/4 mile on our way when the motor stopped. The water pump had quit. I was glad I had gotten a new pump then instead of having it happen now. We were about the same distance on our way now when the motor sputtered and died. It started and stopped repeatedly. We suspected water in the gas, so we changed tanks. After a couple tries it began to run smoothly and never gave us a bit of trouble the rest of the way. We bought some additive treatment later, but never hooked up that tank again.

It was a four mile run to the channel and we bent on the foresail and jib on the way. John Young was on the channel wall taking pictures of us as we motored through. We got up full sail outside, but the wind was light out of the South as we headed North on a course of 338° T. We elected to sail a compass course in order to check the deviation where we could make land falls port to port. It was a 7" box compass in a home-made lighted binnacle on the wheel pedestal. We made good land falls all the way.

As we left Muskegon we talked about shipwrecks we had known. I had crossed Lake Michigan many times, once in a 40 foot sloop to Chicago going to the start of the Chicago Mackinac Island Race. The *Romahajo* was owned by Harvey Nedeau, the husband of my wife's aunt. It was rough and I broke a rib on the way across. I didn't

tell anyone, as I didn't want Harvey to feel responsible and I didn't want the rest of the crew to know how stupid I was, so I invented an excuse to go home on the bus after we reached Chicago. Harvey had enough crew for the race anyway.

Of the many times I crossed the lake as a crew member on the steamer *Nevada* I can't remember a time when it wasn't rough. I only sailed one fall. That is the stormy season on the Lakes. I believe it was 1933. One day, heading for Milwaukee the wind was northwest and the seas were so high I was ordered off the bow deck by the mate where I was watching one of the most beautiful sights I ever saw. The three masted schooner *Atlantic* was crossing our bow under all of her lowers. I could see why she still held the trans-Atlantic record of 12 days, 4 hours and some minutes. The way she took those big waves at high speed was magnificent. The *Nevada* was lost in the north Atlantic during World War II.

I told the boys about the remains of a lumber schooner that I had seen just north of the breakwater a couple times when the waves had washed the sand off her, and Jerry told us that they had just discovered another schooner a little ways from there. The lake shore is practically lined with wrecks that mostly occurred in the fall. Michigan alone has a shoreline longer than the entire Atlantic coast from Maine to Florida. It covers 2,242 miles plus 870 miles of island coasts. Conditions for shipping on the Great Lakes are much safer now than they were in the early years because of more refined equipment, but the storms are the same. During the year 1871, for example 1,167 disasters were reported. The year I was born, 1913, one storm produced steep breaking waves of 30 to 60 feet with 60 to 80 mile per hour winds that broke apart and sank 19 major ships, claimed more than 250 lives, and demolished countless small craft.

The space across the entrance to the breakwaters at Muskegon is about 400',

but this can look mighty narrow to the helmsman when coming in from the Big Lake in a storm. The bow of a long vessel can be caught in an unpredictable cross current and miss the channel, as happened to the whaleback freighter *Henry Cort* November 30, 1934. Her body still lies under water on the north wall of the breakwater. Only one life was lost. The rest managed to fight their way ashore on the rocky wall. One of those who saved themselves was the Chief Engineer, named Rosie. I knew him. His name belied the man. He was a close friend of my Sea Scout skipper, Bob Stribley. Another steamer piled up on the breakwater, but I don't remember her name. That was before my time. I remember steamers holding off entering the port during a storm.

I remember the storm of September 26, 1930 very well. I rowed my 16' modified sharpie skiff the 1-1/8 miles across the lake to school that day. The wind was broad off the bow in the southwest and it took 45 minutes to cover the distance I normally rowed in 12 to 15 minutes. The waves were coming into the boat, but I could not stop to bail because I would be blown far off course. I had a good 6" of water in the boat when I made it across. After school the wind had veered northwest and I didn't attempt to row back. I had no money, but I knew the bus driver, Kelley, would trust me.

During the afternoon the schooner, *Our Son*, which carried pulp wood into Muskegon regularly, foundered and sank in the middle of the lake at the latitude of Pentwater. Of interest is that Joseph Sadony, editor of the *Mears News*, and known as a clairvoyant, was standing on the Michigan shore with two other men. Sadony saw the schooner, about 30 miles away and described to his companions what was happening. The sails were in shreds and she was wallowing in merciless seas as high as 50'. He sensed a cigar shaped ship coming to the rescue. What really happened is that Captain Charles A. Mohr, a friend of Sadony's, was proceed-

Jerry and Johnnie enjoying the trip.

ing down the Lake Michigan side of the lake instead of the Wisconsin side, where the ship would be protected. South of Ludington he headed for Wisconsin. About 20 miles west he came upon the *Our Son*. He circled the schooner, pouring oil on the water. He then brought the ship's bow up to the lee side of the schooner and rescued the seven man crew one by one as the bow and rail came together. About 45 minutes later the schooner sank.

That same night the barge *Salvor* broke away from it's tug and piled up on a bar off shore from Pioneer Park, Muskegon, about 5 miles north of the channel. The crew climbed into the rigging to escape the waves sweeping the deck. They lashed themselves to the rigging. Six men froze to death in the rigging that night. The Coast Guard couldn't reach them until morning. Harvey Nedeau's brother, Lyman, a young man at the time, survived. I don't remember if there were any other survivors. The steamer *North Shore* also foundered in this storm, but I don't remember the details.

Most of the Great Lakes storms are from September to December, at the end of the shipping season, but some are in summer, like the time Johnnie and I survived the capsizes under bare poles of the Sea Scout Schooner, *Norseman*. We think this was a tornado or water spout, but it was too dark to tell at night. We were held down for about ten minutes and then the schooner righted herself. Another time Harvey Nedeau was driven into Charlevoix Harbor by a 60 mile an hour line squall. The mainsail was jammed so they couldn't get it down before the wind. The bridge was not opening fast enough, so Harvey came about within the channel, barely missing both walls. Another time the bridge lowered too quickly and demolished his rig. Harvey gave me his heavy cotton mainsail, which I cut into sails for the *Mary Ann*. She now has a beautiful set of dacron sails by Mathew. Harvey got a new rig from the state.

We had left our mooring in Muskegon

at 10:07am Monday, June 19, with thunderstorms in the weather reports. As we approached White Lake, thunderstorms were still in the forecast but south of us. We decided to keep going north. Pentwater was the next port about 30 miles away. Ludington was only 12 miles further and we would save some time by cutting across a wide bay. By the time we got around little point Sable we decided to head for Ludington.

I told the boys about the storm I survived in White Lake shortly after my brother Lee returned from World War II. He had gotten brave during the War and decided to go with me. We sailed into White Lake on my 22' cutter, with a nasty looking storm brewing. We anchored off the White Lake yacht club with two anchors and plenty of scope. Then Lee said,

"Give me a blanket. I'll sleep ashore."

"You'll get all wet," I countered.

"Not as wet as if I stay on the boat!"

I took him ashore with a blanket. In the morning I looked out and mine was the only boat still at anchor. The rest had pulled up their moorings and went ashore. Many were turned over. I found out later that Lee had been driven home by a good Samaritan.

Beyond White Lake it had gotten foggy and cooler. It was a high fog. We could see the beach, but not the tops of the dunes. We stayed close to shore, passing Stony Lake at 4:10 and Little Point Sable light at 5:20, with the fog clearing off. It was good sailing. At 7:20 we were off Pentwater, running wing and wing. Weather being still good, we proceeded on toward Ludington. We had to run further out in the lake to avoid the fish barrier net at Consumer's Power pumping station south of Ludington. This station pumps water up to a huge basin on a high hill during low load periods and runs it back through turbines for peak requirements. The net seemed more than a mile long. At 10:00 P.M. we tied up at the Ludington Municipal Marina.

At 8:55 AM we cast off bound for Frankfort 54 miles away. The wind was fresh against us, so we had to power with reefed mainsail set flat and close to steady us. By the time we had bucked the wind for several miles to Big Point Sable we decided to cross the lake, keeping as far north in the process as the wind would let us under sail. At 10:20 we set a course of 305°T for Keewaunee, Wisconsin, under jib, main, and motor. At 11:15, with the wind dropping we went to full main, foresail, and jib, and changed course to 310°T. At 12:30 we were in a flat calm, motoring. The weather was sunny and cool. We could still see the Michigan shoreline, which was high. The lake became like a sea of undulating glass. Never before have I seen the lake so calm in the middle. Johnnie took advantage of the calm to climb to the top of the foremast on the ratlines. He straightened out and refastened the 1/32 stainless steel wire that ran a couple inches above the main stay to discourage birds from sitting on the main stay and leaving their calling cards on the deck. I would like to have taken his picture, but I was steering and didn't want to disturb Jerry to find my camera.

At 6:45 we altered course to 300° steering toward a water tower at Algoma.



That name reminded me of a steamer that piled up on Isle Royal in Lake Superior on November 7, 1885. Her and two sister ships had been built in Scotland and cut in two to get them through the canals of the St. Lawrence and the Welland Canal. She was 270' long, 38' beam, and depth of 23'. She was a steamer carrying some sail. November 6 she was running westward under full sail and power at 16 knots before a north east gale. She was heading for Thunder Bay. In the vicinity of Isle Royal the Captain decided to take in his sails, but both sails and lines were frozen so hard that the crew had to struggle for a half hour to get them in. He then decided to stay out in the Lake rather than chance the run into the harbor. The storm was so bad that he could not see to go in. He gave the order to come about, which was a good decision, but it came too late. As she began to swing the storm caught her and tossed her stern onto a huge rock.

In a short time she was rendered unmanageable. Fearing that the front half would break off and sink in the deeper water, Captain Moore ordered all hands aft. The front half did break off, probably where she had been welded together after passage of the locks. Eventually 14 were saved, including the badly injured captain, but 37 were lost. To read about this and many other ship wrecks, I recommend reading *Shipwrecks of the Lakes*, *Lore of the Lakes*, and *Memories of the Lakes*, by Dana Thomas Bowen.

At 9:30 P.M. we tied up at Algoma Municipal Pier. Algoma is an interesting old town with streets running in many directions. I spent about an hour and a half trying to call my wife from an outdoor phone booth to let her know we safely crossed the lake. I finally gave up when I decided the phone must have accidentally been left off the hook. I called another number about midnight and got my son-in-law, Jim Sikkenga. He said he would try for another hour or so. I finally got to her in the morning. She later told me she had decided not to worry when she thought of how Jesus calmed the waters when Peter woke him in the midst of a tempest. Our Parish Priest told me he would pray for us, but I wondered where was his faith when he later told me he worried about us. The weather was bad in Muskegon. They got four inches of rain, but even that was a Godsend, as it saved the crops.

We left Algoma at 9:30am under power for a leisurely cruise up the coast to Washington Island. About abreast of the entrance to Sturgeon Bay we got the sails up and shut off the engine. We began moving along rather smartly and John decided he would like to take some pictures. We launched the dinghy and jibed about to sail past John. Then we jibed again and sailed past on the windward side of John, then jibed and came to a halt with him under our lee and picked him up. Jerry commented that it would be a good maneuver to pick up a man overboard. Jerry was steering and I directed him. I told him that is how I learned the maneuver.

While proceeding along the coast we watched, through the glasses, some skin divers exploring caves along the shoreline. We came to the Detroit Island Pass considerably inside of the Outer Shoal Light, as our schooner is shallow draft,

and headed for Pilot Island light house on a small island surrounded by rocks. We went close to take pictures, as it was very picturesque. We saw rocks passing by under our keel and headed for deeper water. Past Detroit Island we found the Ferry Boat Channel into Washington Island and a marina. The time was about 8:30 and everything was locked up. We ran in to an empty slip.

In the morning it was raining, but we had only about 30 miles to go, so we had breakfast and spent some time in the restaurant. At about 11:00am it quit raining and at 11:25 we left Caps Landing on Washington Island. The ferries, which had slept all night were busy now. One of them that passed us had a bus on it. Thunderstorms were still located further south.

We proceeded along Green Bay side of Washington Island under full sail and motor with a light east wind. We stayed close to shore to enjoy the scenery. The steep bluffs indicated that the water was deep. We left the island by Boyer Bluff Light House, heading for the Minneapolis Shoal Light House, which was 82' high. The course was 343°T. Escanaba was now in sight. At 4:47pm we docked at the marina in Escanaba at the dock that John had

rented for the season. John called his wife Marsha, and while we were waiting for her to drive the 65 miles from Marquette, Jerry and I went to see the nearby marine museum. When Marsha arrived we took our Swedish kerosene stove ashore and cooked a picnic dinner.

We stayed overnight at Johnnie's and the next day enjoyed some of the sights, including another marine museum. One of these museums has a birch bark canoe built by a friend of Hiawatha. I didn't know that Hiawatha was any more than a legend and a character in a long poem by Longfellow.

My middle son, Jimmie and his wife, Linda arrived that evening towing the boat's trailer and cradle. We took it to Gwinn, where Johnnie owns a trailer with a living and bedroom addition that John is thinking of converting to a winter home for the schooner.

We drove home to Muskegon the next day, over 400 miles by land and 200 miles by water. I look down at the empty mooring across from our home and have a lot of mixed feelings. I miss the schooner, but I'm glad Johnnie has her. He is a good sailor and navigator, and I'm sure he will enjoy her and care for her. I will probably be building another small boat soon.



At Caps Landing, Johnnie and I, with only 30 miles to go.

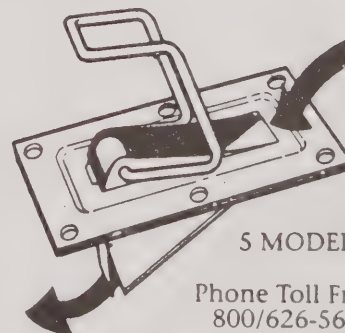
The Solution...
to wet Boats

BAILER

The easy to install and very affordable Andersen Bailer's use forward motion to drain the water from your canoe through a one-way trap door. Stainless steel Scandinavian quality.



ANDERSEN



5 MODELS

Phone Toll Free
800/626-5603
or FAX 305/563-5602

2455 E. Sunrise Blvd., Suite 312, Ft. Lauderdale, FL 33304

In 1993 I started experimenting with balanced lugsails made from common polytarp. The idea was to reduce costs.

I don't pretend to say that polytarp is as good as real dacron sailcloth. The last tarp I bought was so thin as to be one stage away from trash bag material. It's not as strong or as stiff or as long-lived as dacron sailcloth. But it can make a sail that is strong enough, stiff enough and long-lived enough for a weekend sailor.

In my tests I sewed my sails together with a home sewing machine set to sew V69 polyester thread in a zigzag stitch. Everyone wants to tape or glue these things together and I doubt if that is anywhere near as good as traditional sewing. Neither tape nor glue can be inspected like sewing. Both tape and glue are prone to catastrophic all-at-once type of failure. I'm not saying it can't be done, but I know of no one who can claim they've glued or taped a sail together and had it hold up through years of constant use. You can say that about sewing. Polytarp sews very easily, much more easily than dacron sailcloth.

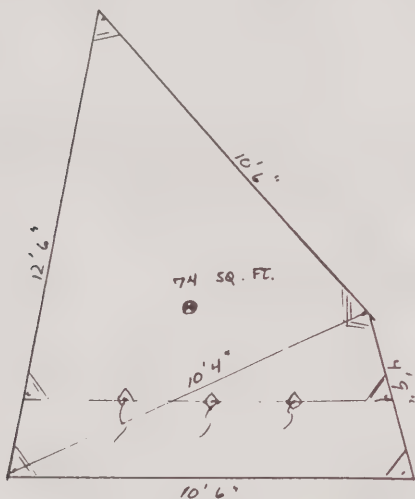


FIGURE 1: WOOBO BASIC PATTERN

Experiment 1: Figures 1 and 2 show, in a sort of shorthand notation, the pattern I used for the first polytarp sail. It was for use on my Woobo skiff design and sets 74 square feet on 11' sticks. To lay one of these out you first draw the basic four sided shape shown in Figure 1 and "tweak" three of the four sides, as shown in Figure 2, into curves by springing a batten through the points shown. The added bulges in the head and foot provide for sail draft and the hollow in the leach reduces flutter. The luff is straight.

Also shown in Figure 2 is seam information for standard 36" wide sailcloth. To shape draft into the sail, the seams are smoothly broadened at the top and bottom of this vertically sewn sail by the amounts shown. For example, notation BS $\frac{3}{8}$ " 17" means to widen the seam by $\frac{3}{8}$ " starting 15" from the edge of the sail. Thus the standard $\frac{1}{2}$ " seam width used on sailcloth becomes a $\frac{7}{8}$ " wide lapped seam at the end of that seam. By making the seams wider at the sail's edges, these edges are shorter than its center. The surplus material in the center forms a pocket when the edges are stretched tight and that forms the draft shape of the sail. The sail shaping information I've shown is based on stuff in



A Year of Polytarp Lugsails

By Jim Michalak

the British book, *Make Your Own Sails* by Bowker and Budd.

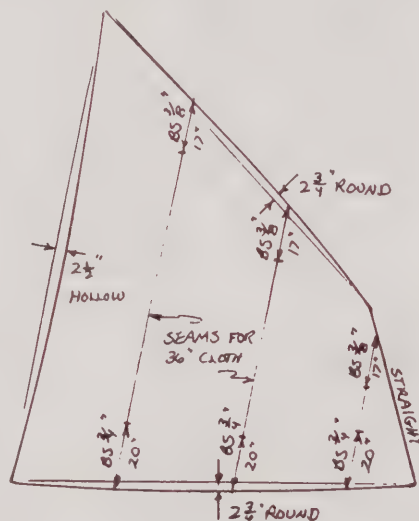


FIGURE 2: WOOBO TWEAK PATTERN

For the Woobo polytarp sail I used an old blue tarp which had been stored indoors for over five years. I wanted to make this sail exactly as I would a dacron sail, the only difference would be the material. So the first step was to cut the tarp into 3' wide strips to simulate the sailcloth width. And that was about the hardest operation in making this sail. It must be done accurately. A waver of $\frac{1}{8}$ " might be noticeable in the final product. But, try to lay polytarp flat. Is it made flat to begin with? Probably so, but once packaged and stored, it develops many crinkles and creases. I did my best marking it with a felt

tip pen and cutting it with scissors. I marked the seam width and lapped the seams sticking them together for the time being with masking tape. Tape doesn't stick well to poly. Dave Camell suggested hot melt glue but I haven't tried it yet. I sewed the vertical seams with a double zigzag as shown in Figure 3. This is a standard sailmakers' seam.

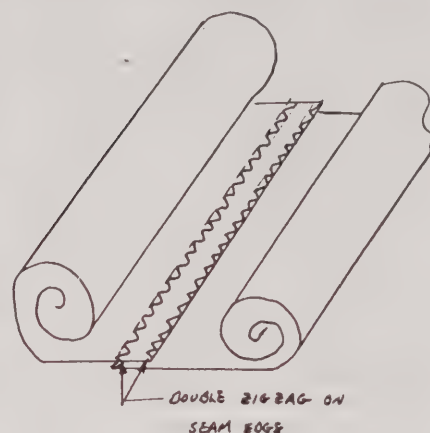


FIGURE 3: SEAM SEWING

The assembly was marked to the tweaked pattern and trimmed $\frac{1}{8}$ " outside the marks. The corner and reef patches, two layers thick, were sewn in place and a hem folded over and sewn down over all. Regular #3 brass grommets were pressed in place.

The Woobo prototype was still in the works so I bent the new poly sail on my Piccup Pram. The Woobo sail is almost 50% larger than the Piccup sail but I found it was a blast to use in our light summer winds. Sailing reefed in stronger winds it became apparent that the corner patches were not sufficient as a corner grommet was pulling out. So I increased the number of poly layers in the corner patches from two to four and have had no problems since.

The poly Woobo sail proved close winded for this type of sail, say 100 degrees between tacks and totally well behaved and useful. The title photo shows it mounted on Piccup and the patchwork nature of the tarp is seen. Some patching is my work, but some is just the welded together assembly of the tarp material.

So this experiment was a success. After all, I had less than \$10 in the project. I'd even had the occasion to chase down and pass a large Catalina with the thing. If you have a fancy yacht and find yourself being chewed up by a plywood box flying a cloud of blue polytarp you'd best turn to windward and crank on the winches. On a reach or a run a big lug sail is tough to beat.

Experiment 2: The success of the Woobo sail led me to try another poly sail that is shown in Figures 4 and 5. I knew from my doodles that I could get 68 square feet out of the original Piccup sail by making it two feet taller and leaving the yard and boom at 9'3". The shorter sticks are slightly easier to stow and the boom less likely to drag the water than Woobo's 11' boom.

I splurged \$10 on a brand new green polytarp at a discount store. It seemed a lot thinner than the old blue tarp used for

Woobo. These tarps can be purchased in huge sizes and I thought I could take advantage of that by not slicing it into 3' wide panels and then sewing it back together. Instead I'd leave it all in one piece. For the broadseams, I cut the tarp locally only where the broadseams are marked, overlapped the slit pieces the proper broadseam amount and taped them. Once again I had trouble getting the tape to stick well. Then I reinforced each broadseam with a 3" wide poly strip sewn well over the broadseam.

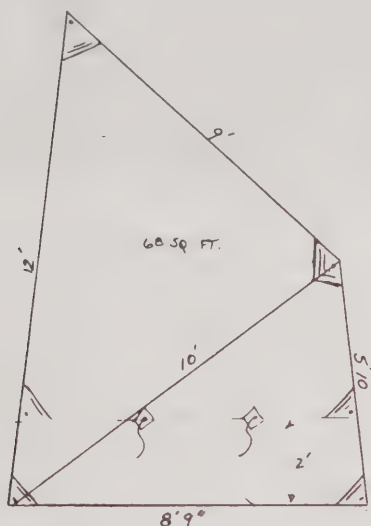


FIGURE 4: PICCUP BASIC PATTERN

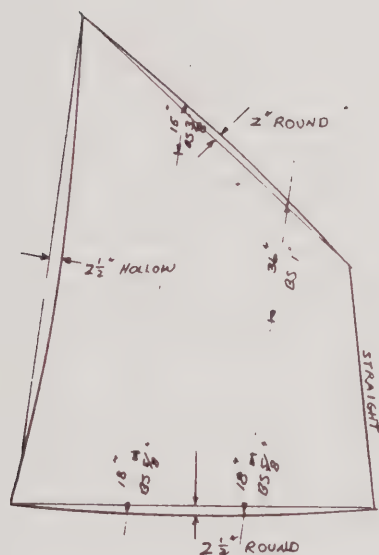


FIGURE 5: PICCUP TWEAK PATTERN

On paper the process looks easier and faster than the conventional seams I'd used on the Woobo sail but in reality it took about as long. The patches and hems went on as with the Woobo sail but now I knew to put four layers in the corners. Maybe I had \$15 or \$20 in this second sail. Photo at right shows the sail rigged on Piccup Squared, and the backlighting shows the gussets sewn over the broadseams.

I had to twizzle more with this sail than I did with the Woobo sail. In particular it seemed to twist more and thus was

not as close winded as the Woobo sail. In stronger winds I noticed the lower half of the sail was full and the top part fluttering. Sheeting it in to fill the sail top resulted in the bottom being in too tight.

I spent a lot of time thinking about it. I moved the halyard aft on the boom to make it more balanced, but there are limits on how far you can go with the halyard. You will eventually get lee helm or find the sail won't tack with the boat.

Setting the downhaul (or tack line) very hard on the boom helped a lot. I decided that in any fore-and-aft sail, sail twist is the basic mechanism to deal with the fact that the sail forces center aft of the mast. Increasing tension in the sail makes a given twist angle more effective in resisting that load. I'd known for a long time that it's about impossible to set up a balanced lug downhaul or halyard too tight. A sail with infinite tension wouldn't twist at all. I decided that a jibheaded sail is best to windward because the leach tension has the best angle to withstand twist and because they don't have much area up top to start with.

In addition I decided that any sail with a yard or sprit is not as good as a jib headed sail in rough water. Those spars bang and flop around up there, upsetting air flow and stretching halyards to allow even more bangs and flops. You need to stop and reset your lines now and then. But I still feel the the advantages of short cheap spars on a lug rig can be worth the inefficiencies.

I also decided that, all other things being equal, a tall sail will twist more than a short one. And so the idea that a tall narrow sail is best to windward might only be true if you've got the tension in it to make it stand straight. The green poly sail was closer winded when reefed (to 55 square feet) than full and that squat Woobo sail seemed closer winded than the new green sail. So I gave the downhaul another pull.

The tension in the sail made it stand straighter but it also seemed to pull almost all of the draft out of the front third of the sail. I increased the broadseam widths in the front top seam by a factor of two and then three. (The seam width shown in Figure 5 is the final seam I ended with.) It helped but I found polytarp is so flimsy it is hard to alter and resew, unlike real sailcloth.

I thought perhaps the high luff ten-

sion was stretching out any attempt I might make to increase draft. Poly is very stretchy compared to sailcloth. So I sewed in a luff reinforcement using 3" wide fiberglass tape, the same stuff you use in taped seam plywood construction. Now it tacks through 100 degrees. I am quite satisfied with that and have decided to leave well enough alone for now.

Advice from Lugheads: In the meantime, other lugheads were adding advice. Karl James had tried the extra peak halyard others were using to hold up the sail's peak hoisting and lowering. Karl removed that line, though, preferring to pull down on the luff as the sail is raised and lowered. That will keep the peak from dropping first.

Gary Blakenship needed that peak halyard on his huge balanced lug of over 400 square feet. He also had three jiffy reef slabs tied in, with all lines leading to the cockpit. His boat isn't trailered so he can leave all those lines rigged. Gary says he can tie in any reef singlehanded while sailing on any point of sail, no need to heave to. Karl added two jiffy reef slabs to his 160 square foot Jewelbox lug and I put one on my new Piccup sail. The jiffy reefs works very well on the balanced lug because the lines go to the boom and the boom always stays tied to the sail. So you only rig those reef lines once and they are forever there waiting for you.

Reed Smith and Kilburn Adams independently informed me at the same time that their lugs seemed to sail best if rigged loose footed to the boom. I haven't tried it yet but that might shift the draft higher up the sail.

The Future: Dick Scobie completed his Woobo prototype and has sailed it all summer with my blue polytarp sail. He's sewing one from real sailcloth now and we'll have a one-on-one comparison of the materials soon.

My next attempt will be another tall Piccup sail with cross seams instead of the vertical seams. That should allow better draft shaping in the forward sail. Also I'd like to eliminate the individual patches and luff and leach hems by sewing wide bands on the luff and leach, say 8" wide and four layers thick. It should put more strength and stiffness where needed and yet have fewer pieces to fit and sew.





The Weekender is a boat that borrows some good ideas from the golden age of working sail, as well as some new wrinkles from space-age materials and power systems. It's a project that combines the best of both worlds; the classic lines of the sea-wise sloops of the turn of the century and the quick-to-build, lightweight, low maintenance of modern materials.

What would one of the old master boat designers do with modern tools and materials? That was the question we set out to explore when we designed the first Weekender as the featured boat plan for *Popular Science* magazine back in 1981.

We went with a simplified, stressed-skin plywood box-section hull that eliminated almost all the intricate inner framing of the old boats.

The result was an extremely rigid, self-aligning structure that pulls itself straight as you build. This worked great for reducing building time, but it also had some other bonuses that we weren't expecting.

With a simplified construction, the project turned out to be very inexpensive as well as ultralight (475lbs ready to finish and rig). This meant easy trailering and launching, and quick-handling performance under sail.

Inside, there's over six feet of sleeping room for two. It's true. We got a letter from one couple who spent two summer vacations on their Weekender without a divorce. The reason for the extra room inside is the absence of a centerboard trunk that usually sits square in the middle of where you want to be.

The very first Weekenders had a centerboards that slipped down out of the full-length keel. But then we began to get letters from builders who were leaving the centerboard off and wondering why we'd used it in the first place. They were still getting good performance to windward, and the boat still tacked on a dime.

We went back and retested without any board in place. They were right. The shallow full-length keel and the hard chine of the hull bottom bit into the water and kept the boat sailing well into the wind. We could find only one condition it seemed to have trouble handling; sailing to windward in very light airs. Then someone remembered to induce the same angle of heel the boat would have in a breeze by

Welcome to the World of Weekender Builders.

sitting on the downwind side of the cockpit, and the boat took off upwind on the spot. So, with one little sailing trick, we can forget about centerboards that take up cabin room, that get caught in the kelp, and that leak and cause drag. We can let the kick-up rudder kick up, and then sail right up on a beach without touching another line.

Hull-building is just like building a plywood box. In fact, it is just building a plywood box. After nailing together the keel, we cut out the deck, bottom, and bulkhead parts, assemble the deck and bottom, screw the bottom down onto the keel, then fit the bulkheads and deck down in place. If we keep the centerlines of the parts lined up, there's no way the boat can come out lop-sided. And once the side panels are screwed to the edges of the deck and bottom, the whole box-section becomes extremely rigid. Inside, parts like seat-bottoms and shelves double as side-framing. You'll find a lot of parts on the Weekender doing double-duty. That's what keeps it light.

The Weekender's shape has a lot in common with one of the most seaworthy boats on the water, the Grand Banks Dory (with an added keelson and bowsprit), so she can handle some pretty nasty waves without making a big deal about it, and she's a nice, dry boat in the cockpit as well.

The salty old gaff-head sail rig also turned out to have a lot of advantages we weren't prepared for. With the mainsail held on three sides by spars, it's easy to control the shape of the sail while underway and it's also easy for home-boat-builders to make their own durable sails that really work. And just because we usually see gaff-head rigs on slow old barges doesn't mean they can't sail. Some of the fastest sailboats in history, as well as some incredibly rapid ice-yachts have used gaff-rigs.

But when we launched the first Weekender, we ran into the trade-off of the colorful gaff-headers; set-up time. The old rigs could take a lot of time to get ready to sail. Then we worked out a folding mast which solved all that. Now set-up time is just a few minutes, and all we have to do to pack the boat away for trailering after a sail is to unhook the forestay, lay the mast back down over the lowered mainsail, and stuff the jib (still attached to the forestay) down into the forward hatch. Not a sail or line has to be removed, and it can all be done by one person in nearly the time it takes to describe it.

Weekender Specifications: LOD 16'; LOA 19'; Beam 6'; Draft 3' (1' rudder up); Weight 550lbs; Sail Area 90 sq ft main, 32 sq ft jib; Cost to Build Well Under \$1500.

We would like to hear from anyone who has built a Weekender in the past, having a possible owners' organization in mind.

Stevenson Projects, P.O. BOX "K", Del Mar, CA 92014, (619) 481-3111.





Kayaks & Amas... Music to My Ears

By Gerard Van Wyk

Your "Commentary" in the June 15th issue was of very special interest to me; talk of kayaks and amas are music to my ears! We have been sailing, paddling and messing about in one of these rascals for about six years now.

The newest model is 13' 10" with a beam of 34". The amas are 8' long by 2-1/2" wide, with plumb stems and sterns. The section resembles a submarine, and is designed to behave as such; the 8" depth and extremely narrow section create a surprising amount of lateral resistance. The akas are simply first rate pieces of quarter sawn Sitka 2-1/2" by 3/4" by 8' each. They pass completely through the hull, and, oh boy, do they ever bend! Me thinks the Sitka mast bends a little also, as it valiantly carries about 50sq ft of sprit rigged sail. Hull weight is 32 pounds, built lapstrake of 3mm occume. Amas each weigh 2 pounds and are 1.5mm occume built stitch and glue with West System.

It doesn't take much to move her, and when the wind pipes up a bit it is one screaming fast machine. The leeward ama submerges about 8" or 10" and she flies as straight as a poke! Very little steering is required; it is done with a continuous line and a yoke on the outboard rudder. That rudder has only 40 sq in of bite, and it is a great plenty. The faster she sails the more ama is in the water and the straighter she tracks.

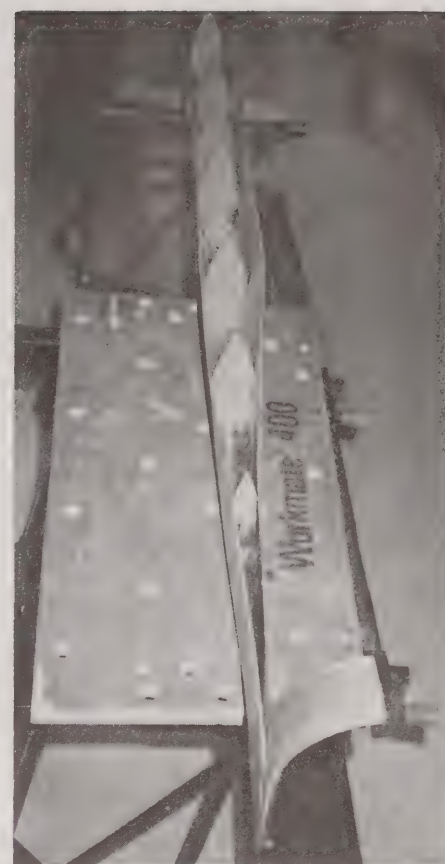
This 68 year old grandpa has been teaching some of our 47 grand children how much fun it is to "Mess About in Boats". On windless days we double paddle this machine with the amas in place; nobody capsizes, nobody loses their love of boats, and everybody stays happy.

If any readers wish to build their own amas, and can't figure it out from the photos, I will be happy to send them full size drawings and instructions for \$12.95 pre-paid.

The Mooring, Gerard Van Wyk, 2809 Porter, Grandville, MI 49418.



Slimline amas, under construction and afloat (sort of). They do look like submarines.



The 'Hook & Loop' System that Really Works!
Great Paper, Great Price, Great Service -- Great Value

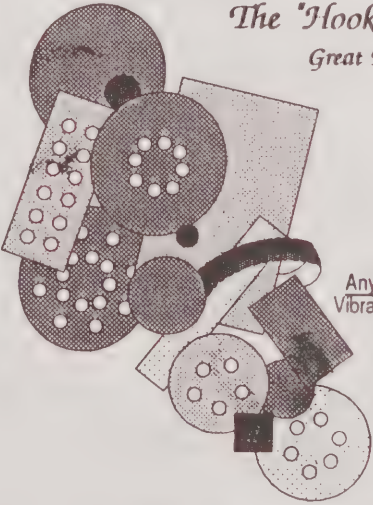
The SANDEZE™ Line
of
Professional Abrasives

Top-Quality, Best Price Retail or Wholesale
No Clamps, Glue, or Messy Clean-Up
Improves Productivity, Eliminates Waste

Any Size, Any Hole Pattern For Any Disc Sanders, Palm Sanders, Vibrating Sanders Or Industrial Sanding Machinery & Now Belts Too!

Aluminum Oxide Pink Sieret -- 40 to 1000 Grit
Yellow Marathon w/No Chemical Residue -- 40 to 400 Grit
Resin on Resin Red -- 40 to 150 Grit
Wet/Dry Black Silicon Carbide

For Free Catalog, Information or \$10 Trial Pack
Call 1-800-272-SAND
Or Write SANDEZE • 9210 Lee Ave. • Manassas, VA 22110



I found Steve Dupont's article "Forward Facing Sculling Doesn't Work" in the August 15th issue of *Messing About in Boats* very interesting, and I agree with his conclusions with the exception of one: Moving the oarlocks instead of sliding the seat would probably help his system speed-wise. I experimented with sliding oarlocks a couple of years ago, using my one-piece end-mounted oars, and it was definitely faster than with a sliding seat. However, it felt so weird that I didn't like using it.

My FrontRow rowing system is completely different. My background is as a canoeist, rather than a rower, and my front facing oars are more like paddles than traditional oars. They are like paddles, but with the innermost ends being held by the oarlocks. When I pull on the handle, the blade goes to my rear. The motion never gets reversed (as with a gunwale mounted oar) so there is no reason to "unreverse" it.

My solution to the moving seat problem is not to move the seat. For leg power, I use swing arms connected to the oars by ropes and pulleys. This system turns out to be better than sliding seat systems for several reasons:

The center of gravity of the boat doesn't shift. My body is stationary, and my arm and leg movement tend to cancel each other out.

The speed of the boat does not change due to momentum shifting (constant speed is more efficient than varying speed).

The extra power from the legs is not diminished by passing through the hands and arms. The leverage ratio can be tailored to the more powerful legs, and a different ratio used for the hands and arms.

How FrontRow Works

By Ron Rantilla

I can use an asymmetric stroke which smooths out the speed of the hull even more, and totally eliminates weight shifting.

The use of elastic cords for the return stroke allows hands free operation so I can do things like eat, drink or unfold a chart while rowing, and disabled folks who can't use their hands can row. I can also use one hand and one leg, and by crossing the ropes use an arm and a leg on the same side. This would be good for people who are paralyzed on one side.

It allows for a much more comfortable seat, which is not only more comfortable, but can support someone who doesn't have trunk muscles. The seat I use also reclines so I can relax when I am not rowing.

The Explorer is my original Front Row system. It allows one to face forward while rowing the canoe, so that one can move faster, with less effort, and have more control under windy conditions. Springs automatically lift the lightweight aluminum oars from the water at the end of each stroke, and feathering becomes a natural part of my stroke. The Explorer also gives more maneuverability than paddling or conventional rowing. In tight places one can easily turn around in a boat length by sweeping the oars in opposite directions. And for unbelievable comfort, the reclining seat is an option.

The Spirit is for the physically challenged or for anyone who wants to get in

and out of a boat more easily. It is an excellent choice for resorts, parks, or canoe rental services where a wide variety of people will be using the system.

The Spirit has all of the capabilities of the Explorer, but is designed to make it much easier to get into or out of the canoe. The oar support pedestal tilts forward to make extra entry room, there is a floor-board for better balance, and the ergonomic seat allows one to row in comfort for hours and recline when resting.

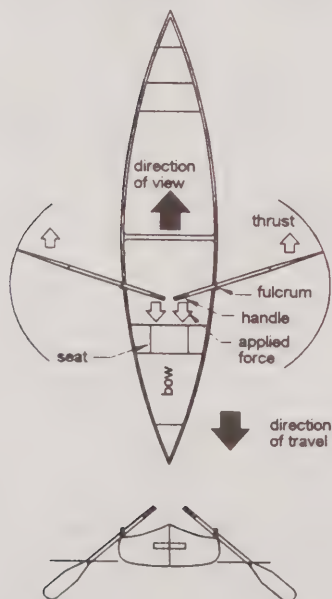
The Contender, which can be used in canoes, rowboats and shells up to 39" wide, has foot pedals that allow one to exercise the lower as well as the upper body. These pedals, unlike sliding seat systems, are connected directly to the oars, so that the added power isn't diminished by having to pass through the arms and hands. With superior maneuverability and a clear view of what lies ahead, one can navigate winding rivers and other areas rear-facing rowers tend to avoid. The feathering motion of the hands comes more naturally than it does in the standard sliding seat racing shell, and it is easier to coordinate movements.

Instead of investing time and money in extensive training, one can master this system in one outing. One can also row asymmetrically, one oar, then the other, if desired. This offers the physically challenged the opportunity for rowing for it can be powered solely through the use of legs or by using one arm and one leg.

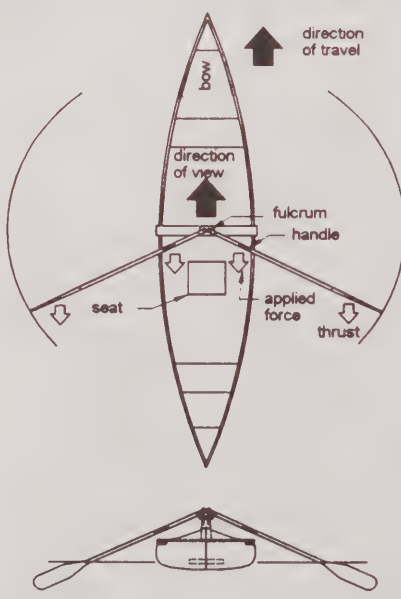
I haven't completed speed testing on fast hulls yet, but preliminary results indicate that the Contender will prove faster than the current outrigger/sliding seat systems.

How FrontRow's Class-3™ Oars Work

Conventional (first-class lever) oars



FrontRow's Class-3™ (third-class lever) oars



Conventional 1st Class Lever Oars: Conventional rowing is done using oars with oarlocks (or fulcrums) in the middle, between the handle and the blade. Technically, these oars are 1st class levers. The dynamics of 1st class lever oars are illustrated at left.

One sits facing the rear of the boat and applies force to the oars by pulling the handles toward one. This causes the blades to move to the front. If the blades are in the water, the motion causes pressure against the water and this pressure, or thrust, moves the boat to the rear. The applied force and the resulting thrust are in opposite directions. The main drawbacks are that one can't see where one is going and one needs long oars and outriggers to get significant speed multiplication.

FrontRow's Class-3 (tm) 3rd Class Lever Oars: FrontRow's patented Class-3 (tm) oars have the oarlocks (or fulcrums) on the innermost ends. Technically, these are 3rd class levers. The dynamics of 3rd class lever oars are illustrated at left.

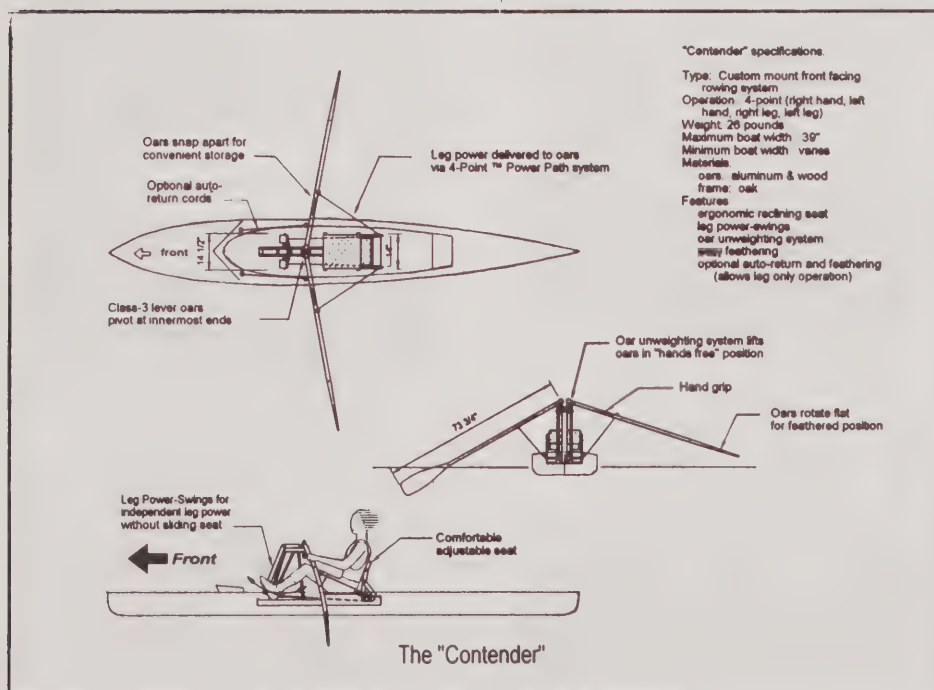
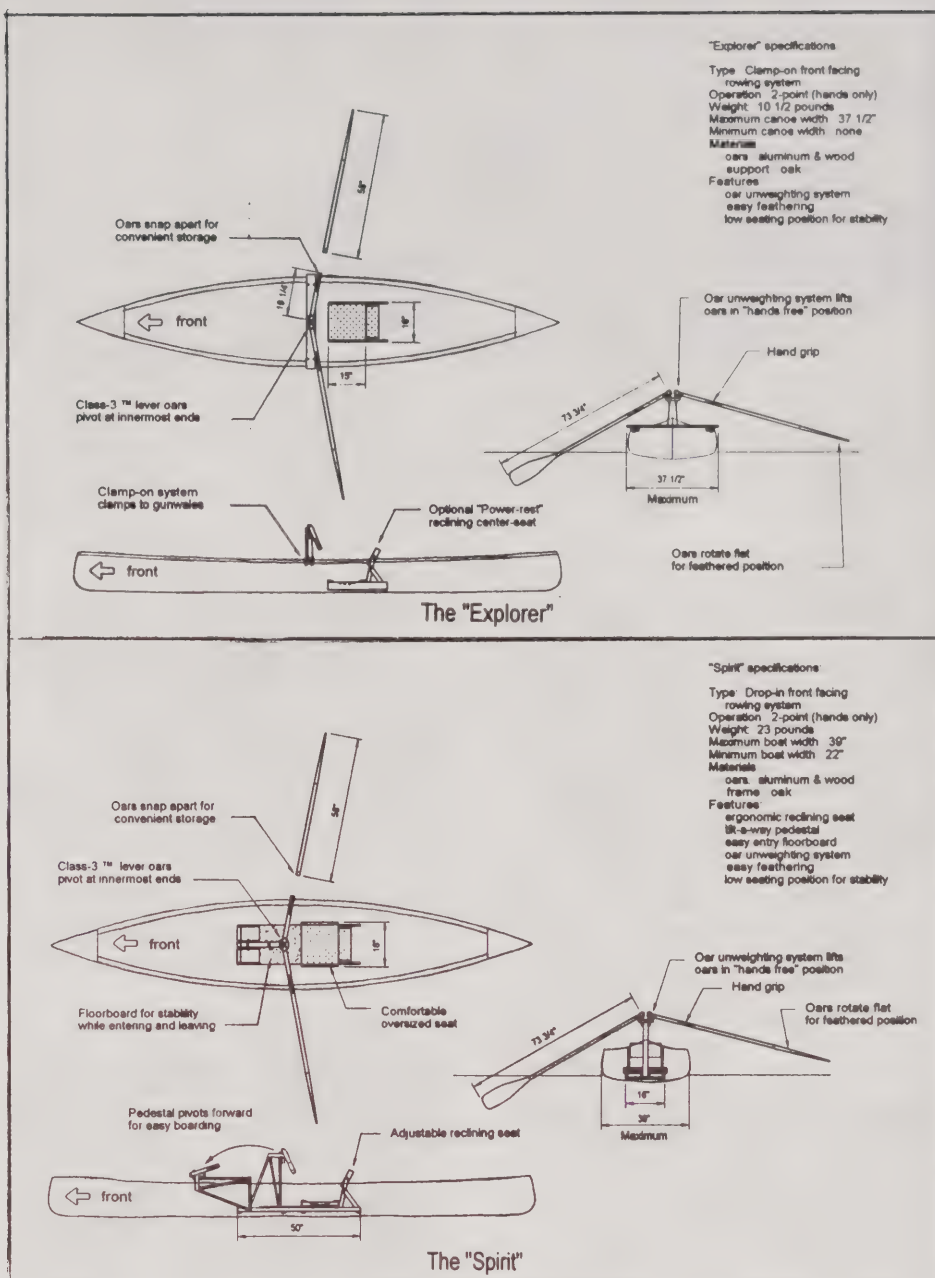
One sits facing the front of the boat and applies force to the oars by pulling the handles toward one. This causes the blades to move to the rear. If the blades are in the water, the motion causes pressure against the water, and this pressure, or thrust, moves the boat to the front. The applied force and the thrust are in the same direction. One can see where one is going, and the need for outriggers is eliminated.

How Front Row Class-3(tm) Oars work: One day I was watching a woman trying to row her boat upstream under one of the bridges on the Charles River. She was obviously new to rowing and was struggling to control the boat while having to turn around every few seconds to see where she was headed. And I thought, "That's pretty silly, why can't people row facing forward?"

So I did some thinking and designing and tinkering, and within a few days I had taken my canoe and jerry-rigged a system that actually worked. I could row my canoe while facing forward.

It took about a year before I came up with a really effective system, the basic FrontRow system that I now call "The Explorer". And along the way there were a number of surprises. One of the biggest was that the new system was not only better because I could see where I was going, it was also faster, easier to maneuver, and much easier to control in the wind than any propulsion system I had ever used before.

Since then I've come up with some options, including a really comfortable seat (you have to try it to believe it), and an adaptive system designed for the physically challenged (or for anyone who wants to be able to get in and out of a canoe more easily), and another system for fitness enthusiasts who are looking for a complete workout that's not limited to the upper body. That system will fit most shells (including the Alden), and preliminary tests indicate that it will be faster than the standard outrigger/sliding seat system. All three systems are compact, easy to transport, and easy to attach to a rowboat or canoe.



ALDEN OCEAN SHELL & STAR
 APPLIEDORE POD
 MAAS AERO & 24
 TRINKA 8, 10 & 12 DINGHIES
 EASTERN 18 COMMERCIAL OB
 BRIDGES POINT 24
 THULE RACKS
 ROWING INSTRUCTION

55 Spicer Ave., Noank, CT 06340
 (203) 536-6930

Builders



TRADITIONAL WOODEN BOATBUILDING

REPAIRS AND RESTORATIONS

ROB BARKER

615 MOYERS LANE, EASTON, PA 18042

PHONE/FAX (215) 253-9210

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY
(207) 268-4802

Rt. 1, Box 1090
Litchfield, ME 04350

607-547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point On West Lake Road)

PO BOX 1007

COOPERSTOWN, NY 13326

Woodenboat Restoration / Rigging

CHRIS STICKNEY BOATBUILDER

- Wooden Boat Restoration & Repair
- New construction
- Shop Rate \$18/hr

Box 146, St. George, ME 04857
(207) 372-8543



10'6"x3'10" LAPSTRAKE YACHT TENDER

Designed circa 1890
Cedar planking on oak frames
Hackmatack knees & hard pine thwarts
Copper & bronze fastenings
Two rowing stations
Weight 75 lbs. - capacity 500 lbs.

VICTORY BOAT CO.

Using today's proven technologies with yesterday's classic designs, we will build the boat that will meet your needs.

16' Swampscott Dory - \$1,500

18' Rangeley

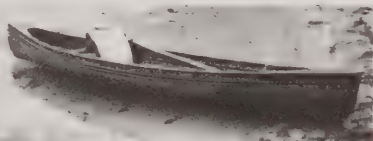
\$1,000 Fiberglass - \$2,000 Wood

We have used boats and take trade-ins.

RR #2, Warwick Rd. Athol, MA 01331

(508) 249-2121 - (617) 933-2146

Feather Canoes



We specialize in building, and teaching how to build, a cedar strip version of Rushton's "Wee Lassie" Canoe. This lightweight double paddle canoe is available in two versions. A sample copy of our newsletter and info is free. Full size patterns are \$15.

MAC MC CARTHY

1705 Andrea Pl. Sarasota, FL 34235

(813) 953-7660(H) - (813) 355-6736 (S)

O'CONNELL'S

VENEER OVERLAYS



1962 BEETLE CAT

- Receiving a new skin

An affordable alternative for saving vintage wooden boats, when a traditional restoration is either too expensive or impracticable.

Estimates available on request.

O'CONNELL'S WOODEN BOAT SHOP

303 Cannon Street

Chestertown, Maryland 21620

(410) 778-3213 FAX (301) 293-1169

SUTHERLAND BOAT & COACH

4th Generation Boat Builder
Builds & Restores:

wooden sail/row boats, motor
launches & "woodie" station wagons



416-1/2 W. Lake Rd.

Hammondsport, NY 14840-9603

(607) 868-3993



CLUBHOUSE BOATWORKS

217 S River Clubhouse Rd.

Harwood, Maryland 20776

(410) 798-5356

BEAUTIFUL CUSTOM WOOD skiffs,
prams, lapstrakes, and rowing boats.
Dinghy repair and restoration, inlays,
line splicing, varnishing, woodworking,
and model building.

AREY'S POND

Cape Cod's
Sailing Headquarters &
Wooden Boat Center

• Established 1945 •



• AREY'S POND BOAT YARD •

APBY 12-14' CAT BOATS

Sailing Instruction

Hauling and Storage

Boat Brokerage

Mooring Rentals

Boat Building Classes

Rhodes 19 & Mariner Dealer

ARNO DAY SKIFFS

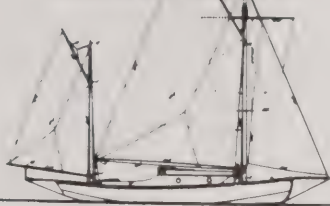
P.O. Box 222

43 Arey's Lane, off Route 28

South Orleans, MA 02662

(508) 255-0994

Hadden & Stevens Boatbuilders



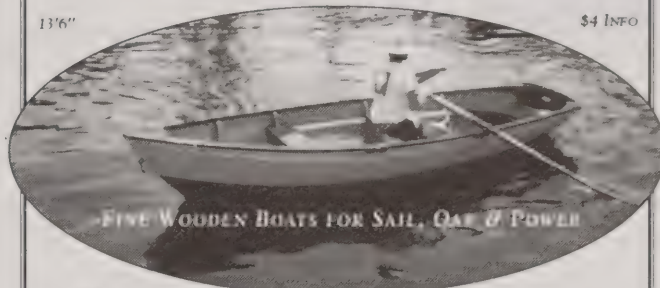
Specialists in Wooden Boat Construction & Repair

HCR 32, Box 301, Small Pt., ME 04567 (207)389-1794/737-4143

"THE AMESBURY SKIFF...THE BEST SMALL ROWBOAT."

13'6"

\$4 INFO



FIVE WOODEN BOATS FOR SAIL, OAR & POWER



NORTH RIVER BOATWORKS

6B Elm St., Albany, NY 12202 518-434-4414

Designs - Plans Kits

DENNIS DAVIS DESIGNS

A range of thirteen small craft featuring the unique DK method of round bilge construction, or the well-proven stitch-and-tape method. Only two 8'x4' sheets of ply required for each boat and no moulds, jigs or lofting! Two dollar bills bring our illustrated leaflet.

9 Great Burrow Rise, Northam,
Bideford, Devon EX39 1TB ENGLAND

GEODESIC
APRIL 1988

Boats designed by Platt Monfort
PLANS and KITS

NEW VIDEO RELEASE

70 Minutes of the
latest techniques

\$19.95 PPD

SnowShoe II.



Send \$2.00 for Design Brochure

Monfort Associates

HCR 2 Box 416 MA, Worcester, ME 04578

(207) 882-5504

WEE PUNKIN



"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions. \$36. SASE for more info.

GRAND MESA BOATWORKS

Rt. 1, Box 75, Collbran, CO 81624



MOONDANCE
*a sleep-aboard, car-top
cruiser for two!*

The 5'2" beam (on 11'3" LOA) gives room and stability for day-sailing four comfortably or sleeping two safely. And it doesn't seem to affect performance at all.

Plans \$50 Study plans \$4

Plans include super clear illustrated instructions, and full sized patterns for easy stitch and glue construction

THOMSON SMALLBOATS

Box 670, Vestal NY. 13851



The Icester is a two seat touring iceboat which can be built from three sheets of lauan and one sheet of 3/4" plywood. DN or homemade gear can be used. Spars are from 2X stock.



There is room for a boat heater, and a dashboard for a radio and glovebox. There is space for tools and spare parts up front, and storage behind the seat.



\$35 price includes the blueprints, ten pages of instructions and tips on construction.

Richard SantaColoma

PO Box 168

Mahopac Falls, NY 10542

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

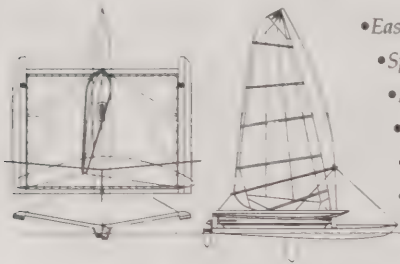
READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

Build a 25 knot daysailer!

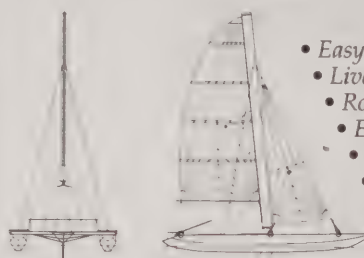


- Easy to build in plywood
- Spectacular performance
- Roof rack transport
- Study plans US\$5.00
- Full plans US\$134.00
- Check, MasterCard

SAMBA from Thompson Designs

Dept. MB, 221 Wilson Cres., Prince George, B.C. Canada V2L 4P8
phone/fax (604) 562-7624 thompson@andreae.unbc.edu

The TC 21 Cruising Catamaran



- Easy to build camping cruiser
- Lively performance
- Roof rack transport
- Easy capsize recovery
- Study Plans US\$5.00
- Full Plans US\$157.00
- Check, MasterCard

from Thompson Designs

Dept. MB, 221 Wilson Cres., Prince George, B.C. Canada V2L 4P8
phone/fax (604) 562-7624 thompson@andreae.unbc.edu

THE SIMMONS

Sea-Skiff

*Classics of the North Carolina coast
from the sounds to the Gulf Stream.*

Outstandingly seaworthy, 30 mph with low power, light, simple (flat laps, straight planks) plywood lapstrake construction. Detailed plans and directions; no lofting.

Information packet \$1

Cape Fear Museum Associates • 814 Market St • Wilmington, NC 28401 • 910-341-4350



Sea-Skiff 18

pictured above

- 17'1" x 5'7"
- 5" draft
- 20-40 HP
- Plans - \$30 US

Sea-Skiff 20

twice the size

- 19'4" x 7'6"
- 10" draft
- 50-70 HP
- Plans - \$45 US



SWAMP YANKEE BOATS

Plans, Stencils, Kits, Boats
Plans & Instructions for Solo Canoe
\$15.00

Robert W. Sparks

36 Soundview Hgts
Branford, CT
06405

(203) 488-5932

PHIL GREEN DESIGNS

Open canoe & kayak plans for home builders. Innovative ultra-light designs in ply/epoxy. Write to:

PHIL GREEN DESIGNS

2 Keep Cottages, Berry Pomeroy,
Totnes, Devon TQ96LH, England

Build A Clancy

Here is a fast, safe sailboat, ideal for sail training, youth programs and designed for the non-boatbuilder.

Order the easy-to-follow instruction book Build a Clancy today for only

\$15.00. Order the

Builders Package with major components drawn for you.

We ship anywhere.

Write or call for more FREE information.

flounder bay boat lumber

1-800-228-4691 dept. M
1019 3rd Street - Anacortes, WA 98221



LOONFEATHER

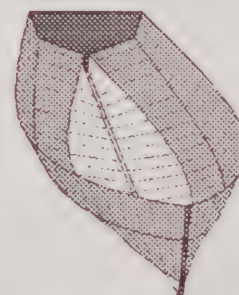
**a portable, sleep-aboard
cruiser for two!**

The 40 pound hull and 6 foot sleeping deck make Loonfeather an easily portable floating campsite any place you drop anchor.

Plans \$50 Study plans \$4

Plans include super clear illustrated instructions, and full sized patterns for easy stitch and glue construction

THOMSON SMALLBOATS
Box 670, Vestal NY. 13851



Small Boat Design Software PLYBOATS 2.0

Select from 36 curve combinations
Improved Graphics

Plywood and Transom Development

Sail Rig Layout, 20 sail types

Generates 4 DXF Files for hull,
plywood and sail layout

Bulkhead Design, Model Design

76 Sample Designs

Runs in any PCAT

Excellent manual

Now with design curves
from an extensive data base.

\$145.50 plus \$5.50 S&H

Ray Clark Enterprises

5861 Woodboro Drive

Huntington Beach CA 92649

Phone or Fax (714) 840-7284

PADDLES & OARS



Maine Craftsmanship at it's finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473
(207) 866-4867

Wood Canoe Hardware



CANOE HARDWARE: 1/2", 1/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available. NORTHWOODS CANOE SHOP, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426.

Lucky G. Farm

RFD 1 Box 5920
Hartland, ME 04943
(207) 938-2380



Hackmatack / Tamarack / Larch
Knees & Logs
Try Our Hackmatack's
Kiln Dried Boat Lumber

Mast Hoops

Mast Hoop Fasteners •
Sail Hanks • Parrel Beads
• Wood Cleats • Wood
Shell Blocks • Deadeves
• Belaying Pins •
Bullseves • Custom Bronze
Hardware

Pert Lowell Co., Inc.
Lane's End
Newbury, MA 01950
(508) 462-7409
Custom wooden boats • mast hoops
authentic nautical furnishings

Supplies Materials

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4" - 1-1/4". Send \$1 for sample packet and info.
STRAWBERRY BANKE, INC.
P.O. Box 300 MB, Portsmouth, NH 03802

Small Boat Sails & Repairs

(804) 580-8723

P.O. Box 235
Wicomico Church, VA 22579



ATLANTIC WHITE CEDAR

Flitches 4/4, 5/4, 6/4 thick to 16' long. Some other sizes and grades available. Limited quantity, all rough sawn. Call or write for info.

J.D. ENGLAND CO.
HCR Box 337, Urbanna, VA 23175
(804) 758-2721

SPARS



D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640

JAMESTOWN DISTRIBUTORS

FASTENERS

Boatbuilding And Woodworking
Supplies

800-423-0030

Fax 800-423-0542

US & CANADA

If you are building, restoring, or repairing, send for a free copy of Jamestown Distributors' catalog. This is a thorough catalog filled with marine grade fasteners in stainless steel, silicon bronze, brass and hot dipped galvanized as well as marine hardware, finishes, glues, resins, and tools.

JAMESTOWN, RHODE ISLAND 28 Narragansett Ave. P.O. Box 348	BEAUFORT, SOUTH CAROLINA Hwy 17 & 21, Gardens Corner Rt. 1 Box 375 Seabrook, SC 29940
Jamestown, RI 02835 Local 401-423-2520 Fax 401-423-0542	Local 803-846-9500 Fax 803-846-9005



Orr's Island Boat Works
AUTHORIZED
DEALER
9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

Rt. 24, Box 731
1 (800) 339-6777
(Maine only)

Orr's Island, ME 04066
(207) 833-5852

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

POLYESTER RESIN

(With Catalyst)

Finest Quality - Always Fresh

5 Gal. Pain
\$70.00 ea.

1 Gal.
\$15.50 ea.

4 or more
\$14.50 ea.

20 or more
\$14.00 ea.

4 pails or more
\$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE

Mat 1-1/2 oz. 38" - \$2/yd • Roving 24 oz. 38" - \$3/yd • Cloth 10 oz. 38" - \$4.05/yd

SILICON BRONZE WOOD SCREWS - MANY SIZES FROM 3/4X8 AT \$4.80 TO 3X16 AT \$40.50
ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS - THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399, E. Longmeadow, MA 01028

Tel (413) 736-0348 To Order Call Toll Free 1 (800) 333-0314

CALL OR WRITE FOR FREE PRICE LIST - WE SHIP ANYWHERE IN USA



COD

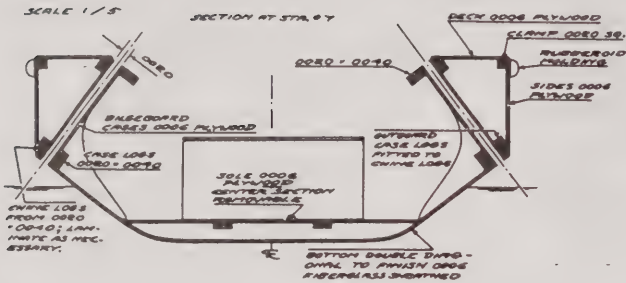
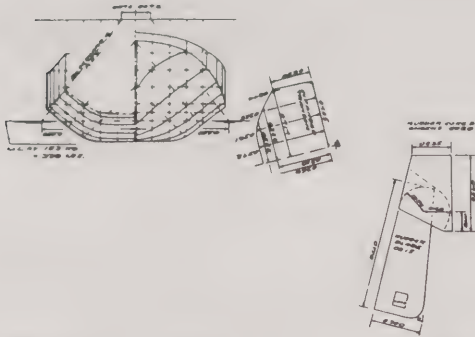
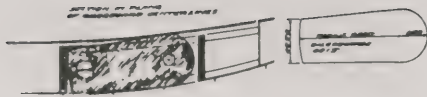
Bolger on Design

Yacht Tender

3.5M x 1.05M (11'6" x 3'6")

Peter Duff built this lifeboat to fit the deck of the lugger shown in the last issue; it was inherited by the Great Lakes cruiser. Construction was Airex-cored fiberglass instead of the cold-molded wood shown.

The boat was intended to land on unprotected beaches, to serve as a lifeboat for two or a beach cruiser for one (with a clear space 75" x 26" in which to lie down) and to row, sail, and motor effectively. The small, sharply canted bilgeboards are supplemented by the big rudder for adequate lateral plane.



EC110 MAJUNE DEPTH SOUNDER WATERPROOF & FLOATS



This small hand held depth sounder is perfect for use in inflatable dinghies, for divers and fishermen. for depths up to 200 ft. It floats and is water proof.

\$154. plus \$6. shipping

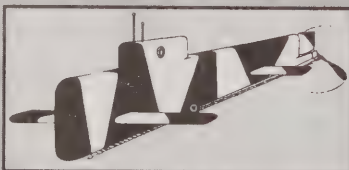
1-800-866-4775

P.O. Box 1490, Wellfleet, MA 02667

A-O-O-GA! A-O-O-GA!
DIVE! DIVE! DIVE!

Neon Tetra

12" DIVING SUBMARINE



THE MOST UNIQUE WOODEN MODEL
BOAT KIT AVAILABLE.

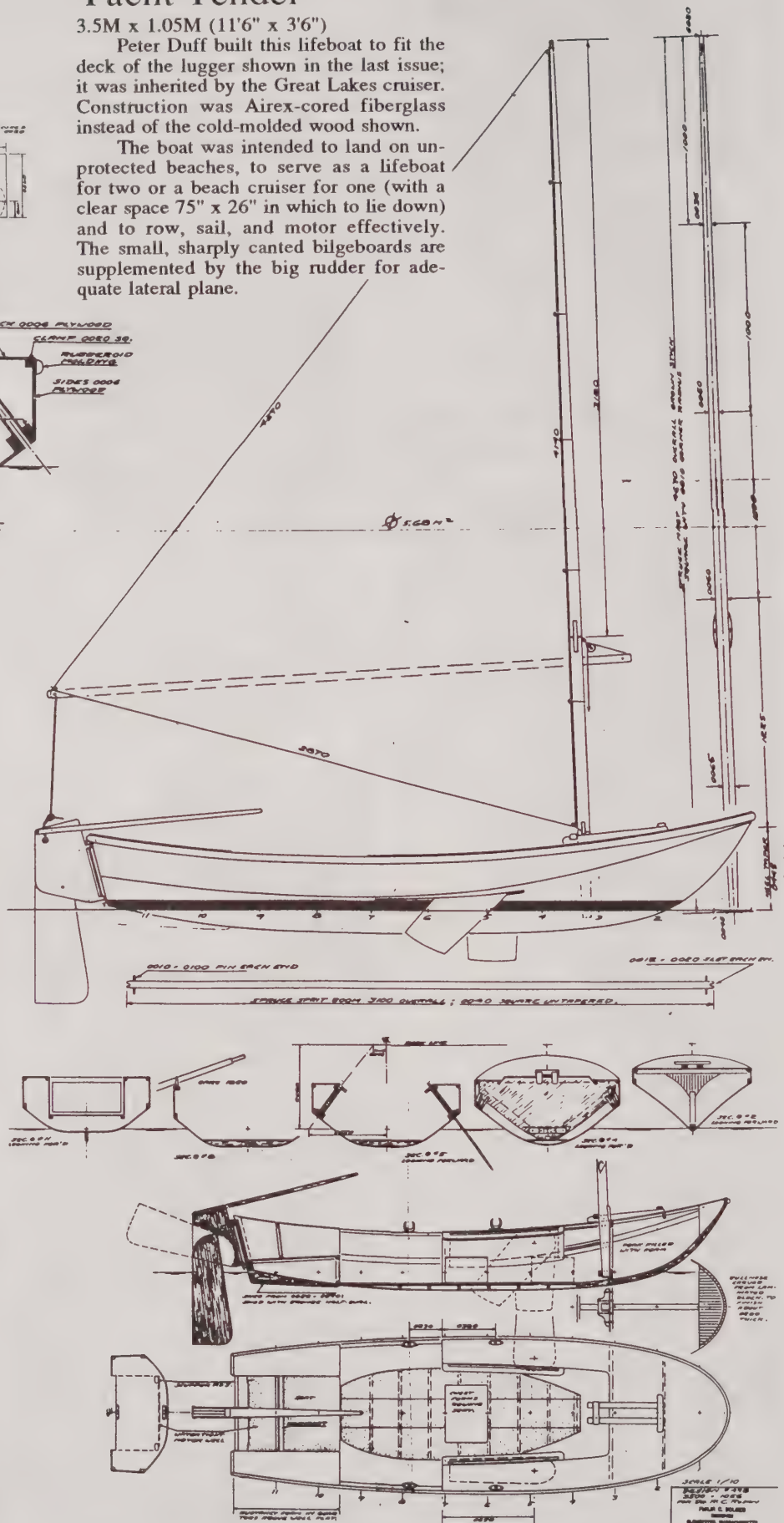
- * RUBBER POWERED
- * PRE-CUT & DRILLED PARTS
- * SIMPLE NO GLUE CONSTRUCTION
- * BRASS, COPPER, STAINLESS HARDWARE

GREAT FUN IN POOL, POND OR SEA
ORDER YOURS TODAY!

SEND \$15.95, PLUS \$3.00 S&H
MD. RESIDENTS ADD 5% TAX (80¢)

TO: Seaworthy Small Ships

DEPT. M
P.O. BOX 2863
PRINCE FREDERICK, MD 20678



Classified Marketplace

BOATS FOR SALE

1915 Charles River 18' Canoe by Kennebec Canoe Co., Waterville, ME. Usable orig cond, plated medalion still in place on keel. Restore this winter. \$1,500 OBO. Delivery can be arranged.

EDWARD MOSS, P.O. Box 173, Thomaston, ME 04861, (207) 354-6667. (13)

18' Old Town Rowing Canoe, ca 1920's. Remarkable hull cond, canvas nds replacement, easy restoration. \$1,800 OBO. Delivery can be arranged.

EDWARD MOSS, P.O. Box 173, Thomaston, ME, 04861, (207) 354-6667. (13)

22' Capri Sloop, '90, compl equipped w/wing keel, self-furling 150% genoa, 4hp Mariner OB, comfortable cabin w/porta potti toilet. Easily solo sailed from spacious cockpit, a truly delightful daysailer. \$10,000. 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)

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 LOWNEY, 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. Trailax 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.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (13)

Luger Southwind 21, FG, 12hp OB, main, jib, genoa. On gd trlr. Looking for \$3500.

MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444. (13)

Sunfish, on trlr. Want to trade, with adjustment, for a Laser.

MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444. (13)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

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.)

19' Mariner, '91, 6hp Merc, trlr, bow pulpit, stern rail & lifelines, vent, hatch. Fresh water use, all exc. \$7,800.

ART PETERSON, 720 Marudy Dr., Asbury, NJ 08802, (908) 735-5462. (14)

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)

Alden Ocean Shell & Oarmaster, middle aged but redeemable, \$250. Collar oars priced separately.

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

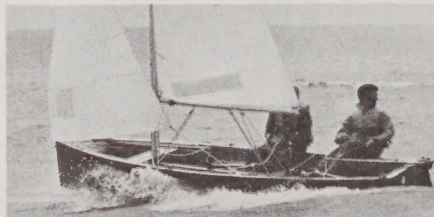
15-1/2' Bullseye Sailboat, '80. Surveyed & upgraded by Cape Cod Shipbuilding Co. '93. \$3,500.

RICHARD FOSTER, Portsmouth, RI, (508) 994-6844 days, (401) 683-6844 eves. (14)



Seabright Skiffs-Lifeguard Surfboats. 19' lapstrake FG, 265lbs, mahogany rails, laminated breast plate & stern knees, adjustable footbraces, bronze locks, can be set for 1 or 2 rowing stations. Asking \$4,000. 19' lapstrake marine ply (natural finish), 303lbs, oak rails, laminated breast plate & knees, seats and seat rails in brightwork, bronze locks, vy pretty boat. Asking \$2,000. Both boats proven race winners.

CHIP EICHORN, Belmar, NJ, (908) 681-5551. (14)



14' Bantam #1823, hard chine arc bottom Phil Rhodes design; big sister to 11-1/2' Penguin. Stable, light, simple, quick. Last and best Bantam blt by Dick Besse, thrice national class champion, using only best materials available, i.e.: Bruynzeel mahogany 6mm 5-ply marine ply skin, Gougeon epoxy. Hull, rudder, mast varnished. Dow Styrofoam BB flotation under side seats. Main, genoa, spinnaker, cover. Everything compl & in exc cond. Lying in boatbarn in central NY state. For sale by bldr but only to appreciative & able sailor.

RICHARD BESSE, Skaneateles, NY 13152, (315) 685-9778. (14)



X-Dory, C.D. Mower designed '05, decked racing Swampscott. Blt '93, oars, cover, trlr. Attractive & fast. \$6,500.

L. GILLEN, Kansas City, MO, (816) 454-1386. (14)



22' Sisu, '78 Lobsteryacht/workboat. 130hp Volvo IB 50 hrs. Many extras, will deliver. \$15,500 OBO.

MARK SHELTON, Rockport, MA, (508) 546-5960. (14)



18-1/2' Jungle Queen, '92, "Dispro" replica of '22 Gravette. Use? Tour boat? Cedar strip & W.C. epoxy system. 5.5 Honda IB, bimini, oars, many extras, trlr. Seats 7, w/extra seat 10. Must see to appreciate. Used 5 hrs. \$7,795/trade?.

DOUG WATT, Winter Haven, FL, (813) 293-3408. (14)

26' O'Day Sloop, '85, shoal draft, Yanmar diesel IB, porta potti, new VHF, 5 sails, exc cond. \$13,900.

ART PETERSON, 720 Marudy Dr., Asbury, NJ 08802, (908) 735-5462. (14)

23' Kells FG Sloop, swing keel, 3 sails, roller furling, cushions, VHF, sink, stove, porta potti, anchor, 7.5 OB, trlr. In water now. Mooring NOT available. \$2,950.

TOM FARNON, York Hbr., ME, (207) 363-3234. (14)



'62 Concordia Sloop Boat, original not replica. In perf cond., much recent work. new sails, galv trlr. Beautiful, fast, nds nothing. \$5,500. Can deliver in NE.
ETHAN COOK, 6 Cartland Rd., Lee, NH 03824, (603) 659-2086. (14)

2 Klepper Aerius II Kayaks, 10-15 yrs old frames factory reconditioned & revarnished. New expedition hulls, new S-4 full upwind advanced sail rigging incl rudder, spray cover & more. Save \$1,000-\$1,500. Call for details/options.
CHRIS KELLY, Braintree, MA, (617) 849-9504. (14)

BOATS WANTED

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)

16'-17' Wooden Canoe in restorable cond.
WALT CHANDLER, P.O. Box 328, Onley, VA 23418, (804) 787-1429. (14)

Beetle Cat for winter project for sailing school. Prefer bronze fastened.
ROY TERWILLIGER, 105 Church St., Harwich, MA 02645, (508) 432-0549. (14)

Small, Light Canoe.
P. ALEXANDER, 6 Glenwood St., S. Natick, MA 01760. (14)

Marshall 15 Sandpiper, catboat w/open cockpit, wanted desperately. Will travel any dist.
BERNIE HUDDLESTON, 14041 Triadelphia Rd., Glenelg, MD 21737, (410) 489-5289 anytime. (14)

GEAR FOR SALE

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)

Old Outboards: Mercury Super 5 w/cowl #484202; Super 10, no tank, cowl; Lauson Sportking 4 cycle & spare lower unit. All \$300 firm or trade for repairable round-bottom wood row or sailboat.
J. STILGOE, Norwell, MA, (617) 659-2090. (13)

Grumman Rowing Rig for Canoe, clamps to gun-wales. Steel tubing, aluminum seat, some chipped grey paint and bit of rust but this thing works. Your canoe will go twice as fast w/less effort & more rhythm. Greatly increases versatility for longer distances or change of pace. W/7' oars, \$45.
EDWARD THOMPSON, Somerville, MA, (617) 776-7897. (13)

Plywood Gloucester Light Dory Molds. W/these & Payson's book you can save about half the trouble of the classic method of bldg this lovely able rowing boat. \$30.
EDWARD THOMPSON, Somerville, MA, (617) 776-7897. (13)

Noreaster Boat Trlr, 650# capacity, bearing buddies, like new, \$325. Power Winch AP1500, 1500# capacity. Little use, \$150 new, take \$100.
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)

8 Follansbee Float Drums, rotocast, foam filled, \$30 ea. Windmill Class Sails, w/boom, gd cond, \$75.
Galv Boat Nails, 100# 1-3/4", \$20.
ROLF PRIVRAT, Bronx, NY, (718) 931-9658. (13)

Marine Transmission, early Detroit Gear, 1" shaft, \$25. Brass Screen, 2 rolls 2'x10', \$50 ea.
Gunnar Seigh, 17 Creek Rd., Staatsburg, NY 12580, (914) 889-4592. (13)

Sea Kayak Paddle, Werner Little Dipper, 8-1/2', 2-piece, almost like new, good for wide boats. Sells new \$194, only \$120.
BILL FARTHING, Bangor, ME, (207) 945-5895.

Live Oak, about a half pickup load of compass timber. A gift to anyone who can collect and use it.
LYLE BONGE, 1099 Sekul, Biloxi, MS 39530, (601) 432-8103

Waterfront Lot, on Smith Mountain Lake, VA. BOH approved. Vy wooded. Son went to high priced college with no financial aid. Need the money. Help.
MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444. (13)

Johnson 4hp OB, short shaft, '76, gd cond, low hrs. \$275.
JON ABORN, Buzzards Bay, MA, (508) 759-9786. (14)

Johnson 4hp OB, '90, exc, \$450.
BOB DAVIS, Londonderry, VT, (802) 824-3590. (14)

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

There is nothing— absolutely nothing—

half so much worth doing



as simply meaning about in boats.

T-SHIRTS featuring illustration and quotation from "The Wind in the Willows". Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M, L, XL. Shipping \$3.50.
DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)



America's Favorite Rowing Shirt! 100% cotton T-shirt \$16. Sweat \$30. \$3.50 S&H. M,L,XL. 24 pg rowing goods catalogue \$2.
WATERMARK, Box 2732, Kennebunkport, ME 04046, (207) 985-4421. (TFP)

GEAR WANTED

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) 233-5656. (13)

6-8hp OB, shortshaft, any cond, must be inexpensive.
JON ABORN, Buzzards Bay, MA, (508) 759-9786. (14)

BOOKS & PLANS FOR SALE

150 Nautical Books, cruising stories, boat building/ designing, history, etc. Send #10 size SASE for list.
Nautical Magazines, complete sets of *WoodenBoat*, *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)

WoodenBoat 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)

Used Books, marine & boat, sell or trade. Send LSASE for list.
BILL SHAUGHNESSY, 224 Henderson Ln., Talladega, AL 35160. (14)

Blueberry by David Hume. A story of designing a 20'3" pocket cruiser with Phil Bolger, building it & sailing it on LI Sound & CT River. Bob Hicks called it "an enchanting book". Hardcover w/studyplans & illustrations. \$19.95 plus \$1.50 postage.
J.N. TOWNSEND PUBS., (800) 333-9883, Visa, MC, Discovery accepted. (14)

"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)

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)

Canoe Lines, Plans, Offsets, Mold Patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip bldt or wood/canvas constr.
FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

"Canoeing Journals of James S. 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)



Classic Moth Boat Plans, available for 11' Dor 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)



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)

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)

"Out Your Backdoor" #6 out now! Like "Messing About in Boats" & "Rolling Stone" blended together, shaken, not stirred. A friendly aperitif to whet your wild whistle. New review: "OYB" puts guts & humor back into the outdoor scene." \$8 sub. "OYB", 4686 Meridian Rd., Williamston, MI 48895. (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)

HCR 32 BOX 253 • (207) 389-1565
SEBASCO ESTATES, ME 04565-9519

WOOD-STRIP SEA KAYAKS
SEVERAL MODELS
PLANS



Not A Bestseller.

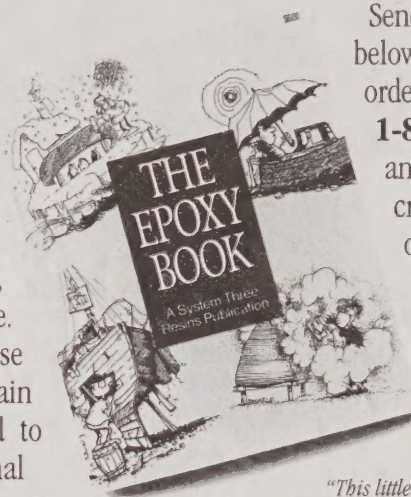
The critics had some nice things to say about *The New Epoxy Book*:

"Telegraphic prose."

"Compact as a cherry bomb." "A literary tour de force." Okay, we stole that last one.

But most agree these fifty pithy pages contain everything you need to know to get professional results. You'll like the cartoons, too. The critics did.

The Epoxy Book will never be a bestseller for one simple



"This little primer sticks to the basics - and to the reader - like glue."

- Jim Brown, WoodenBoat

reason: it's not for sale. You get it free when you order our Trial Kit or our epoxy. So, order The System Three Trial Kit.



The complete System Three Trial Kit; \$10.

It's a great way to get the Book and review it yourself.

Send us the coupon below or call our order desk at

1-800-333-5514

and use your credit card. For only \$10 you'll get *The New Epoxy Book*, 12 ounces of resin and hardener, fiberglass cloth, brushes, measuring cups, fillers,

a roller cover, squeegee and gloves. The critics say "It's a steal!"

If you call before noon Pacific time, your Kit and Book will be on their way to you the same day.

I want to see why the critics are cheering. Here's \$10. Rush me The Trial Kit, including my very own copy of *The Epoxy Book*.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

System Three Resins, Inc.
P.O. Box 70436
Seattle, WA 98107

SYSTEM THREE

System Three is a registered trademark of System Three Resins, Inc.



messing about in **BOATS**

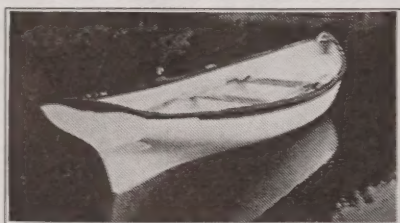
XII-13

29 BURLEY ST., WENHAM, MA 01984 (508) 774-0906

BULK RATE
U.S. POSTAGE PAID
WENHAM, MA 01984
PERMIT #53

ADDRESS CORRECTION REQUESTED

The most elegant way to see and
be seen on the waterfront.



BOATWORKS LTD.

284 Bunganuc Rd. • Brunswick, ME 04011
207-729-4980

To:

PEABODY MUSEUM LIBRARY
STEPHEN PHILLIPS LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970-3113

400 YEARS OF COASTAL MARITIME HISTORY!



New & Expanded Edition!

TIDECRAFT

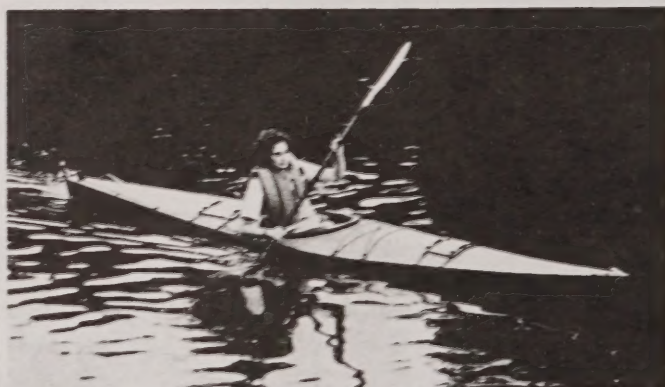
the Boats of South Carolina,
Georgia, & Northeastern Florida
1550-1950

by William C. Fleetwood

- Handsomely bound, hardback edition; 300 pages, over 100 drawings, photographs, and maps; extensive bibliography, fully annotated and indexed
- Includes recent historical and archaeological research, oral histories and personal narratives and indepth analysis by contributing authors
- Endorsed by the South Carolina Institute of Archaeology and Anthropology, The National Maritime Alliance, and The Coastal Heritage Society
- Publication date: Fall 1994! ORDER NOW and SAVE 25%!

Order your copy of *Tidecraft* at the special pre-publication price of \$29.95 (25% off the cover price of \$39.95). Send this ad with your check to:
WBG MARINE PRESS P.O. BOX 178 TYBEE ISLAND, GA 31328

BUILT IN GARAGES...



...And in carports and barns and basements and home workshops.

Our customers build hundreds of kayaks at home every year. Some start with plan sets, others with our easy-to-assemble kits.

Most of our customers don't have a lot of tools or a lot of woodworking skill. Fortunately, a few simple hand tools and basic skills are enough.

Some don't have a lot of spare time. They're glad it takes only about 60 hours to build the boat in the photo.

Many of our customers don't have big bank accounts, either. So our kits cost half as much as a plastic kayak.

What our customers do have are kayaks that weigh half as much, are stiffer and paddle better, and are a whole lot prettier than plastic kayaks.

If all this sounds good to you, call for our free catalog. And get that car out of the garage.

Kayak Kits, Plans, Finished Boats, and Accessories from

Chesapeake Light Craft, Inc.

34 S. Pershing Drive ♦ Arlington VA 22204 ♦ (703) 271-8787