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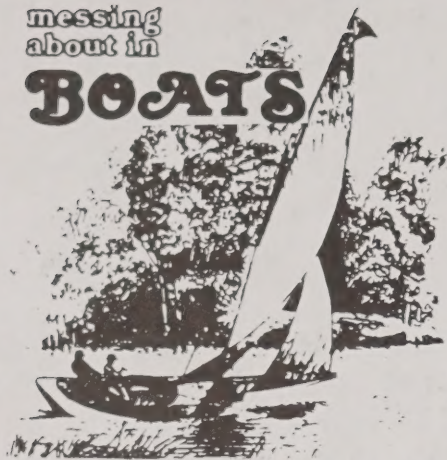
Volume 12 - Number 17

January 15, 1995



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BOATS



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

Address is 29 Burley St., Wenham, MA 01984-1943.

Telephone is (508) 774-0906, 8-5 weekdays, no machine.

Editor & Publisher is Bob Hicks

Volume 12 - Number 17

February 1, 1995

Our Next Issue...

Brings another round of adventures. Bud Tritschler tells about "Three Days in January"; Gail Ferris discusses "Chaotic Waters & Different Boats"; Barry Donahue presents a photo spread on "Rowing With the Vikings"; Ben Clarkson reports on "Rowing at the River School"; Fritz Seyfarth's "Simplicity" should at last appear, and Stephen Bobo tells of the "Voyage of the *Perkie*" in verse.

Dick Newick writes about last fall's experience building "Lug Rigged Proas in India" for local fishermen; Bob Sparks describes briefly his "Cranky Canoe"; Nils Anderson reveals all about the prototype So-Du-It he built; Andy Petrisko has a nice tale to tell in "Boat of Barter, Labor of Love", and Phil Bolger presents his design for a "48' Auxiliary Lugger".

We'll have more discussion on the current hot topic, polytarp sails, from David Goodchild and Ryerson Clark; Scott White's "Boatwork" essay on "Hand Tools"; a look at Roy Terwilliger's success at "Single Handed Rollover" (in the shop that is); and several of your letters with ideas, questions and needs.

Hugh Ware will review the *Tugboats & Towboats* calendar; Craig Stephens reviews Jay Benford's *Pocket Yachts & Tabloid Cruisers*; and I will review Nancy Ashenfelter's *Row to Alaska*, portions of which we first serialized back in 1984.

On the Cover...

When Mark Fisher decided to convert his inflatable tender into a sailing dinghy for gunkholing anchorages visited in his 26' Bristol sloop, he did it up right as you can see on this issue's front cover. Full details elsewhere in this issue.

Commentary

Well, as I write this the day after New Years that irresistible urge to tidy up my life for the coming year arises once again, and my involvement messing about in boats needs quite a lot of tidying up. Will this be the spring when I really get focussed and get a boat properly prepped to be afloat by May? It's about time, I've failed to achieve this the past several years as I allowed distractions to lure me away from my projects.

A tour around the "collection" again persuades me that first it is time to rid myself of the bygone dream projects that just never got tackled and are now so passe' that I know they never will be. If I wait long enough, I find I end up not having to do whatever it is I once thought I wanted to do. So out back in what is sort of a death row of former old project boats, tidying up might begin by cutting up several old hulls to burn in the annual winter bonfire of brush and stuff cleared from around the family acreage here.

Burn the hulls! Yup. Whenever this is mentioned someone usually pops up and offers to take them away since they'll be free and it will save me the labor of doing all that chainsaw work. So if anyone wants an old Townie hull, an old Alden "O" Boat hull, and a very bad Novi skiff hull for the taking, be my guests. If anyone can use the rigs that go with the two daysailers, they're available, complete with the sails, for \$250 or so each, all good spars, standing and running rigging, useable dacron sails, and most of the bronze fittings.

The two sailboats were "rescued" by me so long ago now that I've forgotten just when it was. The Novi came in a package deal with a couple of other boats which I succeeded in finding good homes for. Once someone wanted to haul it away to use as a plug for a fiberglass hull, but he never came back. These hulls are in tough shape, but possibilities do exist if you have the patience.

In the boatshop a couple of other old projects have now been neglected long enough to make parting with them perhaps bearable. Up under the rafters hangs the backbone of an 18' skipjack replica I started once, oh my, so long ago. Out of the way up there, it has been nothing more than a conversation piece now for a decade or more. I think maybe I can cut it down and get rid of it as a giveaway or as firewood. And on a rack over a side bench a partly sewn together stitch & glue kayak from a British kit can now be cut up for the salvageable plywood, it'll never get any further as I now know the hull is way to tippy, typical of earlier Brit sea kayak designs.

So far, not too hard to face up to, and right on the big shop table lie two more partly stitched together "experimental" sea kayak hulls I undertook at a time when I felt I could custom design my own boats. I now know better, so again I'll cut up these for the useable plywood.

I just swapped an old Old Town canoe hull in need of total restoration for an old wooden wheelbarrow in need of total restoration, no net gain there but the wheelbarrow actually has some utility while it awaits its restoration to become an artifact of Jane's greenhouse hobby

business. That's about it, the rest of the stuff is still too good to get rid of. What to do about them?

Thank God for the sea kayaks. Ah, yes, they're fiberglass and do not need a lot of fixing up. The solo Seda Viking was little used when I bought it, and the double Seda Tango was new in '92, my only new boat ever to date. Both are ready to go with just a cleanout of winter's detritus that drifts into any opening in a boat in a shed.

Of course, I am unable to leave well enough alone, and have transformed an original project to modify the Viking for a small sail into a currently hot scheme to make it into a folding trimaran to really be able to sail. Fortunately, the sailing mods do not prevent the boat from being paddled when warm weather arrives, should they not be completed. And the Tango is still unsullied by my busy tinkering so it is really set to go.

Well, this sailing "tryak" project seems quite manageable to me in early January, much of the hardware for folding back the amas has been fabricated and has been trial fitted already, I even could have had a test sail late in the fall but didn't get to it, of course. The major remaining task is to stitch together longer amas as I now know the ones I made a couple of years ago for another project are far too short, merely buoyancy props, not capable of being fast moving hulls. This is where much of that former kayak project plywood will end up. I can do the gluing in the small greenhouse on sunny days if I do so before mid-February when the seedlings move in. So I ought to get right onto this.

Inevitably I see the Typhoon waiting out back under its blue tarp. Bought from Tom in haste two years ago, it sits where it was parked the day I trailered it home from Nahant. Last winter I rehabbed all the rigging and much of the teak wood trim, and started to install the manual bilge pump (I still see the three feet of water in Paul Schwartz's Typhoon a year ago November as we sat off the north shore in 25 knots of wind after having scooped in hundreds of gallons of ocean from a too exuberant angle of heel, with just a bucket to bail with). I also compiled the list of things to do, and its a long one involving many tasks, none very long or difficult, but all, in my view, essential to be done before launching puts an end to such tinkering. Lee Hodsdon's "A Wonderful Summer in *Skol*" in this issue didn't help, revving up once again my enthusiasm for this great little boat.

Manageable? If I go to it, I guess. And then the latest issue of *Multihulls* arrives, and off goes my will-o-the-wisp imagination chasing this latest infatuation. Dick Newick, you really did a number on me with that sail in *Ocean Surfer* last summer! Can I now really be happy until I try a real trimaran, like that Tremolino T-Gull that looks so appealing? I'd kinda like to go look at this boat if I can find one or two within reach. Maybe a look will dispell this dream and I can return to my birds in the hand. On the other hand, it may lead me off down a new course in the unending saga my life messing about in boats seems to be. As they say, "Stay tuned."



UNITED STATES COAST GUARD AUXILIARY

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Contributed by Tom Shaw

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Preventive Search & Rescue

It was a classic Search and Rescue operation. The "May Day" was received loud and clear. "My boat is sinking!" The Coast Guard response was "by the book". Radio Direction Finding stations located the vessel's position. A helicopter was on scene in short order and dropped a portable pump. A 41' patrol boat was dispatched with an additional pump and escorted the disabled boat safely to port. No lives were lost. No one was injured. The vessel was saved.

And yet, to one branch of the Coast Guard, the whole event was a "failure". According to Capt. J. A. Stimatz, Chief, Auxiliary, Boating and Consumer Affairs Division, any Search and Rescue operation is a response to the failure of preventive methods. "Whether the failure is operator, waterways systems, vessel or equipment in nature," he writes, "does not matter."

The traditional picture of the Coast Guard is the drama of a SAR operation like that described. Too few are aware of the behind-the-scenes preventive work that is a major Coast Guard function and which covers four broad areas.

The Recreational Boating Safety program reaches the largest number of boaters, many of whom are completely unaware of it. It begins with the inspec-

tion and certification of new designs, with the determination of the safe capacity and horsepower limits for smaller boats. It continues with the issuing of recall notices when a defect in design or equipment is discovered.

It includes the thousands of free Courtesy Marine Examinations performed each year by trained Auxiliarists who check boats for all required safety equipment and give "mini safe boating courses" during the equipment check ("Let me explain why your battery needs to be secured and covered"). It includes the boating safety courses offered by the Auxiliary, and the distribution of a wide range of boating safety pamphlets available free of charge from marine dealers through the Auxiliary Marine Dealer Visitor program.

A second arm of Search and Rescue prevention is the installation and maintenance of thousands of "aids to navigation"; lights, buoys, day markers, Loran stations. These must be "verified" on a regular basis to be sure that they are on station, clearly visible and exhibiting the correct light patterns. Auxiliarists share in this verification process with annual "chart up-dating" patrols, and the checking of private and state owned aids by

trained "Aids Verifiers". Many predict that Auxiliarists will also verify federal aids in the very near future.

The Coast Guard publishes a weekly "Notice to Mariners" detailing malfunctioning aids, new shoals and other hazards. It also issues emergency "Security" radio broadcasts ("Be advised that light No. 1234 has been reported extinguished"). A third aspect of SAR prevention affects the commercial marine world. Marine Safety Offices around the country regularly inspect merchant vessels. In a relatively new program, Auxiliarists share in "dockside" inspection of commercial fishing vessels. Commercial fishing is the single most dangerous occupation in the United States (more dangerous even than coal mining).

The Coast Guard licenses the skippers of vessels carrying passengers for hire, from small charter boats to the large "party boats" with more than a hundred on board. Ferry captains are also licensed and the ferries regularly inspected by the Coast Guard. In recent years, the Auxiliary has shared in the inspection of the "six pack" boats carrying up to six passengers.

Yet one more side to the prevention of Search and Rescue operations is the establishment of "safety zones" for marine parades, boat races and on-water festivals. Here again the Auxiliary provides boats and crews to work closely with the Regulars.

There is not a great deal of glamour for those who strive to prevent accidents at sea and on our waterways but this behind-the-scenes effort clearly saves more lives than all the Search and Rescue operations combined. It's a good illustration of your tax dollars at work.

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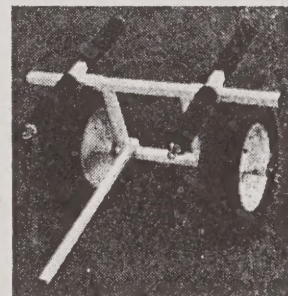
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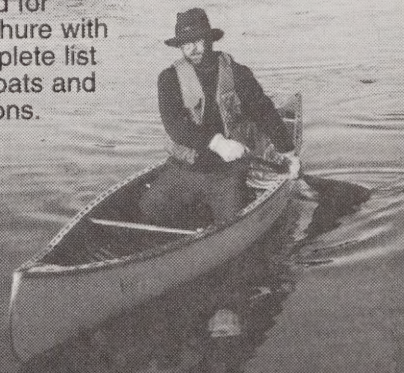
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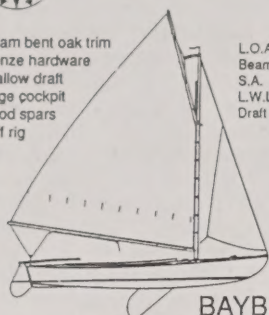


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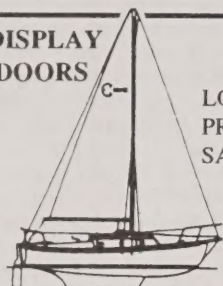
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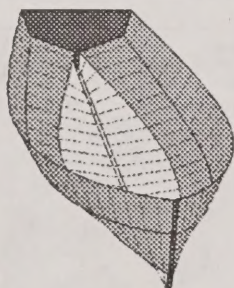


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Your Commentary

Calendars, Techniques and *The Best of Boats*

Regarding the calendar conundrum, perhaps you might want to restore some detail, but each month print just a regional calendar, instead of the whole thing (or a topical one, say, on the water one month, courses the next month). You'd still only run one calendar a month, and the topics or regions would rotate in turn. Its probably extra work, though, I guess.

I find the techniques and tools a fantastic resource, and I'm glad to see that you've added them as a regular feature. As some examples, its very hard to fine good material on spar making, and you've carried some very helpful stuff over the years on this topic, in article form. I also remember a few short tips as pure revelations. The best example was the guy who did the functional equivalent of scarf joints by overlapping the plywood, doing a free-hand sawtooth pattern through the two, and slapping on glass and resin. Pure brilliance, and a refreshing change after the dozens of articles I've read over tedious techniques to produce pure scarf joints. I've still never seen this technique anywhere else.

I wonder whether there isn't someone out there who'd like to do a publishing co-venture with you (someone retired, perhaps, who could contribute the labor, and perhaps any capital involved) along the lines of a series of *The Best of Boats*. You've got a wealth of good technical, cruising and similar stuff that would be great to have in one place in a series of topical volumes, which could be done in no more a fancy fashion than the Tom McGrath books. It would be easy to do a ten year index while at it, too.

Andrew Updegrave, Marblehead, MA.

Editor Comments: The calendar subject remains unresolved as to final format, but my preference is an early season four page center pullout followed as the year passes with addenda from issue to issue. *The Best of Boats* has been a long held "future" goal for me, but it will be "in house" if it does get done.

Just Build, Fiddle, Sail & Enjoy

I see that the interest in scale model boats sparked by John Smolenski's letter in the September 1st issue appears to have picked up momentum. Encouraging, but the original simple concept seems to have contracted the twin viruses of complication and over-organization along the way. Radio control? Competition, complete with rules, committees, and judges? This strikes me as being at odds with the informal, let's-have-fun-with-boats approach of messabouters.

Radio control for model sailboats has two adverse effects. First, and most obvious, is greatly increased cost. Second, variety of rig will be curtailed. Modest R/C gives control of rudder and main. Ketches, yawls and schooners (without overlapping headsails) would not be impossible but would be expensive! Forget authentic Chinese lug, lateen, or dipping lug. On the positive side, it would give middle-aged men with fat wallets a chance to be ten years old once more.

Serious competition will have similar effects. Whatever is fastest to windward, i.e., high-aspect ratio sloops with very deep keels and jib control, will dominate. If exotic materials give the edge, nothing less will do. Of course, one could have endless classes or a hopelessly complicated handicapping system. I guess either approach would appeal to type A yuppies, but what would be the point? After all, the big advantage of low-cost models is that they allow one to try something that lack of funds (or courage of convictions) prohibits in full size.

So why not just build models that look neat or satisfy some inventive urge, plunk them in the water, fiddle with them until they sail, and enjoy. For authenticity buffs, several designers have neat hard-chine designs and, since a well-done model would be an excellent advertisement, designers might just profit by releasing designs for model building. Run the lines through a Plyboats' computer design program to get panel layouts, have an experienced model builder build and test the prototype (increased lateral plane required in most cases), then sell small-format plans for ten dollars or so. A portion would be fed back to each contributor.

This makes it sound simpler than it would be, and no one would get rich, but it might just be more rewarding than television.

James Thomas, 2100 Oregon Gulch Road, Oroville, CA 95965

No Need to Defend Increase

In your November 1st edition you spent a bunch of time explaining your decision to increase the price of your subscription. In my opinion, you don't need to defend this modest increase at all. *Messing About in Boats* represents one of the best magazine values in my opinion, even if the cost were more that you are asking. What would really bug me, is if you couldn't make expenses and had to shut the whole thing down!

Boating World, or "Advertising Too Many Big Overpriced Boats All Equipped With Bikinis" just wouldn't cut it, in my book.

Robert J. Dianetti, Stow, OH.

Beetle Cat Hog Island Series

Every fall there is an interesting series of races for Beetle Cat boats held in West Falmouth, Massachusetts harbor known as the Hog Island Series. The races are held every Sunday morning during September and October, weather permitting, and one long race is the norm with a big picnic on the beach after.

All races are sailed within the confines of the harbor which provides many points of vantage to view the races. Long-time race organizer and committee member and newspaper article writer par-excellence, Sloat Hodgson, calls it "stadium racing." Sloat manages to get a very complete writeup of each week's race, with pictures, in the *Falmouth Enterprise*.

The shallows and rocks and coves of the course bring out the qualities in which Beetles excel. Few other boats could handle the waters there, where, every year, there are plenty of choice situations. One memorable event this year was young Nathan Adams' unplanned dive over the rail into two feet of water. His Uncle Bill snatched him back aboard in 4.3 seconds and sailed on. On another race, George Kirk, had to get out of the boat to push off in the shallow water, but that didn't deter him as he went on to win the race.

George Kirk edged out Dan O'Connor by two tenths of a point for the season's score, but the Hog Island rules allow no one to be a repeat winner, and inasmuch as George had won before, the Trophy was awarded to Dan.

This year will be the 25th anniversary of the series. When it was launched in 1970, the racers were looking for a fitting name for their group. The local yacht clubs were closed after Labor Day, so a completely new identity was needed. In the 19th century, Chapoquoit Island and the harbor were known as Hog Island, thus the name was chosen for this now famous fall Beetle Cat series.

Roy Terwilliger, Harwich, MA.

Small Wooden Boat Association of Nova Scotia

I am pleased to bring to the attention of you and your readers the formation of the "Small Wooden Boat Association of Nova Scotia".

The major ambitions of the Association are to promote the building, use and care of small wooden boats and to provide a body of reference on design, construction and history to the Association and the general public.

We meet the first Monday of each month, 7:00pm at The Maritime Museum of the Atlantic, Halifax, Nova Scotia. Each meeting includes a demonstration provided by a member on his or her particular expertise. It is not necessary to own a boat to become a member. All are welcome, and membership is \$25 Canadian per year.

Ryerson Clark, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

Compelling Review

I have never read a more compelling book review than Kent Mullikin's piece on *Alongshore* by John Stilgoe. I bought it, read it, and gave it to my son-in-law, who is also delighted. I want to let Kent know that he hit the mark.

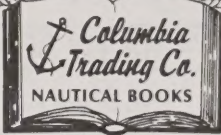
Peter Haviland, Cushing, ME.



Silver Chalice Sails

In the November 1st issue you wrote of the *Elizabeth II* and her ship's boat *Silver Chalice*. This past summer while attending the Beaufort N.C. Wooden Boat Show I saw *Silver Chalice* underway and close-up. She is a great boat and was sailed by a fine crew. What a treat we all had watching as she sailed by and dipped the yard while tacking. There were many delightful wooden boats on display and in the water for all to try and enjoy. I attended the launching of *Elizabeth II* in Manteo, NC back around 1982.

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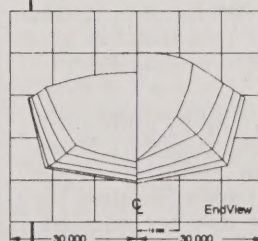
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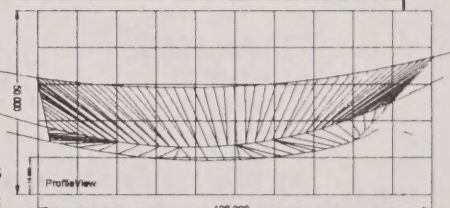
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Mystic Seaport's Southern New England Maritime History Symposium

By Jim Lacey

The Fourteenth Annual Southern New England Maritime History Symposium was held at Mystic Seaport on Saturday, November 5th. Because a conference on attracting tourism to the Connecticut shore, which featured a talk by John Stilgoe, was scheduled at the Seaport on the same day, attendance was slender. J. Revel Carr, President of the Seaport Museum, graciously attempted to be in two places at the same time, and he welcomed the eighty or so Symposium faithful assembled at the Seaman's Inn sporting two name tags.

Mel Hardin, curator of the collection at Sailors' Snug Harbor, traced the history of that asylum for old sailors from its founding in Manhattan early in the 19th century, through its Greek revival splendor in Staten Island from 1833 to 1976, to its most recent avatar, comfortable, resort-like digs in Sea Level, South Carolina, housing about a hundred men.

Mel was accompanied by Jay Ottinger, an inmate, who spun yarns about former residents. The Snug Harbor clientele, it seems, have always assumed a complex pecking order, ranking sail over other means of propulsion, deep water sailors over coasters, and deck sailors according to their station over those in the engine room and other specialists. Interestingly, Herman Melville's brother Thomas, when he was governor of the Staten Island establishment, was despised by the old salts for his disciplinary measures, particularly those concerning the use of tobacco and rum.

Two of the speakers concerned themselves with aspects of social history. Sandra Oliver, who has just finished a

book about food in 19th-century New England, gave a talk on the plain but heavy diet of seamen, as represented by several local lifesaving stations. Enormous quantities, by modern standards, of meat, fish, sausage, eggs, potatoes, pies, biscuits, and pilot bread were consumed every day at three solid meals, and snacks were always available. Interestingly, the main meal, as generally the practice in pre-industrial society, was served at noontime, and molasses, rather than sugar, was the universal sweetener.

Lisa Norling, the first Albion Fellow in maritime history at Mystic Seaport, using an interdisciplinary approach, discussed the various and contradictory images of Jack Tar in the popular culture of the 19th century, including the sailor as hero, victim, stranger, and villain. With enough material for a fair-sized book, Lisa introduced a number of provocative ideas found in the fiction, poetry, popular illustrations and songs of the Victorian era, focusing particularly on the sentimentalized Jack Tar who was beloved in the popular mind for his innocence and his sad absence from his fond bride, but who was not much in evidence on the decks of working ships.

Lawrence Hall, a historian with a Ph.D. from New York University, told what can be pieced together of the adventurous career of David Jewett (1772-1842) of New London, who served as a merchant captain, officer in the United States Navy, Argentine privateer, and Commodore in the Brazilian Navy. This doughty captain, who has been accused of embezzlement and treason, though he is relatively obscure in American history, is considered a hero in Brazil and Argentina. Jewett's story, from his victories in battles at sea in a number of wars and revolutions to his rather baroque burial in a catacomb, with its mysterious gaps between flamboyant adventures, would seem a likely frame upon which to construct a gaudy historical romance or a 1950's era Hollywood extravaganza.

The saltiest talk of the day, the one that dealt with things close to the hearts of most of us who mess about in boats, was the enthusiastic account of the windjammer fleet of Penobscot Bay, presented duet style by Captains Doug and Linda Lee, who have spent 25 years sailing a number of these dude schooners, and who currently own and operate the most recent addition to the fleet, the 1983 *Heritage*, which they designed and built.

Begun in 1935 by Captain Frank Swift, the business of taking passengers aboard for a week's rambling cruise about the islands and waters of the Maine coast flourished after an inauspicious start. Windjammers are not elegant schooner yachts, such as Mystic Seaport's *Brilliant*, but original, replica, or newly designed versions of the 1890s cargo-carrying coastal schooner, a substantial, not to say chunky, vessel of some 55 to 95 feet. There are currently fourteen windjammers, most of them owner-operated, plying their trade out of ports on Penobscot Bay. The Lee's enthusiasm about sailing the *Heritage* was so contagious that I have just secured a berth for my wife Barbara and me on one of their 1995 cruises! Look for the story of our sojourn in these pages next fall.



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BOOK REVIEW

Build the New Instant Boats

By Harold (Dynamite) Payson
\$19.95, Paperback
International Marine Publishing
Reviewed by Michael Levy

Right there on the cover it says: "Take plywood, cut to shape, smear on glue, drive nails, stir paint and presto! -- You have built an instant boat."

Well, it ain't exactly as easy as that, but fans of the Payson/Bolger conspiracy to get you building interesting and sometimes quirky boats will enjoy this one, as will many "armchair" builders, to say nothing of the untold numbers of actual amateur boat builders.

I must say, after reading this book, that the prospect of cutting, gluing, nailing etc. is appealing as the dickens.

For one thing, Payson starts with a very pleasant and useful design, the 15' *Gypsy*, which will be familiar to readers of the old *Small Boat Journal*, a row, sail and even outboard skiff that has made some surprising voyages.

Payson gives a detailed account of how to build her, which information can be transferred to the other 10 boats in this book which range from a 7', 9" punt called *Nymph* to a 23' light schooner.

For the builder with some experience with the instant-boat program any of these chapters will be self-explanatory. For the wannabe boat-builder they are both clear and inspirational.

Heck yes. I can learn to draw out plans full-size on plywood. I can master a Skilsaw, I can mix up epoxy putty and lay tape and even fiberglass the bottoms and chines.

Which is, of course, what Payson wants you to think, since he is in the business of selling plans and because (I suspect) that like peanuts, an amateur boat builder never stops at just one. I can see starting with *Nymph*, say, that 7', 9" pram, and if it works out, slowly working up to one or two or three of the other designs in this book. Payson seems to like (and I do, too) a very odd lug-rugged vessel called Windsprint.

"The first of what could be called traditional-style Instant Boats was a catamaran, designed for racing, that carried a large leg-o'-mutton sail way aft, astern of the helmsman, and a bow rudder right in the eyes of her that was manipulated by a push-pull joy-stick," he writes. The boat was not a success, but served to see if the scheme would work, Payson built for designer Bolger one of her two hulls to try out the sail and steering system. It was called *Query*, and it sort of worked.

"I got two things from her," Payson writes. "One was a system of luff ties that allows you to hoist and lower a laced sail with all the speed and smoothness of the old-fashioned wooden mast rungs, but with the simplicity of lacing. The other bonus was a hull that I fell for the first time I set foot in her. So I persuaded Phil to design a different rig for the hull. The result was Windsprint."

On paper she is a beautifully-shaped,

flat-bottomed double-ender 16' long with a beam just over 4' and a weight of around 100 lbs.

I suspect that, fitted with a clamp-on (instead of built-in) lee board and Marconi sail she might be a decent competitor in American Canoe Association Class C. But the 1-1/3 sq. ft. dipping lug sail rig that she's shown with would be a lot more fun for baffling the sailors in bays and harbors. She will row, too. Instead of thwarts (left out for uncluttered sailing room) Payson suggests a shiftable box, a sort of movable rowing seat that's been used on other Instant Boat designs.

So, If you're looking for a winter project, this book's for you. If you are, like me, still thinking about boat building, you'll like this book, too.

BOOK REVIEW

Boat Modeling

With Dynamite Payson
\$17.95, Paperback
International Marine Publishing
Reviewed by Michael Levy

Somehow, after reading through this very nice, very clear how-to on model building, I have the feeling that it might just be easier to build a full-size "Instant Boat". Payson is, of course, the man who popularized these "quickie" building systems and since he often suggests building a scale model of your skiff before you start reducing plywood to cattle-bedding, you'd sort of think he'd apply the same schemes here.

Well not so, exactly. Payson does start with a little bathtub boat that can be made out of blocks of wood, but then he goes to a 12' fisherman's skiff that you set up just as you would in a boatshop, jig and all. This is good practice for the person who's thinking about building a real skiff, but it probably takes as much time as a full-scale job, although you can use modelers' saws instead of power tools.

The Gloucester Light Dory, one of the enduring Payson/Bolger designs can be built four different ways; a solid full model, a fiberglass hull, a planked boat and a half-model for a wall.

We're talking serious hobby by now, and it gets even worse, for the next chapters cover an "instant" catboat, a cartopper, (again built like the real thing, only hand-sized) and a fully-detailed peapod that probably could occupy an entire winter for those who enjoy working in teeny scale with bent frames and carvel planking and metal. Metal? Oh, yes, we're talking oarlocks, too.

For those who are by now totally crazed with this sort of occupation there's the Friendship sloop *Amy R. Payson*, a carved hull model that can be rigged and sailed and after building her you now know all about carving to lifts, so Payson finishes off with a neat sardine carrier and instructions for any other boat plan that catches your fancy that can be carved out this way.

The book provides a thorough grounding for the would-be ship or boat model maker and will appeal to those who like working in scale with their hands.

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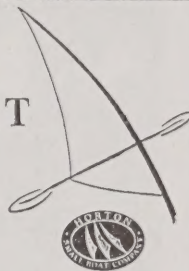


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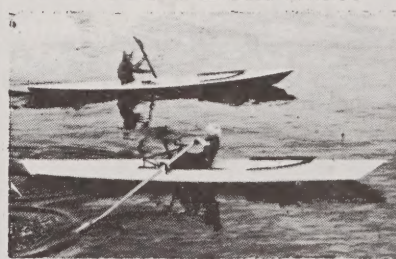
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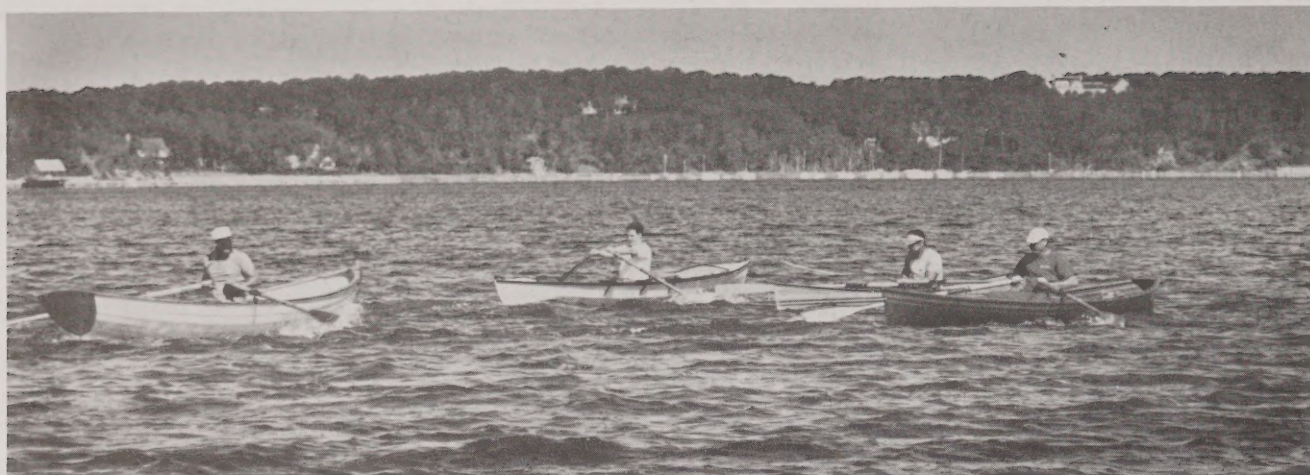
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The 1994 Oarmaster Trials

Statistics from Frank Durham

Photos by Barry Donahue

No report, Editor was at Mid-Atlantic Small Craft Festival.



From the left: "Winner" in Seabright, Ben Booth in Monument River wherry, Bob Powers & Russ Smith in the Middle Path boats.



Bob Powers (left) in the Monument River wherry and Ben Booth in one of the Middle Path boats muscle it out.

Front to back, Bob Powers in Monument River wherry, Ben Booth in Skua and Russ Smith in Seabright skiff.



BOAT DATA

#	Description	LOA	LWL	beam	spread	wt (lbs)
1	Piscataqua River wherry (O'Reilly)	16' 00.0"	14' 08.0"	47.0"	47.0"	176
2	Piscataqua River Wherry (Daley)	16' 07.0"	14' 02.0"	51.0"	52.5"	177
3	Middle Path Sockeye	16' 00.0"	15' 07.0"	33.5"	41.5"	76
4	Whitehall (Goddard)	15' 00.8"	14' 04.0"	50.0"	51.0"	379
5	Middle Path Skua	16' 01.8"	15' 09.0"	38.4"	40.8"	95
6	Whitehall (Donahue)	14' 11.0"	14' 09.0"	44.5"	?	358
7	Banks Dory (MSM)	18' 02.0"	13' 06.0"	59.0"	59.0"	422
8	Muskoka Lakes Skiff	17' 00.0"	16' 02.0"	44.0"	43.5"	84
9	GRP Dinghy	11' .	10' 08.0"	52.0"	49.5"	117
10	Crawford Gunning Dory	14' 10.0"	12' 01.0"	48.0"	44.0"	124
11	Monument River Wherry	16' 11.0"	15' 06.0"	44.0"	49.5"	127
12	Seabright Light	17' 08.0"	15' 06.0"	52.0"	52.0"	175
13	Stretched Gull (Cushing)	19' 00.0"	14' 10.0"	51.0"	51.0"	164
14	Stretched Gull (Yorke)	19' 06.0"	14' 06.0"	48.0"	48.0"	134
15	Standard Gull (Smith)	15' 02.0"	12' 02.0"	48.5"	47.5"	169

The Players -- Boats (owners)

- 1 Piscataqua River wherry (Dan O'Reilly)
- 2 Piscataqua River wherry (John Daley)
- 3 Middle Path "Sockeye" (A. DeBardelaben)
- 4 Whitehall (Goddard)
- 5 Middle Path "Skua" (Middle Path/Booth)

- 6 Whitehall (Barry Donahue)
- 7 Banks dory (Mystic Seaport Museum)
- 8 Muskoka Lakes skiff (John Duncan)
- 9 GRP Dinghy (Dock Shuter)
- 10 Crawford gunning dory (Steve Woll)

- 11 Monument River wherry (Jon Aborn)
- 12 Seabright light (Bob Powers)
- 13 Stretched Gloucester Gull (Mike Cushing)
- 14 Stretched Gloucester Gull (Bob Yorke)
- 15 Gloucester Gull (Bernie Smith)

Rowers

- 1 Bob Powers (Hull, MA)
- 2 Peter Corbett (Brewster, MA)
- 3 Paul Hickman (Marshfield, MA)
- 4 David Duncan (Potomac, MD)
- 5 Bob Yorke (Scituate, MA)

- 6 Steve Woll (Pembroke, MA)
- 7 Kinley Gregg (York, ME)
- 8 Doug Scott (Newbury, MA)
- 9 Mike Cushing (Squantum, MA)
- 10 Dan O'Reilly (Kittery, ME)

- 11 Russ Smith (Ledyard, CT)
- 12 Barry Donahue (Brewster, MA)
- 13 Ben Booth (Mashpee, MA)
- 14 Fred Meda, Jr. (Norfolk, MA)
- 15 Dock Shuter (Glasco, NY)

RESULTS BY BOAT, HEAT (The number of the rower in each heat is in parentheses)

Division I

boat	heat 1	heat 2	heat 3	heat 4	heat 5	total
1 Piscataqua Riv. wherry (O'Reilly)	6:06(1)	6:44(2)	7:43(3)	7:16(4)	6:47(5)	34:36
2 Piscataqua Riv. wherry (Daley)	7:00(5)	6:27(1)	7:39(2)	7:22(3)	7:28(4)	35:56
3 "Sockeye" (DeBardelaben)	5:52(4)	6:10(5)	5:42(1)	7:32(2)	7:38(3)	32:54 *
4 Whitehall (Goddard)	7:42(3)	7:39(4)	8:21(5)	7:05(1)	8:01(2)	38:48
5 "Skua" (MP/Booth)	7:23(2)	7:02(3)	6:58(4)	6:17(5)	5:53(1)	33:33

Division II:

boat	heat 1	heat 2	heat 3	heat 4	heat 5	total
6 Whitehall (Barry Donahue)	7:47(6)	10:42(7)	7:35(8)	8:01(9)	7:16(10)	41:21
7 Banks Dory (Mystic Seaport)	7:21(10)	8:33(6)	8:58(7)	7:58(8)	8:20(9)	41:10
8 Muskoka Lakes Skiff (Duncan)	6:07(9)	6:11(10)	6:32(6)	6:57(7)	5:56(8)	31:43 *
9 GRP dinghy (Dock Shuter)	7:27(8)	7:48(9)	7:25(10)	7:28(6)	9:15(7)	39:23
10 Crawford Gun. Dory (Woll)	7:50(7)	6:29(8)	6:58(9)	6:32(10)	6:40(6)	34:29

Division III:

boat	heat 1	heat 2	heat 3	heat 4	heat 5	total
11 Monument Riv. Wherry (Aborn)	5:59(11)	6:28(12)	5:58(13)	7:16(14)	6:17(15)	31:58 *
12 Seabright lt. (Powers)	6:35(15)	6:05(11)	6:57(12)	6:19(13)	7:07(14)	33:03
13 Stretch G. Gull (Cushing)	7:15(14)	7:21(15)	6:51(11)	7:01(12)	6:07(13)	34:35
14 Stretch G. Gull (Yorke)	5:59(13)	6:53(14)	6:40(15)	6:24(11)	7:15(12)	33:11
15 Gloucester Gull (Bernie Smith)	7:15(12)	6:33(13)	7:48(14)	7:12(15)	7:13(11)	36:01

Division IV (The finals):

boat	heat 1	heat 2	heat 3	heat 4	total
3 "Sockeye"	5:46(1)	6:08(10)	6:05(13)	6:19(11)	24:18
8 Muskoka Lakes skiff	6:02(11)	6:00(1)	5:51(10)	6:17(13)	24:10
11 Monument River Wherry	5:46(13)	6:11(11)	5:56(1)	5:55(10)	23:48 *
12 Seabright light	5:52(10)	6:04(13)	6:22(11)	6:07(1)	24:25



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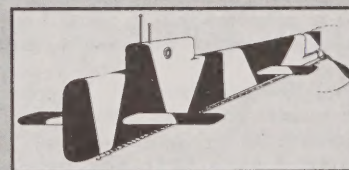
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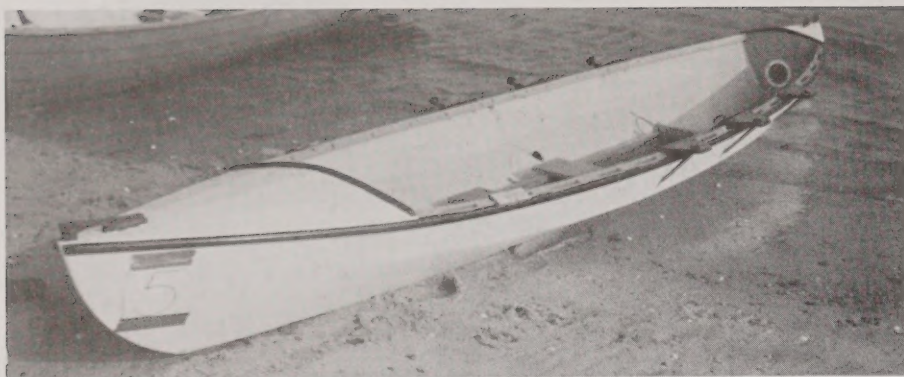


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And the Winnah was... The Monument River Wherry

By Jon Aborn

As a serious fixed seat rower most of my adult life and an amateur boatbuilder sometimes, I found myself three years ago in need of a new boat. My Piscataqua River Wherry had served me well but was starting to show her age. More importantly, I wanted a new boat that would surpass the wherry in performance. The wherry is an excellent boat but after countless hours underway I envisioned a replacement that would be easier to row, faster and lighter, just as seaworthy, and capable of self rescue.

All the hours of rowing, all the racing, and participating in the Oarmaster events had given me some pretty definite ideas as to what I wanted. I first looked for an existing design that would meet my needs but every design that I looked at was rejected for various reasons; too heavy, too hard to build, wrong length or beam. I came to realize that I had already designed this boat in my mind's eye and to get just what I wanted I would have to do it myself. That I would build the boat myself was never an issue as I have built numerous boats over the years (too many if you ask Nancy, my wife!). If I kept my design conservative I reasoned that I probably knew enough to pull it off.

Design Criteria: The new boat must be capable of being rowed as a single or double with emphasis on its single qualities. It must be faster than the Piscataqua River Wherry and should be lighter with the target weight set at around 100 lbs. It must be a design that is easy and quick to build as my time available is always limited as are my financial resources. It must be seaworthy as I row year-round and have no desire to limit my rowing to protected waters, and it must be self-rescuing just in case. Finally, it must look right.

The Design Process: In order to ensure success I felt that I should be very conservative in my approach and work with what I knew best. The Piscataqua River Wherry was taken as a good starting point. Construction could be simplified by building her as double chine and using plywood and the stitch and glue technique. The flat bottom shape would be retained and lengthened slightly and the garboard deadrise would be retained. These two factors

should give me similar initial stability, I reasoned. Freeboard would be lowered to reduce windage and provide better behavior in a cross wind.

From the Oarmasters I knew that the waterline length should be about 15' in order to be competitive. The overall length was limited to 17' as greater length would compromise seaworthiness and make her too challenging for one person to row. In a departure from the wherry I added 2" of rocker to the bottom to improve behavior in a following sea and make her easier to turn. She is double ended simply because I like the way that type looks.

I also studied John Gardner's version of Herreshoff's 17' pulling bateau (Mystic's *Green Machine*) as I had rowed one as a double in the 1988 Blackburn Challenge and was very impressed. From this experience I learned that freeboard could be safely reduced, especially since I intended to add decks and flotation to my design. The ends of the bateau are full, as they are in my design to keep the bow from burying itself and to promote greater hull speed. The designers call this a high Prismatic Coefficient where the ends are relatively full and greater hull speed is claimed as a result. I reasoned that borrowing from a proven design such as Mr Gardner's bateau would be a safe method and would give me a reasonable chance of success.

Based on experience I knew that 1/4" plywood would be sufficient for the side planks and 3/8" was chosen for the bottom. To improve abrasion resistance the outside would be glassed. It was hoped that the hull would be sufficiently stiff so that no internal framing would be needed. If this was not the case it could always be added at a later date. A target weight was set at 100lbs.

Using a proven and time honored technique I built a half-hull model (1-1/2" = 1') applying all the design criteria that I had identified. It actually took about six months to complete the model as I changed it frequently and often let it sit for long periods in order to get a fresh perspective. I stopped when it looked right.

All that remained was a name for the new design. In a moment of whimsey I decided upon Monument River Wherry. The Monument River existed beside my home until it was obliterated by the construction of the Cape Cod Canal in 1914. I imagine it was a nice little tidal estuary and that I would have enjoyed rowing on it.

The Building Process: My intention all along had been to build this

boat myself but at this point I changed my plans and took the model down to Walter Baron's shop in Wellfleet. Walter builds solid honest boats at reasonable prices and he and I agreed that he would loft and build the hull and that I would finish it out. As I do not have a shop large enough for building this boat I was faced with the prospect of renting a space or building her outside after waiting for warm weather. Neither prospect was very appealing. Walter built a nice hull and I was able to finish her out in time for the upcoming season.

Performance: When all the design criteria are considered this boat is, in my opinion, a success. She built very easily and the final cost was quite reasonable. We used occume plywood for the hull so considerable savings could be realized by using fir ply or even luan.

She is very comfortable to row and moves through the water very easily and with no fuss. She is slightly more tender than the Piscataqua River Wherry but this has not been a problem for myself or anyone who has rowed her. She is also very fast, having won the Oarmaster Trials in 1994 and placing second in the 1993 Trials. She has proven to be able in the steep chop that is the trademark of Buzzards Bay. I have been out in 3-4' of sloppy seas with no problems and have never felt uncomfortable or concerned for my wellbeing.

When driven hard to windward in a chop it can get wet with spray and she pounds more than I wanted as a result of the full ends. But she has never buried her bow and never shipped any water except spray.

To correct a tendency to weathervane in a crosswind I added a small (2"x18") skeg. The improvement was dramatic. She now tracks very well on all points and yet can be turned quickly. In a following sea she will surf spectacularly with no tendency to broach. When filled with water she stays upright and supports a rower. If swamped in rough water there will not be enough freeboard to allow bailing but she will provide a stable platform while awaiting rescue or paddling toward shore.

Summary: I am very pleased with what my limited knowledge has allowed me to achieve. It is particularly gratifying to see success from applying what are essentially obsolete design techniques; to create by eye and from years of experience around this type of craft. I would change a few things but would build essentially the same boat next time. In fact, I have re-worked the model in anticipation of the next one. Don't tell Nancy!

And for the 1995 Oarmaster...

"Deservedly Famous Chinese 'Foot Boats'?"

From *The Junkman Smiles*
Contributed by L. Casaer

From Hangchow I went by the various creeks to Shaohsing in one of the deservedly famous foot-boats, the lightning expresses of China. They are long and slender, though by no means light boats, and are said to be the direct descendants of the well-known Post Boats of the Tang Dynasty; indeed, even until comparatively recent times they were used for the carriage of mails, and later for the express letter service when it was inaugurated. Today, however, their main purpose is the rapid transport of passengers and light luggage. What makes them unpopular is that they are often used by agents when collecting rents. Human nature in China much resembles its European counterpart.

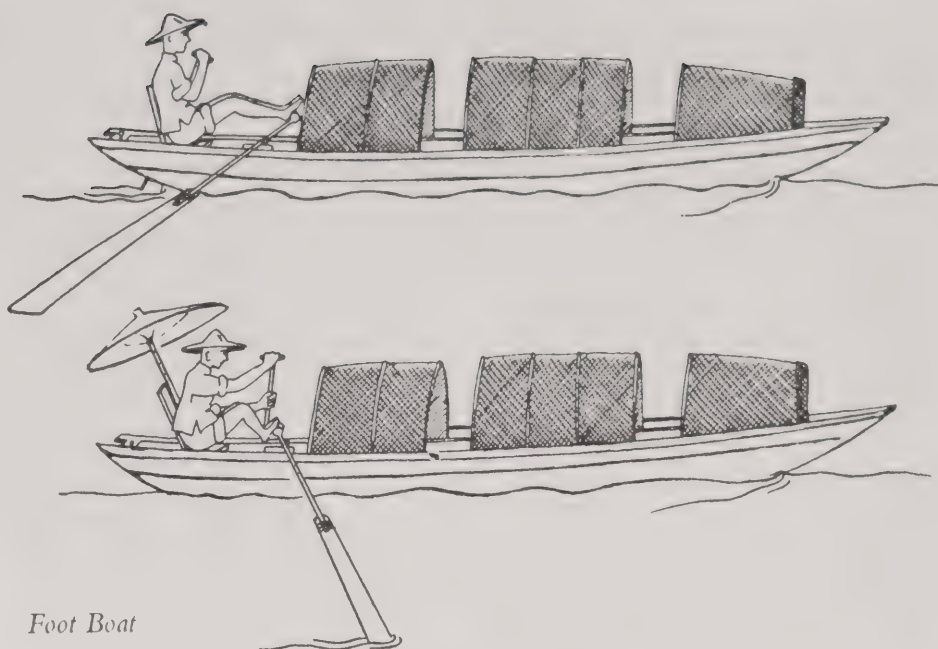
The boat is strengthened by seven bulkheads, the centre one being exactly amidships. From the after bulkhead to the stern the deck is flush with the gunwale and is exclusively used by the oarsman. Two midship wells, with a half bulkhead in each, serve for the passengers, who sit on the bottom of the boat or lie down, as they may desire. The mat roofing is in three parts, which can on fine days be slid back, allowing the passengers to enjoy the fresh air; and on rainy days the boat will be entirely closed in.

The creek routes through which we had to travel were very narrow and infested with robbers. For this reason my boatman insisted on leaving the mat roof behind, and made me lie flat on my face covered entirely with straw, on the bottom of the boat. As an additional precaution he hired a fat lady (for whom I had to pay) to sit on top of the straw and of me. Thus camouflaged, he said, it gave the impression that the boat was an innocent trader.

By stretching things a little it might perhaps be said that the footboat resembles a Thames punt, in that the passengers lie out in comparative comfort, and both craft have about the same amount of freeboard. Here, however, the resemblance ceases.

The craft is, of course, remarkable for its unusual method of propulsion. Its entire propelling equipment consists of an oar and a four foot paddle. The oar is shipped on the starboard side and is operated by the oarsmen's feet, as shown in the illustration, while the paddle is used on the port side to supplement the oar and to steer. A rudder is provided, but is seldom used. The tiller is short and is operated by movements of the oarsman's back. Indeed, to watch these boats in operation is to believe that it is the one craft in the world that provides the maximum amount of human propulsion for the minimum of effort.

The mechanics employed in returning the oar for the stroke are very interesting. What seems so remarkable is the fact that the oarsman steers, and considerably augments his speed, with the paddle, yet often does so without appearing to synchronize the action of feet and arms.



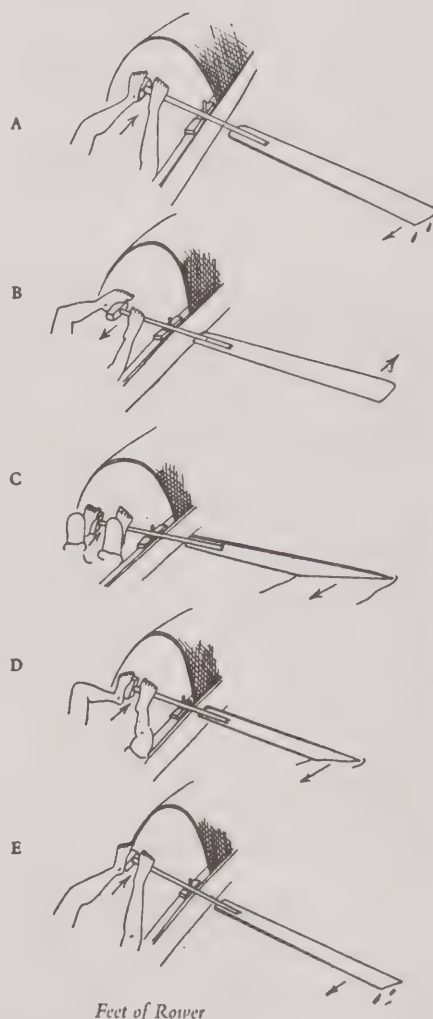
Foot Boat

The method of rowing might, on paper, seem clumsy and slow; but it is quite amazing how powerful it is in operation. Experienced oarsmen are so nonchalant in their performance that the oar appears to come back to the beginning of the stroke of its own volition. Actually, however, the oar is feathered by both feet and is drawn back to the body by the dexterous use of the big toe of the left foot. The endurance of the oarsmen is quite phenomenal; some have been known to row for twenty-four hours. A trip from Hangchow to Shanghai, 150 miles away, has been recorded in thirty-six hours.

The hulls of many of these boats are painted throughout their length, and here the shipwrights display their artistic ability, and their knowledge of history, religion and mythology, on vividly painted panels. Here may be seen pictures of gods and goddesses, mountains and trees, gardens and flowers, ladies and children, sages admiring the moon, poets seated in pavilions, travellers on hills and fishermen in boats. The more modern craft, however, are painted green with a red conventional device at bow and stern.

There is a grotesque air of ease and leisure about these boatmen. Shaded by an ample paper umbrella stepped in a bamboo socket, they kick their way along while cooking, eating, smoking, conversing with their passengers, and even playing the flute, without reducing speed. They appear to have an air of superiority over those who toil with their hands. Unhappily, the days of these nimble little boats are numbered. The march of science in the shape of the diesel driven launch is able to do all a foot-boat can do, and very much more besides.

With an almost indescribable movement of his feet, the oarsman works his long oar backwards and forwards, even causing it to feather as it skims forward over the water for the next stroke. Bracing himself against his backrest and bringing up his legs, his knees nearly touching his chin, he puts his whole weight into the stroke, and sends the boat forward at a rapid rate. The movements are repeated quite quickly.



Feet of Rower

When William Wing wrote his essay, *The Beauty Part of Rowing* (Harpers, Sept. 1963), a good fixed seat rowboat was difficult to come by unless one had the skills and the inclination to build it himself. In 1963, fresh out of the Army, my own boat was a flat-bottomed, high sided outboard powered skiff. While good enough for its intended purpose, fishing, a rowing boat it was not.

My first experience with a boat built solely for rowing was with a 16' beach skiff commonly used by life guards along the New Jersey shore. While these boats are very able in surf, they are heavy, requiring the spirited efforts of enthusiastic young men of muscular persuasion to make them go. I've never actually seen one used in a rescue and today these stout boats are maintained mostly for competition among the various life guard associations while the plastic sit-on-top kayak has largely (and logically) taken their place for rescue work. My single experience rowing one of these boats left me with the impression that if this was what rowing was about then thank Ole Evinrude for the outboard motor.

By the early seventies, my interest had turned to sailing and and it was about this time that some guys in the boat club acquired the plans and personal expertise of an old-time Jersey boatbuilder, Harold "Pappy" Seaman, and built a replica of the "Fox", a modified beach skiff built by Seaman's father in 1896 for a couple of local fishermen, George Harbo and Frank Samuelson.

These two, in response to a prize challenge put up by a London newspaper magnate, rowed the skiff across the Atlantic in sixty-two days. While "Fox", with its double-ended shape, pulled more easily than the lifeguard beach skiff, it was no joy to row though it did instill in me a certain awe for the two fishermen who rowed it to England (and then parted away the prize money, but what the heck!).

I'd pretty much given up on rowing as recreation until I happened upon a second-hand Alden Shell for sale a few years ago. The Alden appealed to my esthetic sense,

Some Thoughts on Rowboats

By John Myers

was affordable and soon it was mine. Unlike the rowing shells depicted in Thomas Eakins' paintings, the Alden is a flat-bottomed craft more resembling a kayak or racing canoe than an ordinary shell. The Alden has become ubiquitous to the degree that it needs little description except to say that, to my eye, it looks more like a real boat. I soon learned the basics of sliding seat rowing and so discovered the pleasures of propelling a light, responsive boat through the water with just a pair of well shaped oars. It was sweet to feel the boat surge and watch the oar puddles swirling astern.

Today I own two boats. I find that my 16' sea kayak gets a lot more use, maybe a five to one ratio, than the Alden. This isn't because I enjoy paddling more than rowing; it's just that it's so quick and easy to use the kayak. In less than five minutes after arriving at the launch site, I'm on the water.

Then too, maybe I'm just a little tired of sliding seat rowing. The Oarmaster, though of excellent design, is still cumbersome, requiring time to set up and break down each time the boat is used. The nearly ten foot long sculls limit maneuverability and seem to foul all the mooring buoys and channel markers along the way. I know that sliding seat rowing is a more efficient way to move a boat and it's probably a good way to stay in shape if you work at it almost every day like varsity rowing crews do. I'd rather pull on a pair of sneakers and go for a jog or a long walk. Rowing, I think, should be for pleasure.

Of late, I have been thinking again about a fixed seat rowboat, something that will move easily with oars not longer than eight feet. It would have to be light enough to get up on my roof rack without heroic effort. I live in a state crowded with boats as well as people and after having

my access to the littoral so much expanded by the portability of the kayak and Alden I can never again put up with the hassle of trailering.

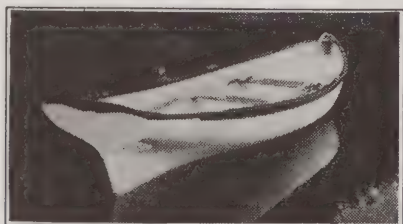
Besides being light weight the boat would have to have enough volume to carry an occasional passenger or camping gear for that once-every-couple-of-years trip to the coast of Maine. It would have to be tough enough to withstand a certain amount of unintentional abuse and live on a roof rack for days at a time in the summer sun.

A guide boat made of three-sixteenths inch cedar is more an exquisite piece of functional art than a boat I'm going to hoist an angry, thrashing bluefish into. And then, it must be affordable. I know of really lovely boats being built today but at six to eight thousand dollars a copy, I think they're not for me. Even if I could afford one of these masterworks I'd be afraid to use it; a little ding in the cedar would ruin my entire day.

I know that my boat is out there somewhere; I just haven't met it yet. It's probably around 16', narrow in the beam, made of thin but strong plywood held together mostly with epoxy. It's likely to be glued-lap or cold-moulded with a smooth interior. Weighing less than 100 pounds, it's stronger and stiffer than a fiberglass hull of the same weight and can be carted with ease balanced on a canoe walker and loaded, one end at a time, onto the roof rack. The hull's wetted surface is no more than 25 square feet thus minimizing surface friction and making it more efficient and easily driven. Top end speed is less important to me than the other qualities afforded by a boat of moderate length.

The potential problem in all this conjecture is that one can develop a sort of platonic ideal of a boat that is so perfect that the real thing can only be something of a disappointment. People do it all the time with their mates and look at the divorce rate. But that is, at least in part, why many of us subscribe to this little periodical as it serves to sow the seeds for ideas and pleasant day dreams.

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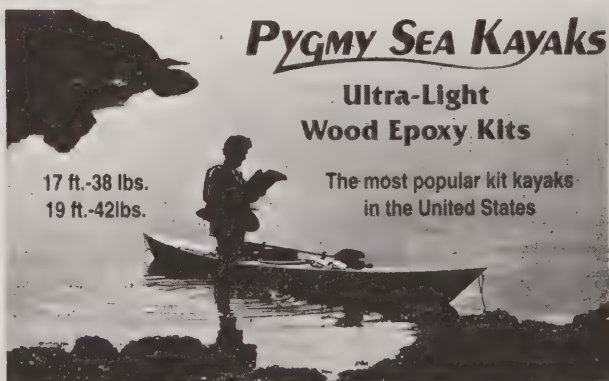
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Icester #1 Ready

Last Season

While as usual I think we could all complain about the shortness of the ice-boating season, I nevertheless had the opportunity to try the Icester out under a variety of conditions.

On one particularly windy day, I was out with my friend Monte, who owns an Alcott Icefish. I had always noticed that both the Icester prototype and the final version were faster than the Alcott boat, but on this day I got to see just how fast. The phrase "ran circles around" springs immediately to mind. I could catch up to this boat, pass it, make a long sweeping turn and pass it again! I could make two such passes before running out of lake, and the longest part of our lake is 1.8 miles.

I don't know what the top speed of the Alcott is, but as the Icester is slower than a DN (70+) but faster than the Alcott, I would have to say that the Alcott probably tops out in the high forties. I can't see the Icester doing much over 55 mph. This is fine with me, as I of course did not design the boat with speed as the main objective, but stability and comfort.

I did get one hike out of the Icester on that same day, however. It was a small

By Rich Santacoloma

one, maybe six inches for the port runner. I only noticed when the runner in question "went quiet" on me all of a sudden. The craft handled fine through this, which seemed to last for an eternity, but was probably only about 10 seconds.

The only failure on the boat last season was a breakdown of the plys in the mast step ball, a small replaceable part. This was due to rough ice and mean pounding. Carry a spare!

Icester Sedan?

Well, if I do get around to it, it would not be a design for plans, but rather a finished product or kit. I have in the clay model stage a boat which would be enclosed, seat two, and be formed out of fiberglass. The problems surrounding this design are many, such as keeping it light, making it easy to enter and exit, having it take apart easily for transport, and so on.

I think that the idea would have a place for those who really enjoy spending time out there, but would like a little more comfort to allow it. I know that category includes me, at least. I picture bundling up in the Sedan, zipping across the lake on a 20 degree day, and having it's warm cabin to come back to after a hike on Canopus Island.

I may be able to start the full size plaster plug this winter, but realistically would have to accept waiting until next spring to make the female master molds. Then perhaps I could get some feedback at a boat show (like, "you're an idiot!"). Let me know what you think.

Rich Santacoloma, P.O. Box 168, Mahopac Falls, NY 10542.

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By the Shores of Gitchee Gumee...

By Marty Cooperman

I was getting sicker by the moment. There was no wind and 3' waves with occasional whitecaps were slopping us all over the place. There would be a slight puff from one direction; Dick would turn into it and then it would die. A few minutes later there'd be a puff from another direction, then it too would die. Steering was impossible and we mostly lay broadside to the oncoming waves as my lunch crept its way up my throat.

I tried to stare at the horizon, at the hills, at the freckles on my nose, to no avail. Looking up I saw a peculiar sight. Wisps of cloud were moving across the sky from our left. Other wisps were moving towards them from the opposite direction. Yet others were streaming away from us! The first two collided and mushed together. Whatever was going on up there?

After nearly an hour of this I was clutching the gunwales in eager anticipation of relief when a strong gust came from dead ahead and I had just time to scramble into my new heavy-duty foul weather gear before the front hit. Within moments I was hiking out, feet under the toestraps, all thoughts of nausea receding in the face of imminent capsize. Spray began coming on board and as the winds increased, Dick yelled over its noise for us to reef.

This was no easy matter. We were only on our second full day of the cruise and I was just getting used to the boat, a 16' open daysailer, the venerable Wayfarer Dinghy. Dick had it set up for racing and I frantically fumbled first with the boom vang and then with the Harken Magic Box to ease the jib halyard so that the main halyard would release.

The heeling decreased dramatically after that, but Dick ruled out heaving-to and switching to the small jib; in these winds backing the jib might take us right over. There was also the unpleasant possibility of slipping overboard from the foredeck into icy 39 degree water.

Urging me to release the jib instantly as we tacked, Dick skillfully eased the main to get us past the worst gusts and tried to keep us from smashing into the

waves which had now increased to 4' or more. This effort was notably unsuccessful. The longer waves sent spray aboard. This hit my foul weather gear with a rattle like gravel flung full force, and I could usually turn my head away in time. Worse were the smaller waves that came from a different direction and hit us intermittently. When the hull was lifting they passed harmlessly, but if we were descending into a trough they poured over the splash guard and drenched me with solid bucketsful. In minutes, my fancy foul weather gear was breached and I was soaking wet. So was the boat, fighting upwind the self-bailer could not keep pace with the flood.

Pilot Harbor was 4 miles ahead. I asked Dick if he thought we could make it. He nodded yes. I wasn't so sure. If we had to turn back we would lose 16 miles of hard fought progress. It would be a race between the boat swamping and us making the harbor before it did.

With glasses soaked and spray flying it was difficult to scrutinize the gloomy, fog-shrouded shore. Where was that marker? If we missed it and darkness fell we'd be stuck out here all night. Nothing's lighted on this coast; just white painted pyramids indicating a break in the cliffs. Dick asked me to look at the chart; he had his hands full with mainsheet and tiller. I fished it off the floorboards. The plastic cover had kept it dry despite its being awash. Damn! The harbor was on the next page and I would have to turn it over. Drying my hards as best I could, I timed the next wave, pulled the chartbook out, flipped the page over, and before I could insert it, took a faceful of spray that soaked the chart. There it was on the chart; a small cut in the hills leading to a well protected anchorage. But where was it?

After an hour and a half of hard tacking I thought I saw a mast somewhere along the shore. Hard to tell it from the spruce trees. On another crest I saw it again...yes definitely a mast and a roller furled jib. But where was the entrance? At last coming past a bulge in the coastline

we saw the white painted pyramid. Dick timed his turn perfectly and as the Wayfarer eased off onto a broad reach we could hear the bailer making short work of the water that had found its way aboard.

What a relief to be in harbor. We lowered sails and rowed over to the huge sailboat we had seen from outside. Two couples were waving to us and one asked me if we were part of the Trailer-Sailor cruise.

"No," said I, "but how do you know about the Trailer Sailors?," eyeing their enormous craft.

"We're members," said one of them. "I'm John McColl and this is my wife Pat."

"You're the folks I wrote to for advice," I replied, having read their article in *Clipper Snips* about their cruise last year to Lake Superior in a Norse 27.

"Then you must be Marty Cooperman," said he, and shortly thereafter we tied up alongside and came below to dry off.

It was just as beautiful down below; a 1960's vintage Alden designed 42' teak yawl with all the trimmings. The McColls and the Alexanders who own the boat had been cruising the northern part of the lake and suggested we see the Slate Islands on the north shore. "There's a caribou herd that crossed the ice some years ago, you're sure to see them." They asked if there were more boats on our cruise and we had to tell them, sadly, only one.

Only one. There had been two at first. Dick was recruited at the Wayfarer cruising meeting in Toronto last April. There he met Don Davis, at 77, dean of Wayfarer cruisers with nearly 30 years experience on the Great Lakes. Don was going with his daughter Connie to the eastern shore of Lake Superior; did Dick want to come?

"...and I was wondering if you wanted to come."

....Hmmm....

"Who is that on the phone?" asked my wife Mary Ann.

"It's Dick Harrington," I whispered, covering the receiver, "he wants me to crew with him on a two week trip to the northeast corner of Lake Superior this



summer."

"Lake Superior?"

"Yes, he says it's the most remote part of the whole lake, the harbors are far apart and unlighted, there's not much protection along the shore, the water's bitter cold and fog is pretty common."

"I don't know, Martin, that doesn't sound very safe, and besides..."

..."Why sure Dick, it sounds like a real challenge, count me in."

We were counting on Don. Dick and I are novice cruisers with only a few experiences along the shores of Georgian Bay. Neither of us had dealt with fog, difficult harbors, precise navigation or big waters on this scale. Lake Superior is not like the other Great Lakes.

"...those who have never seen Superior get an inadequate, even inaccurate idea, by hearing it spoken of as a lake...Superior is a sea. It breeds storms and rain and fogs, like a sea...It is cold, wild, masterful and dreaded..." so said Rev. George Grant in 1872. I'll bet his boat was bigger than 16'.

A letter from Don Davis told us of the dangers of the cruise but also of its pleasures "...the Mossies (mosquitos) don't strike when there's ice on the rain barrel," referring to the cold temperatures this far north. Louis Agassiz had a different point of view. Writing as a famous naturalist in 1848 his letter read, "...neither the love of the picturesque, however, nor the interests of science, could tempt us into the woods, so terrible were the insects."

On the morning of our third day, some 15 miles from our start at the mouth of the Michipicoten River, Don found the truth. One ear swollen shut from insect bites, wearing a head net and suffering from the myriad pains of old age, he reluctantly called it quits. The Great Lakes' greatest small boat cruiser was going to spend his days sailing in local lakes from now on. His daughter Connie did not seem overly upset. She was giving up the cruise with Don, but not her vacation. She had two weeks coming to her and with five children

closely spaced in age, two weeks anywhere but home sounded just fine.

We stood there on the stony beach holding a can of stove fuel they had given us. As we watched their sail diminish in the distance that morning, a forlorn loneliness gripped us. We had lost their good company and their long years of experience. Ahead of us was solid, impenetrable wilderness. There were no habitations to be found for the next 100 miles and we were truly on our own.

It brought me to reminiscing about the beginning of the trip. Dick's first test of seamanship came early on at Sault Ste. Marie. There he exhibited his boat handling skill by faultlessly executing a U-turn in the narrow motel parking lot. On the other hand, while searching for a supermarket shopping mall he excitedly exclaimed, "Look, there's Dominion Plaza!...oh, it's Domino's Pizza." I resolved then and there never to trust his navigation.

Don had arranged booking at the motel. We had insisted upon a cheap place with broken glass in the parking lot, alcoholic beverage containers on the floor and a couple in the bed whom we would eject, their hour being up. Instead we were affronted by clean sheets, well made beds and other accoutrements of a respectable establishment. We shall never forgive Don for this.

Don also led us astray on our first moments afloat. Launching into the Michipicoten River, we trustingly followed his course as he nonchalantly sailed the wrong way up river apparently ready to ascend it to its source, until we noticed in a calm that we were drifting backwards with the current.

Our first few difficult days of light, heavy and contrary winds gave way to the best consistent sailing we had ever done. Day after day of following winds took us west and then north up the coast. Gone was the fog that hid our anchorages and the anxiety that accompanied it. If only Don could have held out until now.

If he had, he and Connie could have participated in Dick's 58th birthday party held on a sand beach. Mary Ann had baked four brownie squares, along with which I had included a candle, a card and two books. The first was a gag book on seasickness (pun intended) but the second was a favorite of mine, *Riddle of the Sands* by Erskine Childers. It was such a favorite that I couldn't resist reading the copy I'd gotten for Dick, carefully so as not to crease any pages, and had just finished it the night before our cruise.

Dick began reading it that night. It was our custom each evening after dinner, tucked into our sleeping bags, the boom tent up, and ready for bed, to read for an hour or more by the light of Dick's excellent Coleman mini-lantern. Childers' characters were in some ways parallel to our own, it's what made me think of it as a present for Dick. In the book Davies is a fine, intuitive sailor, intimately familiar with the shallow sands behind the German Frisian islands on the North Sea, but is socially reticent. Carruthers, whom Davies invites on his cruise, is a dilettante sailor, but a well-spoken diplomat. The two combine their respective skills to uncover the lurking menace to pre-World War I England in these waters across the channel. I'll leave it to you, both to read the novel (which I heartily recommend) and divine which of us is Davies and which Carruthers.

One peculiarity of Lake Superior was that we could not read the skies for signs of weather. The first few days of the trip the weather radios had been useless as high cliffs blocked the transmissions. Standing on tip toe was all the height we could get and it wasn't enough. We saw strange cloud formations that just don't appear on the lower Lakes. At one point we gravely pondered a large lens-shaped (lenticular) cloud in the distance, but had no idea what it meant.

It was the cold that most surprised me. Despite that fact that John and Pat McColl

had advised me in their letter that the Lake was very cold, it was still hard to believe. Feeling quite ridiculous in the heat of July in Cleveland I had gone to our scorching attic and hauled down my winter camping gear: Polypropylene long underwear, heavy fiberpile tops and bottoms, knitted wool hat and rubber booties. When I tried them on to see if the new foul weather gear would fit over them all, my kids cackled with glee as rivulets of sweat ran down my face and sweltering body. Whatever would I be doing with winter camping gear on a sailing trip, they wondered? It was not long until I found out, shivering in the cockpit with every bit of that gear on, wishing I had more.

At some point we knew we had to bathe. We both stripped down at the edge of a boulder and pointed at the water. "You go first..."

"No, no, after you..." I have three photos of Dick as he surfaced, and no one who has seen it has mistaken the shocked expression on his face as he desperately made for shore.

The reader must wonder about the relationship between us after spending two weeks together on a small boat. I suppose you could call us the Odd Couple. The difference in our personalities were never more clearly demonstrated than in our approaches to navigation. Dick is precise. Despite the unsteadiness of a Wayfarer's cockpit in rolling waves, Dick would have his charts, protractor, and straight edge out, penciling in the course. He steadfastly worked from true directions, then converted to magnetic and plotted dead recognizing positions at every turn in the coastline. In contrast I'd just lay the edge of my forearm across the chart, slide it to the compass rose and stimulate right from the magnetic scale.

Surprisingly, we often came up with the same course...once I took Dick's advice and adjusted for the gap between the pages in the chartbook and noticed that the next chart was at a different scale. How dare they change scales on adjacent charts?

Dick was also very precious about his boat. A strained look would come across his face if I bashed the gunwales against some rocks or ran the boat ashore on gravel. He even winced when I dropped the 11# Bruce on the foredeck and a fluke went through 8 layers of varnish. Some people are just too fussy. That's why Dick owns a wooden boat and I a fiberglass one.

There's a real dichotomy between Dick's sense of care and craftsmanship, having put so much effort into restoring his boat, and my concept of boat as tool, e.g. hammer. You can see the potential for dissonance. If you value your safety and your boat's, you'll sail Dick's way, if you value your sanity, you might try mine.

We had almost no difficulties with the boat. Dick bought it several seasons ago and had painstakingly worked epoxy fillets into every right angle joint for extra strength. He also added heavier guage shrouds. But one problem did occur; sand in the centerboard trunk. Our first day out we stopped for lunch at a beach and left the boat rocking gently in the shallows. Once again underway we found that the centerboard wouldn't drop down. I remembered reading that the only solution was to use a thin piece of metal to slip inside the case. We didn't have one.

We careened the boat using the jib halyard tied to a tree and Dick commenced to work on the board from the outside of the hull. Certain that we would never get it free I ran to the top of a high cliff and desperately tried to signal Don and Connie, hoping they would have the metal piece. I was unsuccessful, but Dick wasn't. He unloaded the boat and in less than half an hour had the board freed. I felt ridiculous having spent all that time waving my shirt at a distant Wayfarer's stern while Dick did all the hard work.

As the trip continued Dick revealed his other talents as a handyman. One of the oarlocks was working itself loose under the stress of our rowing. Dick's tool box contained screwdrivers and epoxy and soon the offending oarlock was more securely attached.

On a fine downwind run, I spotted Dick's prize whiskerpole slip off the mast as we rolled, and float away. Instantly Dick turned the boat and we practiced man overboard drill. Keeping his eye on the pole, Dick expertly sailed right next to it and, smugly congratulating ourselves, we easily plucked it from the water and set it back to its appointed task. Unfortunately, 15 minutes later we again noticed it missing and this time even a thorough Coast Guard style criss-crossing search of the waters failed to find it. It undoubtedly joins various other, and probably much larger nautical objects on the lake's bottom.

Not to be deterred, several days later Dick went in search of the perfect whisker pole replacement and found it amongst the spruce branches. An hour's work with sharpened axe and rasp and we had ourselves a new pole worthy of any following wind we might encounter.

Dick's deserves a little discussion here. A long-time racer, he began a cruising career last year with a two-week solo trip to Georgian Bay. The best way I can describe him is what Tom Sawyer would be like as an adult. Dick's trim and athletic and at home in the outdoors. A hunter who hangs out in trees for hours at a time waiting for deer with a bow, he had no problem retrieving the favorite fishing lure he inadvertently snagged on a high spruce branch. "You'll have to climb that tree to get it," I joked. So, he climbed it and got it.

We made several short treks into the woods. Dick frequently spotted animal trails and we followed them as best we could. Unfortunately insects were ever present and I particularly detest them. Not so Dick and the one heinous fault for which I shall never forgive him is his indifference to insects, a trait I definitely don't share.

Dick's very familiar with animals. Approaching a small beach backed with dense spruce he shushed me. "Could be moose here." Moose? Here? Ha, I'd never even seen a moose. Might as well humor him. I tried to not clang the Coleman stove too loudly as I walked ashore with it. "Look over here." Huge footprints leading out of the woods along the beach. Moose! Shsssssh.

We got to see 3 moose swimming between islands at the Slates. We also saw a caribou standing proudly along the shore as we silently crept in under the most delicate of breezes. While Dick was working

on the new whisker pole we heard a thumping of hooves in the brush. Loud thumping. Big hooves. Caribou? Moose?

We saw several beaver and beaver lodges, and surprised an otter family lunching on a fish. This gave us a notion of what lay below the surface and with me at the oars and Dick on the rod we trolled the deeps and shallows looking for dinner. It was nearly dusk when Dick finally snagged a big trout. "Enough for dinner for both of us," he lamented, as it escaped just before it broke surface. All this at the Slate Islands, the Galapagos of Lake Superior.

Beaver did some big geological work elsewhere. Oiseau Bay in the midst of Pukaskwa (just try to pronounce it) National Park had the only big sandy beaches around, in scalloped bays interrupted by tiny headlands. Exploring the shore we came upon a small river that took a sharp turn into one of the bays and saw a strange sight. A dozen feet above the river was a huge rectangular field of sand behind the spruce and beyond which the spruce continued to the horizon. What was this swath of sand doing here? It was absolutely level and straight and grew nothing but a few wildflowers. We'd have to wait for the answer.

After a number of fair days rain was threatening. Luckily we had arrived at the park headquarters at Hattie's Cove. After tearing through a narrow entrance choked with boulders we were rewarded by the splash of an osprey diving headlong into the water and capturing a fish amidst a shower of spray. Shortly thereafter real rain showers began and we ensconced ourselves comfortably in the modest visitors' building to sample the delights of the park on film.

They were prepared for rainy days. Every camper in the park with children showed up and were not disappointed. Bill Mason's famous films were played and re-played. We jourmied with *Paddle To the Sea* from Lake Nipigon to the Atlantic. We shared a canoe de maitre in *Song of the Voyageurs*. And we listened to one of Pukaskwa's real old-time trappers narrate the Park film, commenting, "Where the glaciers came they stripped the topsoil from Pukaskwa. "The U.S. got the topsoil and we got the scenery."

We asked the rangers about the huge sand field at Oiseau Bay. It seems a beaver dam upstream had burst in 1985 and a massive wall of sand roared down the river, burying its mouth and forcing it to change course and empty into another bay.

In the comfort of my living room I have often dreamed of making long open water passages with endless horizons. I finally got a chance to experience it. To my surprise I didn't enjoy it so much. From the Pukaskwa Park headquarters to the Slate Islands required a 35 miles crossing. With reasonable winds we made it in about 10 hours, but both Dick and I found it to be more slog than a challenge. We chatted, read and dozed and I was quite happy when we finally landed.

Despite the romance of sailing great distances, I frankly found it boring. I was much taken aback at my reaction. Wasn't I a real sailor? A budding blue water sailor? Apparently not. And despite the enjoyment I get reading about small boats on endless seas, I must confess I find

voyaging along the coast, in close contact with land much more interesting.

It was fortunate we had the boat tent to sleep under. Unlike Georgian Bay where there are lots of off-lying rocks on which to pitch a small tent, Superior's shoreline was often a small cobble or rough sand beach backed by impenetrable spruce. On some occasions we had such little room that a single step backwards would have toppled us into the brush.

You may wonder to what depths of barbarity we had sunk by the end of two weeks in such conditions. I distinctly remember one dinner time when a mosquito landed on my head. Absentmindedly swatting him, I noticed that he fell into my mug of soup. Without the slightest hesitation I drank it.

We did find civilization at Rosspoint after 150 miles of travel. It's a tiny hamlet serving the Trans-Canadian Highway as well as the eastern end of a large group of islands stretching west to Thunder Bay. We finally saw other boats, mostly in the 30' range whose owners were cruising the islands. They gave us some tips about St. Ignace Island where there was a cabin and a sauna. We gave it our best the next day but fell a few miles short and never did get there. Too bad.

Rosspoint was a very friendly place and several newspaper articles and letters testified to the good feelings others had about it. It would make a wonderful starting point for a cruise amongst the protection of the islands. Don Davis mentioned having begun a cruise to Isle Royale from here.

With our two weeks nearly up, and



over 200 miles covered, it was apparent that we were not going to sail all the way back to Wawa. Don had convinced us to do this via a long, open water crossing, but having spent a layover day at the Slate Islands and lacking confidence in approaching the small harbors near dark, we decided to take the bus. I boarded it in Rosspoint and spent six hours observing my fellow passengers, before retrieving the car and trailer which I later drove back to Rosspoint.

Unlike my experiences on U.S. busses where I kept a sharp eye out for sharp knives and sharper characters, I found the Canadians were a charming

group, some having been aboard since Vancouver, heading for summer jobs in Toronto or Montreal, and they had long since formed a small society, trading food, books and stories.

On the way back with the car and trailer I was taken by surprise at a Michigan gas stop. Used to the muted greens, blues and greys of Lake Superior, I was astonished at the vivid colors on a farmer's roadside table full of summer produce: Bright red tomatoes, deep green peppers and lavish yellow zucchinis. It was all I could do not to buy the whole lot. I settled for some fresh blueberries and munched them all the way home.



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It had been a long winter. The piles of "boat stuff" were gathering dust in the attic. Outside, the trees were still bare and stark. But thoughts of the coming summer were creeping in with the drafts under the doors. How nice it would be to have a sailing dink for use while we were at anchor. But the cost!

We did have an inflatable, of course. It was a soft transom 8' inflatable with full floorboards and motor mount, currently restricted to rowing or motoring. With a little imagination, perhaps we could use that as a base for a sailing rig, too.

We started doodling sailing rigs. It had to be compactly stowable on our Bristol 26 (already heavily loaded with cruising gear) and fairly simple to set up since it would have to be mounted from a floating platform. We tried bipod masts, lateen rigs, tripod rigs, gunter rigs. But each variant left something to be desired.

Choosing the proper material for the spars was a question. Whatever we built would have to fit in the under-cockpit space on the Bristol, already crammed full of the uninflated inflatable. The spars would have to be segmented and light. Wood involved finishing work, and would be vulnerable to chipping in the compartment where it would be stored. Aluminum would leave black tracks as it was put

The Genesis of the Beach Ball

By Mark and Sarah Fisher

away, and besides, it would sink if dropped overboard during uprig. We decided on PVC pipe. It was easily available, "prefinished" white through and through, wouldn't scuff or rot, could be made to float and could be easily worked. Joints and fittings were almost already made in the form of plumbing fittings.

The rig we settled on was a fractional marconi rig. PVC introduces some problems of its own, however. Mainly, it is quite flexible. The forestay and shrouds would stabilize the center of the mast, but the upper portions would be free to flex. As there was no place to put mast partners, the mast would be stepped on the leg of a "T" frame, with a forestay and shrouds to transfer the force of the sail to the inflatable hull. The leg of the "T" protruded over the bow of the boat to form a bowsprit that stabilized the forestay, while the crossarm provided the anchor for both the shrouds and the leeboards.

The frame was primarily secured to the boat's hull with the standing rigging. The forestay carried down past the bowsprit to the towing ring at the bow, forming a "bobstay." The crossarm of the frame was run through the forward thwart mounting straps. To lock the crossarm in place, the shrouds were run down from their upper anchor points at the mid-point of the mast to two additional towing rings that were glued onto the sides of the hull (the only modification we made to the boat), and back up and around the crossbar.

We made a pickup rudder out of exterior sheathing plywood (it is made with waterproof glue, but has fewer veneers and no attempt to fill interior voids, at 1/4 the price of marine grade ply) and attached it via gudgeons mounted on the side of the motor mount. The leeboards and floorboards were also made of sheathing plywood heavily sanded, and with voids at the edges filled. We embedded bolts in the ends of the crossarm to serve as pivots for the leeboards.

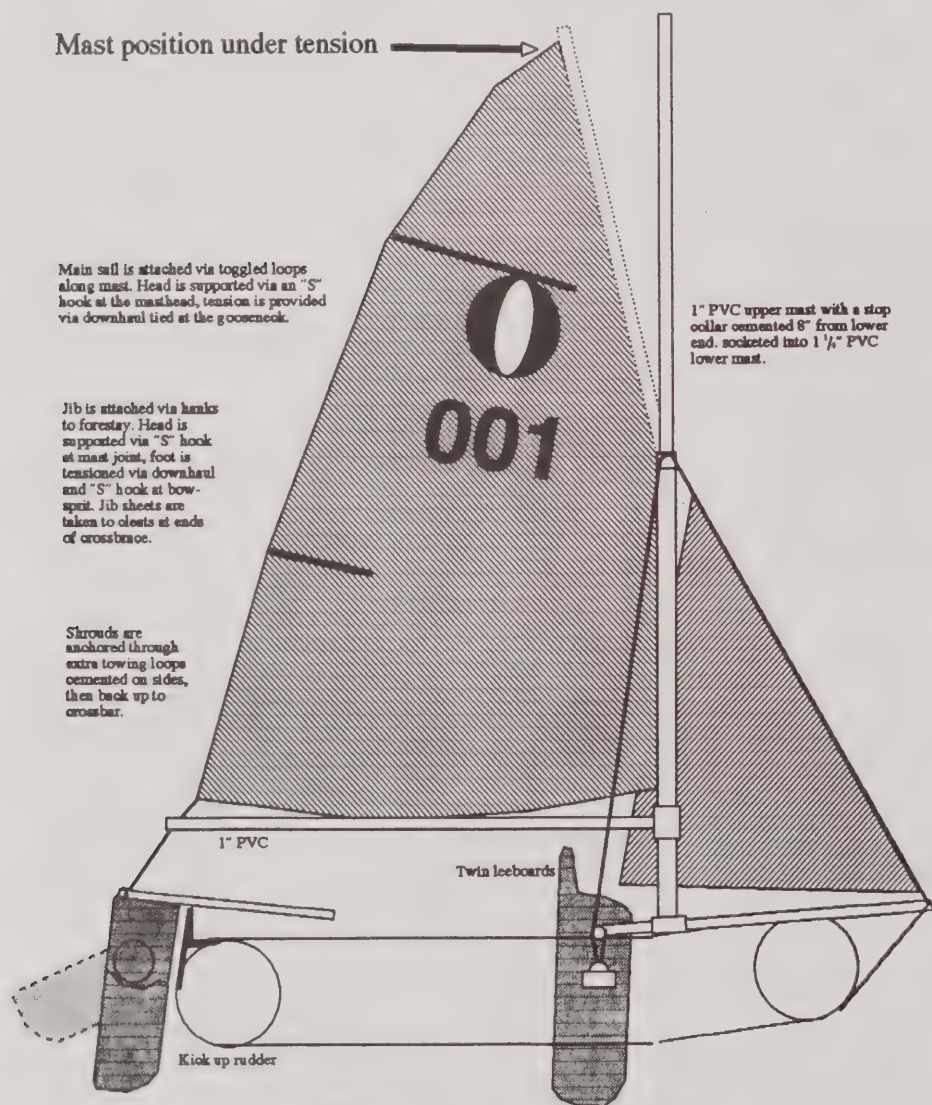
The gooseneck for the boom was made from a bored out PVC "T" fitting, while the frame was formed using a second PVC "T" fitting, bored out so that the crossarm could run the entire width of the hull. The leg of the frame was left as a push fit into the fitting. The mast was stepped on a stub about 10" from the joint of the frame, using yet another heavily carved PVC "T."

Now we needed a sail. We had an old Daysailer jib. The mast was laid on the sail and about the amount of tension that would exist under sail was put on the rig. For someone used to aluminum or wood spars the amount of deflection was startling, 18" at the masthead. We traced the arc on the sail and cut it to match (as it happened, we needed to cut off all three corners). We got a sail that sets well, and can be easily flattened further to de-power the rig in "heavy airs" (8-10 mph). Tabling was sewn on the newly exposed edges, and batten pockets, corner reinforcing, and grommets were added. The three scrap corners were sewn together to form a handkerchief jib to fit on the 5' forestay. We decided it was number 001 of the Beachball Class, and made a sail insignia to match.

We rigged it without halyards, each sail is hooked to its position at its head with an S hook and tensioned with a downhaul. The main is loose footed and sheets to a block on the motor mount. The jib sheets trim to the ends of the mast step crossarm.

We were very pleased when we set it up. While there was more rigging than is appropriate on an 8' boat, once rigged, it neatly spread its dacron to the breeze. With its bowsprit and standing rigging under tension, the boat had a pronounced sheer. That, combined with the leeboards and a full length batten near the head of the sail combined to present us with the image of a miniature Dutch jaght.

And it sailed! With one person aboard sitting well forward, it tacked handily, and could work to weather easily. With two aboard, it still sailed easily but without the zippy acceleration of solo sailing, rising and falling through light chop with a slithering motion. For long downwind runs we learned to rig a temporary backstay to the rudder head.



The Beach Ball

It is limited to light airs, however; beyond eight knots of wind the structure just starts to fold up. Sudden dismastings, while catastrophic looking can be dealt with (most easily by two people). Since the rig weighs nothing we just hoist it back into the air, tighten the shrouds and take off again.

After several years of use, our original bargain-basement inflatable bit the dust, but the sailing rig will be moving on to our new/used Avon Redcrest. We've used it many times to explore quiet anchorages, where the sound of an outboard would be an intrusion on the setting and our neighbors. Using our Beachball, we've quietly explored a variety of bodies of water that would be out of reach from a cruising sloop. The Beachball has been the "ugly duckling" guest at the annual Small Boat Festival at St. Mary's City, MD among the sharpies, ultra lites and traditional Chesapeake Bay small craft.

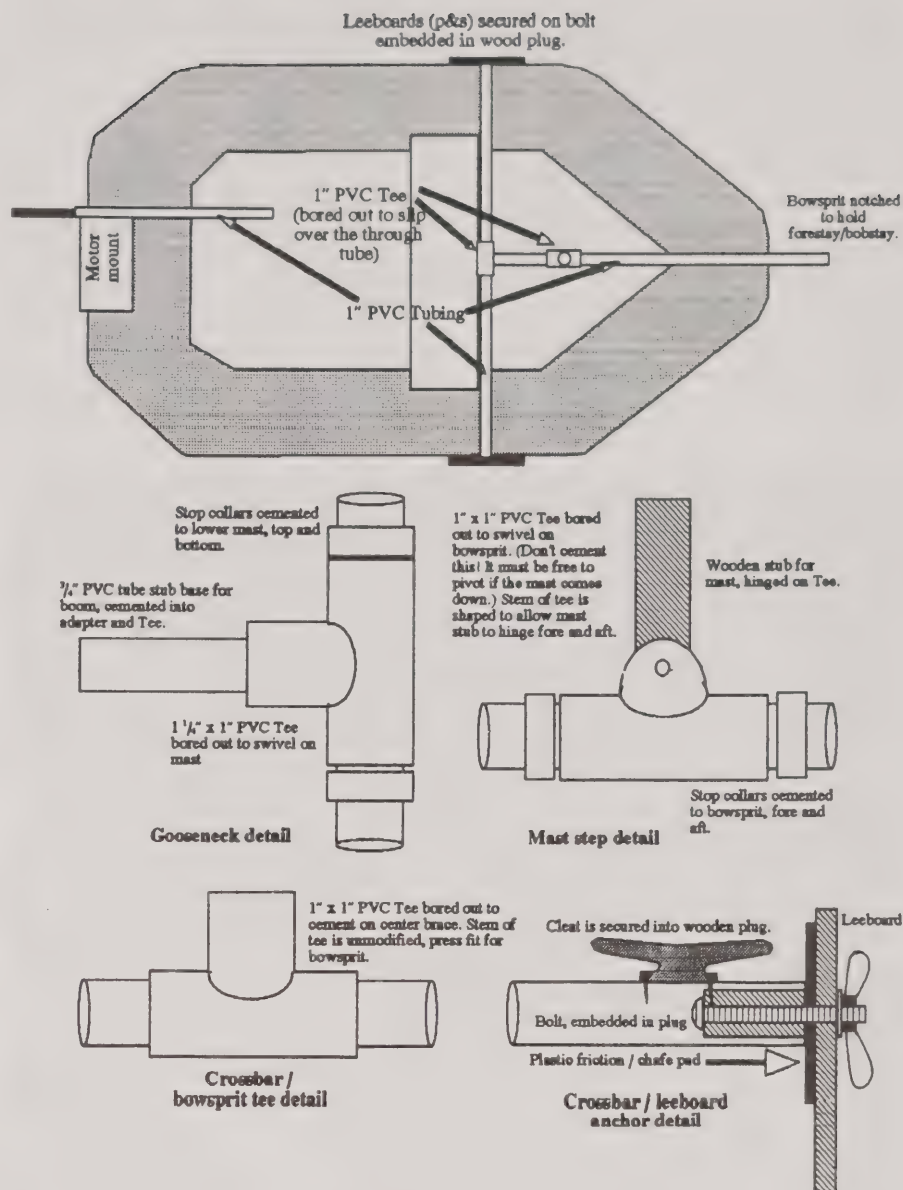
All interested persons are hereby invited to join the Beachball class. After some thought, the only class requirement we can envision is that the original hull must be a production inflatable. Requests for specs are invited and modifications encouraged. To register your Beachball send dimensions and a photograph to: Mark Fisher, 700 Erie Ave., Takoma Park, MD. 20912. Someday we may have to organize a regatta!



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We're swinging at anchor in the deserted and calm waters of Church Creek. Across the bar, the Chester River is still full of its summer parade of sail, visible to us across the sheltering point of land as a row of slowly moving mastheads. The resident heron is lurking behind his point and we've got a lay day, with nothing on the schedule.

The quiet is wonderful. A crabber was in here earlier (WAY earlier) with a trotline, but he's moved on, and the higher sun is driving the frying bacon smell up and out of the cockpit of *Ayesha*, our (heavily loaded) Bristol 26. Looking down the quiet waters of Church Creek... Naw, too much trouble to up anchor and explore, but still... What about our dinghy? Time for

A Day in the Life of the Beachball

By Mark Fisher

Beachball #001 to sail to the rescue!

I dive under the cockpit for the inflatable and spars, while Sarah occupies herself similarly in the forward cabin excavating the dinghy's floorboards (they increase her speed by 20%). Soon the cheery blue inflatable is bobbing beside her "mother ship," and I'm setting the PVC frame in place. The motor mount is affixed, along with the rudder; the mast and sail are stepped, leeboards are fastened, emergency gear is added (oars, flares and

lifejackets), along with two eager crew, and we're off!

Ayesha looks sweet as we pull away, and there's something smugly pleasant in knowing that a flip of the rudder will return us to her, as opposed to the expectation of a slog to windward with 4' jointed aluminum oars, or the rattling drone of the outboard. Far enough now, let's see how close to the wind she'll sail. The boom is sheeted in until over the quarter. With our beam, that's not very close, but the wind is light, and keeping her masthead pennant flying means easy footing to weather. In a couple of tacks, we're back to our starting point.

Don't stop now! Where shall we go? The head of Church Creek forms part of the straits separating Eastern Neck Wildlife Sanctuary from Eastern Shore Maryland, a body of water cheerfully marked in the chart as 1/2' deep. That's anathema to most of those boats out there on the Chester, but duck soup for the Beachball. If it gets REALLY shallow, we can always walk beside her across the flats.

A gentle series of tacks brings us to the mouth of Church Creek, and the bridge that lets land-bound visitors onto Eastern Neck Wildlife Sanctuary. Four feet of clearance! Not a problem. Down comes the mast, pivoting aft, and out go the oars. Once through, we're in an estuary leading out to Love Point and the upper Chesapeake. The breeze is building, but the rig is well stayed when working to weather. Honking in on the outhaul and sheet flattens the sail, keeping the power down to a level we can use. We're upwind of home base, so it will be easy to get "home" even under oars, if we have to.

Working our way out the estuary, we come out from under the point of land. The chop of three miles of unobstructed Chester River mouth is too much for our 14" freeboard. Spray is coming over the tubes with each wave, and the Beachball is bobbing like her namesake. We turn back.

Wow! Downwind sailing is different! At a broad reach, the flattened sail scoots us along at the limit of what air supported spars and 1/8 dacron cord can stand, and when we are forced to head more downwind... Dismasted! Not a big problem, actually (though if you had heard me as it went down, you would have thought the *Titanic* was sinking again). The base of the mast had slipped back even with the crossbar of the step frame, the shrouds no longer had any purchase angle on the mast, and over she went. With the mast and sail down and in the water, we were bobbing quietly. Head up into the wind with the oars, swing the mast up into position, and whoosh! Down again.

There must be a better way. Vanity, if nothing else, requires that we SAIL back to *Ayesha*. What we're missing is a backstay. We can't rig it upwind due to the length of the boom, but for a given downwind leg? The jury backstay is rigged, and the rest of the schuss back to *Ayesha* is more successful. Down with the mast intentionally one last time to get under the bridge. A few spots have thinned out to the point that we need to walk beside the Beachball 'til we reach the channel of Church Creek proper, but then it's a final run, a quick head up beside her quarter, and... What's for lunch? I'm hungry!



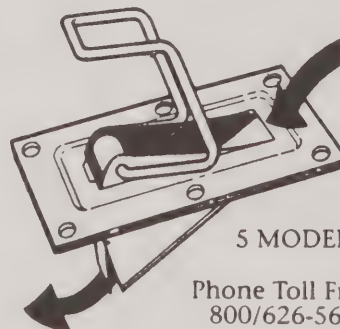
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Now that take-out time has passed I thought I would drop a line concerning our wonderful summer spent on *Skol*, our Cape Dory Typhoon.

We took delivery of the boat in January, removed the snow and ice, constructed a frame to support the tarp, dropped the sails off at the local sailmaker for cleaning, and waited for spring. It should be noted that there was an agreement struck between myself and the CEO (Carol, my long suffering wife) prior to the purchase. I was not to work on the boat until a set of bookcases had been completed or the boat would be used to store the books.

Last winter was spent building a Bolger design, "Diablo", and I was in the process of refinishing our BB Cat prior to its sale so she was a little concerned where my priorities lay. Old issues of *Messing About in Boats* would mysteriously appear opened to Tom's travels in a Typhoon along the Maine Coast, along with "December Typhoon" by Paul Schwartz and some very interesting material on refitting the Typhoon for cruising. We enrolled in a Coast Guard Auxiliary sailing course. The bookcases waited.

I removed the teak for safe storage in my workshop. While it was there I smoothed it and covered it with Cetol Marine for protection. As spring approached, more teak was refinished. I met wonderful folks interested in the BB Cat, and went for a quiet sunset sail with the new owner. The NOAA charts of Casco Bay and the Maine/ New Hampshire coastline were pinned to the living room wall. The bookcases waited.

The BB Cat was purchased by a wonderful gentleman from Connecticut, clearing the workshop and allowing bookcase construction to start. A design was chosen with the reminder that the new sailboat "would make a great bookcase". Then Paul called asking if I would like to join him and a friend for a day of sailing off Beverly. There was a 20 to 25 knot SW wind, blue sky and sparkling water. I cannot recall the distance we sailed, but the

A Wonderful Summer on *Skol*

By Lee Hodsdon

day was delightful, Paul lent me a 3hp Seagull to try, and now the bookcases were in real trouble.

By June, it was apparent that if *Skol* was going to be launched this year our full attention was required. The decks and cockpit were stripped, sanded, primed and repainted. Teak was refinished, the toe rails, rub rails and taffrail replaced. The hatch covers were reinforced with epoxy resin and glass cloth. The hull was cleaned, and waxed. Bottom paint and boot top stripe applied. All deck fittings were bedded and the running rigging replaced. At the Wooden Boat Show we visited with you at the *Messing About in Boats* booth, and you were nice enough to inquire about the bookcases.

Skol was delivered on a cradle. The local boat haulers could not pick the boat off the cradle, it needed to be supported by moveable stands with 16" of blocking under the keel. So on one rainy afternoon in July, Carol and I jacked the boat up, replaced the cradle with boat stands and placed the blocks under the keel. Now we were truly ready.

The day before launching, I checked the operation of the Seagull, it was perfect. Our boat was hauled to the marina, and lowered into the water, it was beautiful! Try as I might I could not get the motor started (poor spark lead connection). We were sitting in the launch area slip with no motor, and our mooring was up wind and against the tide. Looks like we sail to the mooring.

After discussing each move, sails were raised and off we went weaving through the finger piers and other moored boats to the main channel in the Piscataqua River. The first half hour of our journey was quite uneventful with Carol at the tiller, and me fiddling with the sails. At Fox Point we were exposed to the full force of the wind, we heeled at about 25

degrees and an exclamation was heard, "Lee, *&%#!". I told Carol to keep the tiller steady, the boat accelerated and the smile that came across her face said it all. With me tending the sails, and Carol the tiller we tacked up Little Bay to our mooring. We picked up the mooring on the first try, a little too much way on but we were successful. As I was rowing us to shore a corporate decision was made, "That was fun, the bookcases can wait."

Since that day we have enjoyed many hours on the boat. Our trip to the ocean on the Piscataqua River can take from an hour and a half when going with the tide, to more than three hours coming upstream against an ebbing tide. Negotiating the bridges has not been a problem, we can take the side channel at the Sarah Long Bridge, but must use the radio to hail the Memorial Bridge. We have sailed as far north as Cape Neddick, east to the Isles of Shoals and south to Rye Harbor.

I am currently enrolled in a Coastal Piloting course at UNH. Looks like Down East in the summer, as soon as I finish those bookcases!

"Things That Worked"

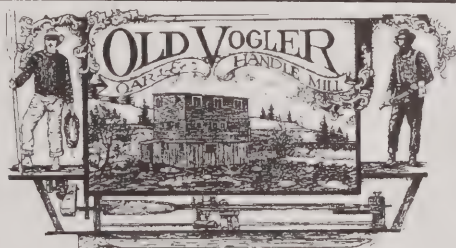
Here's a list of things that worked very well on *Skol* this season:

1) Interlux Brightside paint. A one part epoxy that goes on easily and gives excellent results. The finish is as good as the day we launched.

2) Cetol Marine finish, used on teak. Kind of a cross between varnish and oil. Application is easy, one coat before launch in the spring.

3) Battery powered running lights. I know this has been discussed in previous issues, but they worked! At least 4 or 5 return trips on the Piscataqua, 1-1/2 to 3 hours duration, two trips were in the rain, same batteries. I purchased these at Boat US, if you need lights give these a try.

4) Type III PFDs, made for sailing. We wear them from the time that we get in the dinghy, until we are back on shore. Put a whistle in the pocket and attach a cylume light on the front, be safe.



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The perfect sail rig is a...? Well, which is it? Maybe I could determine this by reading. Phil Bolger's book on sail rigs for small boats was fascinating but inconclusive. I decided I would need to narrow down the choices to a few and try them out. This last spring I used a Bolger Tortoise as a test platform for a number of sail plans.

I had built a Tortoise in 1987 and used it as a tender to my Santana 27 for several years. It worked well, but leaked a fair amount. While, "In Payson We Trust", I guess I had no idea how thick heavy cream is when it came to mixing up Weldwood Plastic Resin glue. This time I used a miracle product called Gap Filler along with epoxy as a glue. Those Gougeon Brothers sure had my woodworking skills in mind when they invented Gap Filler. This second Tortoise has tight seams! I decided to use plastic tarp for sail cloth as it was cheap and I could cut out whole sails with out laborious seaming.

Annie Hill, in her book *Voyaging on a Small Income*, praises the Chinese lug as the best cruising sail. So that is the first rig I tried. I read both *The Chinese Sailing Rig* by van Loan and *The Practical Junk Rig* by Hasler and McLeod. I chose to follow Hasler and McLeod's guidelines because they work well for any size vessel. It is very much an engineering cookbook, a type normally avoided by me, but occasionally I need a good recipe.

I made the sail area 44 square feet, figuring that the reduced heeling force of the fully battened sail would offset the increased sail area over Bolger's designed area of 38 square feet. That turned out to be a good area. The rig performed as predicted. It set and reefed with alacrity. One local yachty allowed I won the prize for originality. He didn't know the rig was a lot older than me, my children's disbelief



Variations on a Theme by Bolger

By Reed Smith

in that possibility not withstanding. It was easily adjusted for the prevailing wind speed, up to about 25 knots.

I did have to abandon all I had learned about a good airfoil and just sail the thing with the shape presented. The boat pointed well but went slowly when sheeted in hard. Annie Hill wrote about her boat making 4 knots to weather, but she had an 8 knot boat. I had a 3 knot boat. One half of that speed along with a pram bow hitting each wavelet; well, you get the picture. I live at the leeward end of the Santa Barbara Channel and EVERYTHING is to weather.

Next I tried an unbattened balanced lug rig. Percy Blanford's book on sail making helped out here. He tells how to cut sails to obtain the proper shapes. This, combined with using false broad seams as recommended by Jim Michalak, resulted in a fair looking sail. I set sail and headed out of the harbor. It took me way too many tacks to leave the harbor. I fussed and

Three rigs in a row: Chinese lug, balanced lug, lateen. Bolger had already drawn in the latter choice on his plan for Tortoise.

fumed and even considered paying a real sailmaker to build a sail. Then I hit on the idea of making it loose footed and allowing the clew to come forward slightly. This produced a nice air foil from peak to tack and vastly improved the windward performance.

Reefing, however, was a real Chinese fire drill. Slacking off the halyard allowed the peak to drop and the sail billowed out to leeward. I even tried to work out a peak halyard to control it, but without much luck. I learned to keep tension on the luff with one hand while lowering away with the other. Dropping the sail completely allowed me to tie in a good reef. The mast windage then swung the boat off of the wind. The minute I started to raise the sail I had a monster swinging away to leeward until I got the sail all the way up and grabbed the tiller to point the boat up wind a bit. Sail handling while anchoring proved to be a nuisance.

Then I read Larry Brown's *Frugal Yachting* wherein he advocates a lateen rig. That crafty Phil Bolger had already drawn that sail for the boat so out came the sewing machine. I put in two reef lines and set out to sea. Reefing proved to be more peaceful with the lateen than with the balanced lug. Having the sail attached along the luff combined with the automatic weather-cocking when the halyard was slacked made a world of difference. The rig was weatherly, reefed easily and hove to well with the second reef in and the helm put down. (With the second reef in the sail looked a lot like a crab claw rig, but if I was too worried about appearances I shouldn't be in a Tortoise at all).

I got to try out the soundness of the reefing scheme one day on a trip to the entrance buoy of the next harbor south. The day was a real drifter so I figured I was safe in venturing one mile along the unprotected coast and back. As I rounded the buoy for my return trip it started blowing 12-15 knots. I started tying in a reef. A passing power boat asked if I was all right (reasonable, since I was in a boat only slightly longer than me). I said that I should be as soon as I got underway again. This proved to be true and I was able to sail back to my harbor safely.

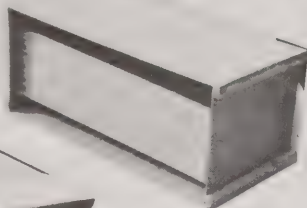


So there I had it. A rig that I could safely sail and handle, that looked like a sail and went to weather. Was I done tinkering? No. I wanted a little more room so I decided to stretch the Tortoise. Lengthening at either end seemed out of the question so I added to the middle. I drew out the lines and built an 18 inch center section. Then, stone cold sober, I cut the Tortoise in half. I positioned the 18 inch section in the middle and butted everything together using 3 inch fiberglass tape.

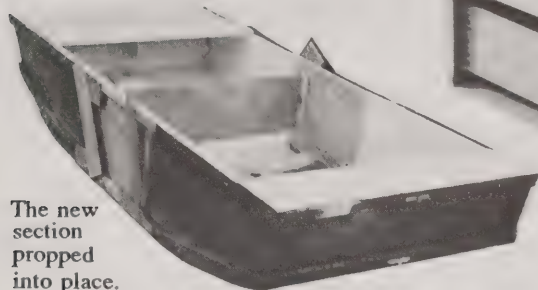
Tortoise was bisected.



A new center section was made.



The new section propped into place.



I added a foredeck, moving the mast step aft to keep the rig balanced. I had an 8' dinghy that some local snobs snickered at but didn't evoke the horse laughs my Bolger Brick had. On its maiden voyage a couple of "thoughtful" powerboaters provided large wakes to test the butt joints.

Having come up with a rig that worked well I resolved to build a bigger boat. I chose to build one of Jim Michalak's Piccup Prams. The stretched Tortoise appealed to my son, Kelly, and would fit in the back of his Toyota Land Cruiser. He came to pick up the boat and



Maxi-Tortoise nearly ready to go.

chose to take only the balanced lug rig. After all my research. Oh well, there's no accounting for taste!

I have since built the Piccup Pram, but that's another story (and of course, several more rigs).

The TC 21 Cruising Catamaran

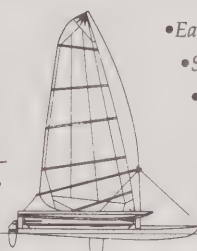
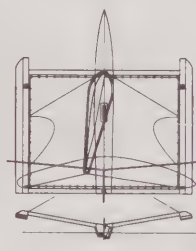


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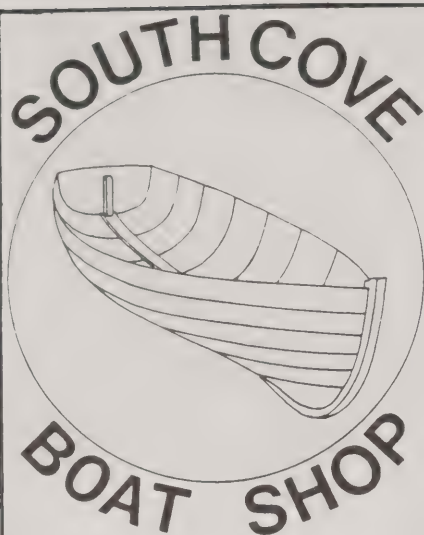
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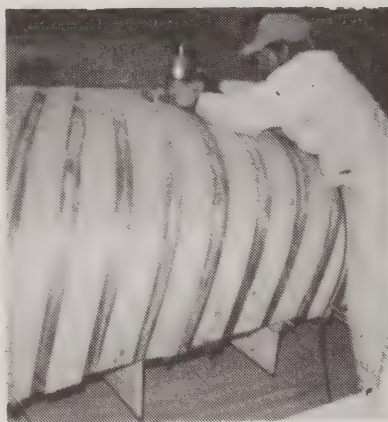


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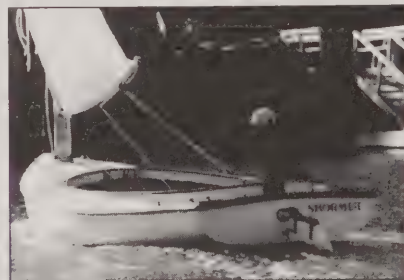
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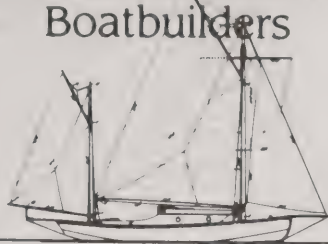


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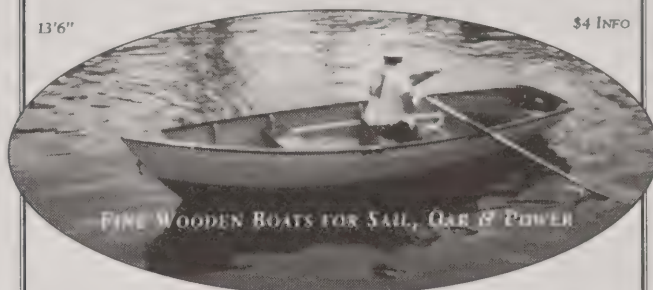
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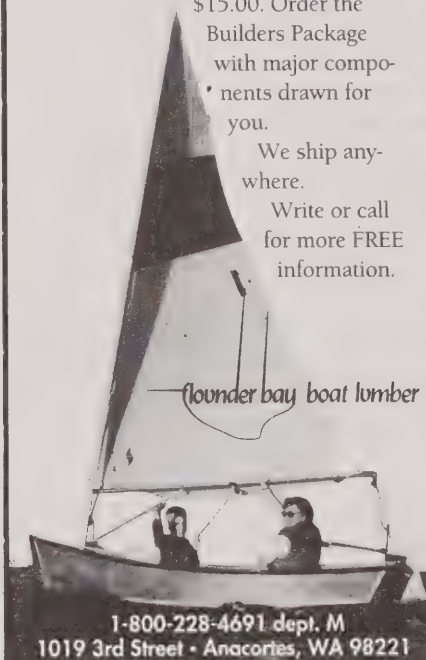
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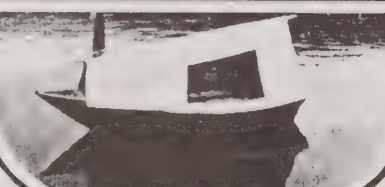
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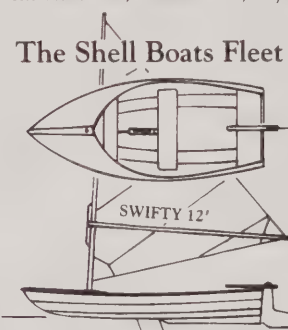
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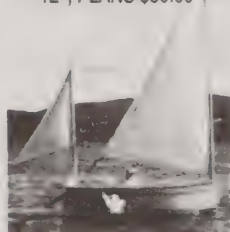
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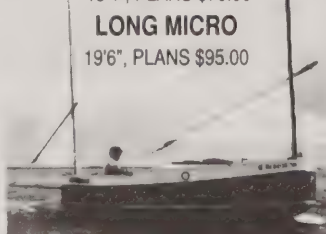
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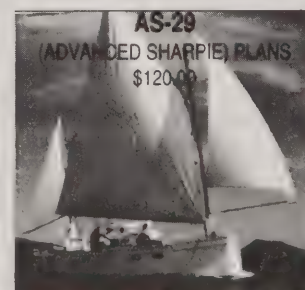
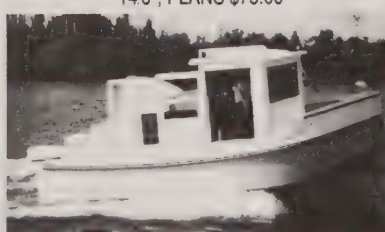


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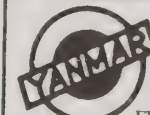
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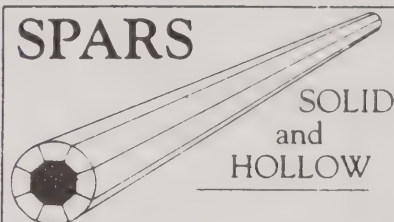
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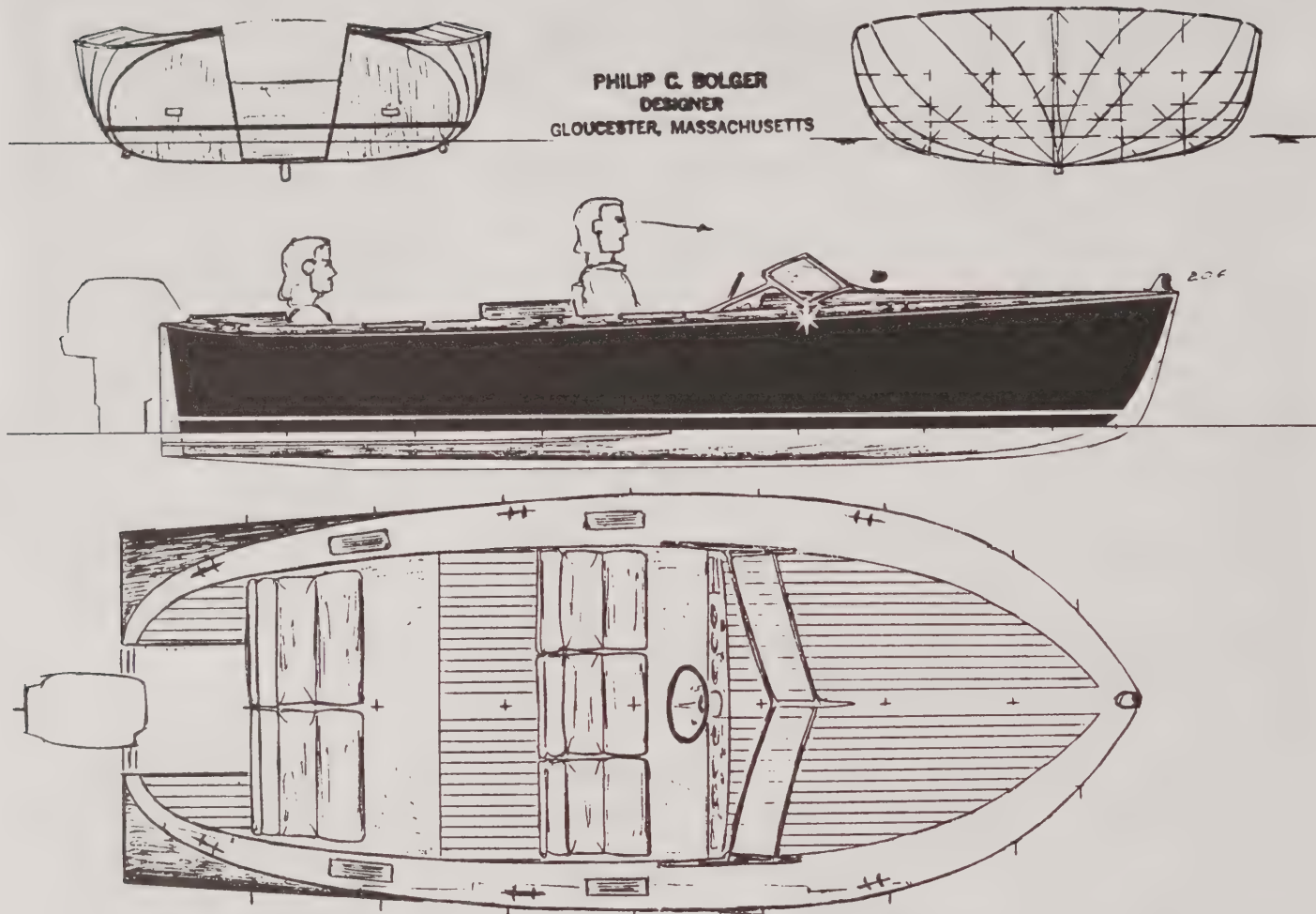
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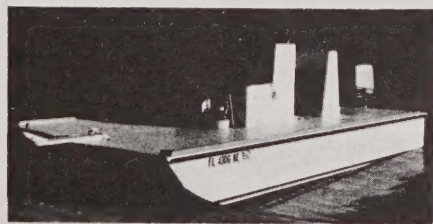
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Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy please type or print clearly your ad copy. Mail to "Boats", 29 Burley St., Wenham, MA, 01984. Please no telephoned ads.

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

14' Beachcomber Bateau, sail/row/paddle, NOS, \$1,495. **12' Gazelle Sabago Boat**, sail/row, disc model, new, \$1,195. **12.5' Aquacat**, new '93, list \$2,495, sell \$1,995/BO/trades. **Aqua Finn**, new '93, easy fix hull damage, all else perfect, list \$1,795, sell \$999. **Wood Pussy Masts, Booms, Sails**, sell or trade. **Sails, Spinnakers, Rigging Parts**, many others for 8'-20' boats.
CAPE ANN SMALL CRAFT, Gloucester, MA, (508) 281-6530. (18)

26' Sailmaster Sloop, *September Song*, Interior redesigned & blt for extended cruising. Atomic 4 in exc cond, roller furling, tiller pilot, cradle, trlr.
FREDERICK SMITH, Worton, MD, (410) 348-2151. (18)

13' Chrysler Privateer; FG day-sailer w/full liner flotation chamber; suit 2 crew up to about 350lbs total. Exc cond sails as new; main has one jiffy reef; mahogany dagger board, FG kick-up rudder; s/s rigging; acrylic rain cover; tilt-launch trlr w/all-new wiring and lights. \$1000 or trade for gd Model 170 or newer Seagull OB.
ROB ALLAN, 7044 Justine Dr., Malton ON L4T 1M3, Canada, (905) 676-8880, Fax (905) 676-8878. (18)



18-1/2' Maine Guide Canoe, blt '32, well cared for, gd shape, make offer.
MIKE FORNEY, Chestertown, MD, (410) 778-2455. (18P)

18-1/2' Cape Dory Typhoon, '78 Weekender model, exc Bristol cond, '85 Awlgripped topsides, '86 4hp Mariner OB, roller furling genoa, single line reefing main, cruising & reaching spinnakers, alum trlr, compass, Danforth anchor, full cushions, fenders, etc. \$4,750 OBO.

RICHARD BERMAN, Portland, ME, (207) 772-3225 days, (207) 799-6412 eves. (18)

Sunfish, brand new in box, \$1,400. List is \$2,195.
CHUCK FLETT, Knoxville, TN, (615) 690-6416. (18)

11'6" Classic Columbia Sailing Yacht Tender, custom blt, exquisite detail & quality. Fully equipped incl trlr. \$4,500 takes her.
JIM DOOLEY, Marshfield, MA, (617) 834-2979. (19P)

23' Christian Carpenter Cruising Sailboat, w/trlr & OB. Trade for help bldg modest cottage in western NC.
KEN PAGANS, Corpus Christi, TX, (512) 949-9386. (21)

23' Rob Roy Canoe Yawl, rare classic, exc cond. Brewer designed. Dk grn FG hull, CB, tabernacle mast, gunter rig, 5 tanbark sails, roller furling, bronze portholes, teak trim in/out, head w/holding tank, speed/depth/log, dual axle trlr w/uprights, 5hp Nissan in well. Shoal draft easy single-hander, slps 2. \$15,000.
MARTIN BASSANI, 3109 Palm Dr., Delray Beach, FL 33483, (407) 734-0402. (TF)

BOATS WANTED

7'-9' Dinghy, for use as tender. Wood clinker blt, sound, lightweight.
ED GALLEGHER, Newburgh, NY, (800) 624-4217 Ext 302, bus hrs only. (17)

West Wight Potter, Pelican, Super Pelican. In FL area.
STAN FORREST, 7107 Mintwood Ct., Tampa, FL 33615, (813) 885-0255. (17)

Alden Single Shell, in gd to exc cond.
ALBERT HABERLE, Noank, CT, (203) 536-6656. (17)

18' Workboat, flat-bottom ply in restorable cond, to take 35-50hp OB.
HARRIS TIBBETTS, Swampscott, MA, (617) 592-5121. (18)

Alcott Flying Fish, LOA 14', beam 5'8". **Chrysler Privateer**, LOA 13', Beam 5'6". In any cond w/wo spars & sails. Detailed descriptions please.
ALFRED CURRAN, 119 Sefton Dr., New Britain, CT 06053. (18)

25' Tancook Whaler or 29' Beetle Whaleboat.
MIKE FALVEY, Box 264, Gustavus, AK 99826.

GEAR FOR SALE

Kohler 4cyl 12hp Water Cooled Engine, w/radiator & base. From generator rig. Flywheel & generator missing. Head off, inside lks clean, gd mechanic can overhaul, convert to launch engine. Book on small car engine conversions incl. \$50.
BOB WHITTIER, Box T, Duxbury, MA 02331, Fax only (617) 934-1392. (17)

Universal Utility Engine, 4 cyl gas, '61. Ran when pulled from boat. \$250.
PAUL MURRAY, 99 Wildwood Rd., Storrs, CT 06268, (203) 429-1661. (17)

Electric Trolling Motor, Sears 30# thrust, \$35. **OB Bracket Gunwale Clamps**, for canoe, bronze & aluminum, \$10.
STEPHEN PAGE, 372 Gov. Chitt. Rd., Williston, VT 05695, (802) 878-6529. (17)

Steering Wheel & Gear to replace tiller, also fits 30' Pearson sloop. \$250. **Scripps Engine**, 6 cyl, 158hp, twin updraft carbs. \$250.
R.K. WILMES, 120 Warner Rd., E. Haddam, CT 06423, (203) 873-1051. (17)

1994 Tohatsu 3.5hp Long Shaft OB, about 8hrs. Exc cond, \$450.
PHIL GARLAND, Barrington, RI, (401) 245-6156 eves. (17)

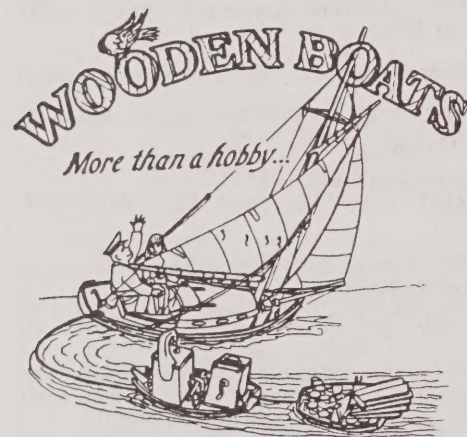
Jib, well made, gd cond, Egypt cotton, olive color, set flying, rope tabling on luff & foot, w/sheets, luff 102", leech 93", foot 48", \$5 plus UPS. **Mainsail**, well made, gd cond, Egypt cotton, olive color, rope tabling & sail slides on foot & luff, 1 set reef points, luff 170", leach 235", foot 156". \$15 plus UPS. **Jib**, light sailcloth, white, cut from top of mainsail, set flying, used as off the wind genny, rope tabling on luff, luff 164", leach 160", foot 122". \$5 plus UPS.
J.W. SIMS, RR 1 5095D, Camden, ME 04843, (207) 236-0652. (17)

Signal Flags, full size 36"x 28" w/brass hrdwre: A, F, H, J, K, L, desig 3, desig PORT PENNANT: Code & Ans \$6 ea incl shipping.
J.W. Sims, RR 1 5095D, Camden, ME 04843, (207) 236-0652, (17)

Cottage, for rent, 2 rm yr round, waterfront on the Thames River in Gales Ferry, CT. \$400/mo, security & references required.
RAYMOND GRADY, Gales Ferry, CT, (203) 464-7295. (17)

Evinrude OB, 4.5hp, exc, \$320.
ALBERT HABERLE, Noank, CT, (203) 536-6656. (18)

Lobster Pots, used rectangular wooden for decorative purposes only, \$30 ea. **Mushroom Anchors**, used 100-150lbs.
HOLT VIBBER, 5 Soljer Dr., Waterford, CT 06385. (18)



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NAUTICAL NICETIES, 6504 West Shady Side Rd., Shady Side, MD 20764, (410) 867-4901. (20P)

British Seagull Parts & Service. Many in-stock items are discounted. Please send FULL Serial Number/letter code from R/H side of crankcase when ordering.
ROB ALLAN, 7044 Justine Dr., Malton ON L4T 1M3, Canada, (905) 676-8880; Fax (905) 676-8878. (TFP)

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DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)



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WATERMARK, P.O. Box 2732S, Kennebunkport, ME 04046. (TFP)

GEAR WANTED

Short Shaft OB, 2-3hp in gd cond, esp Honda.
STEPHEN PAGE, 372 Gov. Chitt. Rd., Williston, VT 05695, (802) 878-6529. (17)

Small Sail for 10' Ensign Dinghy. Any nylon or dacron sail in gd cond w/12' luff & 7" foot at a reasonable price should be suitable.
BOB GROESCHNER, Norwalk, CT, (203) 847-8726. (17)

35 lb CQR & 50-60 lb Fisherman Anchors.
PAUL MURRAY, 99 Wildwood Rd., Storrs, CT 06258. (17)

Source for O'Day Daysailer Rubber Rub Rail & hinged tabernacle for converting one-piece mast into two-piece mast.
R. ARCHIBALD, Grapevine, TX, (817) 488-2366. (17)

BOOKS & PLANS FOR SALE

F-25A Study Plans for half price, \$50. **Norwalk Sound 23' Sharpie Plans**, half price at \$55.
STEPHEN PAGE, 372 Gov. Chitt. Rd., Williston, VT 05695, (802) 878-6529. (17)

Marine Supply Co. Catalogs, 5' high stack, about 110 pcs, mostly 1960-80 period. \$100. Buyer pickup.
BOB WHITTIER, Box T, Duxbury, MA 02331, Fax only (617) 934-1392. (17)

Birdwatcher Plans, & Payson "How To..." book, \$45. **Glen-L PBK 28 Kayak Plans**, skin on framework single, \$20. Plans unused, boats never blt. *Messing About in Boats*, April 15, '90 to current, mostly complete, \$20.
CHRIS LANSING, Falls Church, VA, (703) 506-4317. (17)

San Francisco Pelican 12' Dory Pram. Pelican pocket cruisers 16' & 18'. Plywood. 3-in-1 Plans Package \$56.
M. SHORT, 203 Hawthorne Ave., Larkspur, CA 94939, (415) 924-0685. (17P)

Messing About in Boats, back issues: Vol 8 #6; Vol 9 #8, #15, #18, #21; Vol 10 #24; Vol 11 #1-5, 14-24; Vol 12 #1-14; plus couple of duplicates. 38 issues total, \$15 +\$3 postage, or trade for RR timetables '55 or older.
RICHARD SIMS, 93 Union Rd., Northfield, NH 03276, (603) 934-4021. (18)

Wooden Canoe, back issues: #40-66, exc cond, not musty. \$50 set.
RICHARD SIMS, 93 Union Rd., Northfield, NH 03276, (603) 934-4021. (18)

Small Boat Journal, back issues: #34-72 (missing #55 & #65) plus 5 *Boat Journal*. \$25 plus shipping (abt 20lbs).
PAT GIORDANO, Olive Bridge, NY, (914) 657-2889. (18)

Fine Woodworking, back issues: #1-100, \$280 OBO plus shipping.
JOHN ERNST, Rochester, NY, (716) 225-9072. (18)

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D.R. GETCHELL, RR 1 Box 3355, Appleton, ME 04862. (TF)

Old Boat & Outboard Motor Sales Brochures, and pre-1960 boating magazines.
NAT HAMMOND, 672 E. Campville Rd., Endicott, NY 13760, (607) 754-3126 eves. (3P)

"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)

"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)

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)



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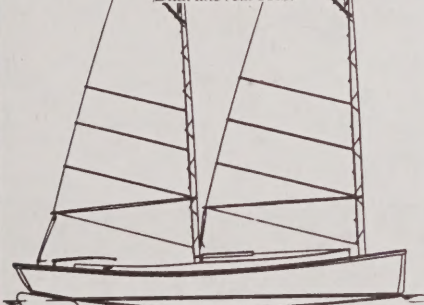
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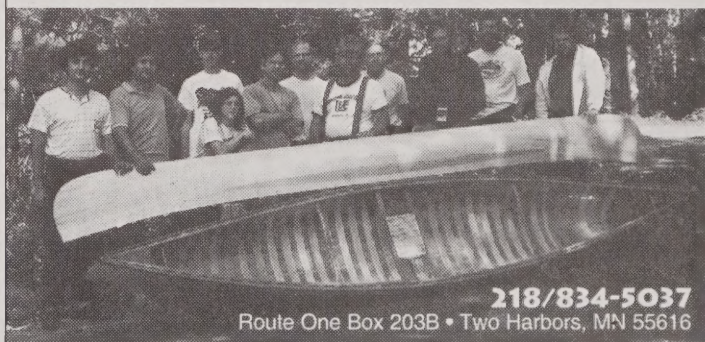


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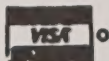
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