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messing about in BOATS

Volume 12 - Number 20

March 1, 1995



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Special Features This Issue
Into the Swamp with Monte!
Pilgrimage of the Anchorite

messing
about in

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 20
March 1, 1995

Our Next Issue...

Will have the following rundown of articles if all goes well:

Events: Jim Thayer reports on "Southern Comfort" and the "Atlantic Challenge".

Adventures: Dave McDermott's "Not a Rowboat"; Roger Dilmore's "Moses was Wrong"; Kenneth Murphy's "Pictures of a Lifetime"; and Ted Davis' "Adventures of Vaga - 3".

Projects: Gary Blankenship's "A Humbling Experience"; John Longbottom's "Building My Simmons Sea Skiff"; Chris Stickney's "Rebuilding Daybreak"; and David Montgomery's "What's Happening at Montgomery's".

Designs: Phil Bolger's "15'6" Power Catamaran"; Steve Brown's "Little Tri Sketches"; Muriel Short's "That Pelican Pram Bow"; and Chris Kulczycki's "Chesapeake Light Craft Kayaks".

Techniques: David McCullough's "Epoxy Curing & Panel Springing"; Scott White's "Boatwork - Line"; Sam Overman's "No-Pour Boat Ramp"; and David Goodchild's "Polyethyl Sails & Plywood WaterTanks".

Some of these titles are not self-explanatory are they? Always some surprises!

On the Cover...

Barry Donahue's photography is so evocative of the experiences it depicts that I cannot resist running his work on a cover when there's no appropriate cover photo relating to any of the feature articles within. So here again we have one of his compositions, it does make you want to run right down there to the Cape and climb aboard this skiff for a pleasant row.

Commentary

With this issue I again undertake to somehow bring you advance notice of activities in which you might wish to participate. I've discussed in earlier issues the problems inherent in attempting to bring you detailed information about all the events and activities that fall within our purview. In sum, there are far too many to fit in even just the basic what, when, where and who information.

This apparently surprises some of you judging from letters and news releases we get about events. We are not solely focussed on New England, despite our location and heavy readership base here. And even if we were, all the events and activities taking place just in New England alone would make up a considerable list. And this too seems to surprise some. There's a natural tendency to assume that since one hears little about any small boat activities beyond one's immediate locality, there's nothing else going on.

Here's a typical circumstance. The Wooden Boat School brochure lists 85 different courses running from June into October in Brooklin, Maine. In past years I listed them all as they came up month to month, figuring that anyone interested in taking any boatbuilding courses could look over the list and make a choice. But, such courses have proliferated, with many maritime museums now offering them. One example: From nothing at all a few years ago, the Lake Champlain Maritime Museum in Vermont will offer 14 courses this year. I could fill a page each month with just boatbuilding course listings, especially when including those I receive from the rest of the country outside of New England.

And then there are all the activities being offered by the small boat clubs. Here are a couple of examples. The Connecticut River Oar & Paddle Club in Old Saybrook has ten events planned at which they welcome participants. The Narragansett Rowing Club of Providence, RI has a list of eight on-the-water activities for rowing shells. Any day now we'll get the Connecticut Canoe Racing Association 1995 Race Packet, usually listing two dozen or more canoe races and cruises. Then there's the Rhode Island Canoe Association. And the rowing clubs of New England met in mid-February to set up their season schedule.

Sailing activity is overwhelming, I never even consider trying to list all the yacht club events, there are thousands of them throughout the summer. One example suffices, the Sail Newport 1995 Calendar of Events lists 36 events in Newport, RI alone.

How about the increasingly busy maritime museums? They have collectively increased their offerings of activities, courses and seminars a great deal in the past few years taking more activist roles as caretakers of our maritime heritage. South Street Seaport in New York City sent us a 24 page booklet of activities and exhibits scheduled just for January through March! Maine Maritime Museum in Bath, Maine sends regular weekly announcements of upcoming exhibits, speakers, seminars, and events, dozens of them over the year. A look at the "Happenings" in

this issue will show you how many of these museums have already sent us publicity for publication. And the season has hardly started as I write this on February 10th.

There is no way I can even begin to provide space in the magazine for all the information I receive from all the people who would like you to know what they have to offer. Never mind those two page detailed publicity releases describing all the attractions of the event being announced, just publishing the bare bones of event, date, location and organizer contact would, when added to all the rest deserving equal attention, make an impossibly large listing, even a two months at a time listing through the summer months.

So my latest attempt to cope with this flood of information will be twofold. I'll build up the ongoing list of organizations and people who offer activities of interest, listing them in various categories with contacts who provide details. Then you decide which activities you want to know more about and pursue your own agenda. I'll also list individual events of sufficiently significant stature to be likely to be of interest to a larger readership. The "Happenings" in this issue is the opening trickle of announcements about what appears to be going to be a very busy year of messing about in boats.

Happenings '95

The 1st issue of the month will carry the updated list for that month and the succeeding one, with occasional advanced listings of events requiring long term planning to participate in.

Antique & Classic Boating Events

3/31 - 4/2. Antique Motorboating Symposium, Mariners Museum, Newport News, VA. (804) 596-2222.

Auctions & Flea Markets

3/18. 1st Annual Maine Island Trail Assoc. Auction, Portland, ME. (207) 596-6456.

4/22. Nautical Flea Market, World's Fair Marina, Flushing Bay, NY. (212) 734-9474.

Boatbuilding Instruction (Ongoing)

(Call or write for course schedules.)

Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.

Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

Boat Shows

3/17-19. Maine Boatbuilders Show, Portland, ME, (207) 774-1067.

4/29-30. Depoe Bay Classic Wooden Boat Show, Depoe Bay, OR. (503) 765-2889.

Canoeing Events

3/10-12. La Louisiane Freestyle Symposium, Fontainebleau State Park, Mandeville, LA. (504) 763-6337.

3/18. Rhode Island Whitewater Championships, Branch River, Harrisville, RI. (401) 568-8605.

4/28-30. 2nd Annual Canoe Expo & Auction, L.L. Bean, Freeport, ME. (207) 865-4761.

Canoeing Events (Ongoing)

(Call or write for event schedules.)

Connecticut Canoe Racing Association, c/o Paula Thiel, 53 Ross Rd., Preston, CT 06365. (203) 889-9893.

New England Downriver Championship Series. (203) 871-8362.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, c/o Alexandra Harbold, 2111 Wisconsin Ave. NW #315, Washington, DC 20007.

Canoeing Instruction

Baer's River Workshop, 222 S. Water St., Providence, RI 02903. (401) 453-1633.

Country Canoeists, 5 School St., Dunbarton, NH 03045. (603) 774-7888.

Contemporary Yachting (Ongoing)

(Call or write for event schedules.)

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

Maritime Education (Ongoing)

(Call or write for curriculum information.)

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.

Maritime Museum Events

3/17-19. 1995 Yachting History Symposium, Mystic Seaport Museum, Mystic, CT. (203) 572-5350.

3/19 - 9/17. Luders Exhibit, Stamford Historical Society, 1508 High Ridge Rd., Stamford, CT 06903-4107. (203) 329-1183.

Maritime Museum Exhibits & Programs (Ongoing)

(Call or write for activities schedules.)

Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.

Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Long Island Maritime Museum, W. Sayville, NY. (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.

Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106. (215) 925-5439.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.

Model Boating Activities (Ongoing)

(Call or write for activities schedules.)

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 76 Woodbine Ave., Concord, NH 03301. (603) 224-4586.

One Design Sailing (Ongoing)

(Call or write for event schedules.)

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.

New England Beetle Cat Association, c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670. (508) 394-3908.

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

Rowing Events

3/4. Snow Row, Pemberton Point, Hull, MA. (617) 925-4826.

Rowing Activities (Ongoing)

(Call or write for activities schedules.)

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

Safety Education (Ongoing)

(Call or write for course schedules.)

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

Sea Kayaking Information

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

Small Boat Messabout Activities (Ongoing)

(Call or write for activities schedules.)

Southern California Small Boat Messabout Society, c/o Annie Kolls, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

Traditional Small Craft Activities (Ongoing)

(Call or write for activities schedules.)

Barneget Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, c/o John Stratton, Box 281, Old Lyme, CT 06371. (203) 434-2534.

Delaware Valley TSCA, c/o Tom Shephard, RD 6, 370 Almond Rd., Bridgeton, NJ 08302.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Sacramento TSCA, c/o Russ Kanz, 5232 U St., Sacramento, CA 95817. (916) 736-0650.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

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

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, c/o Kevin Brennan, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

Traditional Yachting Activities (Ongoing)

(Call or write for activities schedules.)

Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

Tugboats

(Call or write for activities information.)

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

Water Trails Development

(Call or write for activities information.)

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

Wooden Boat Building

(Call or write for activities information.)

Association of Wooden Boatbuilders, c/o Walter Gotham, 7811 NE 88th St., Vancouver, WA 98662.

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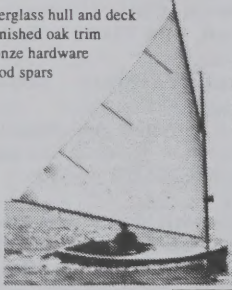
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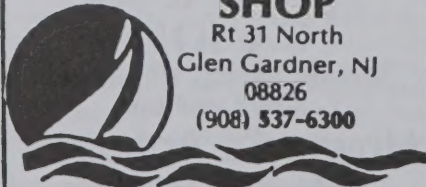
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BOOK REVIEW

Boats With An Open Mind

By Phil Bolger
International Marine Publishing
420 pp., 330 illus., \$34.95.
Review by Emie Cassidy

When the Editor first asked me to review Phil Bolger's latest book, *Boats With An Open Mind*, I was pleased and excited. Now, sitting down in front of the word processor there was a moment of hesitation...am I the right person to do this?

One expects a review to be a reasonably objective evaluation of a product. I am an unabashed fan of Bolger's books and a certain amount of restraint is going to be required to keep this from turning into a shameless fan letter to Mr. Bolger. However, the Editor knows this about me and asked me to do the review in spite of, or perhaps because of, it.

I wonder if it is possible to be objective about Bolger's books, and in particular, his boats? Long time readers will be aware of the trickle of letters from readers praising the magazine but wondering when the Editor will get tired of all the "...damn Bolger Boxes." But then as many, if not more, arrive asking for "More Bolger."

Philip Bolger is reviled by a certain kind of boat enthusiast, and, one supposes, a certain kind of designer. And there are devotees who are adamant that the man can do no wrong (in spite of his occasional admissions of fallibility). This designer/author inspires passions. To his credit, Mr. Bolger seems as immune to criticism as to adulation and simply carries on with what he does best.

What he does best is come up with fresh solutions for his customers by questioning the conventional ways of designing and building boats. Doing this successfully requires long and serious study of what the conventions are and how and why they got to be...well...conventional. That understood, you need the imagination and mental agility to ask yourself if there is another, better, way to meet a certain set of requirements, keeping in mind that custom boat design requires constant juggling of seemingly irreconcilable factors, some imposed by the physics involved, and some by demanding and/or intractable clients.

Finally, if promising unconventional solutions emerge you need sufficient courage to try to sell them to your customers and, to some extent, to the boating fraternity at large. Philip Bolger has demonstrated, over what must now be regarded as a long and successful career, that he can do these three things. It's an added bonus that he can write about the process in an understandable and engaging way.

For many, if not most, of Mr. Bolger's customers, a pervading requirement has been to end up with more boat for less money. That requirement has provided the greatest stimulus to the development of the plywood "Bolger Boxes", aided and abetted by the availability of modern adhesives that allow them to be reliably glued together...and the "instant boat" concept that he has developed to a high degree.

That said, it is clear that many of his other innovations have come from the fact that he has an inquiring mind and does not wish to be bored working at his chosen profession. By nature he seeks simplicity and efficiency, and detests embellishment. Bolger often answers questions that other designers are not asking, at least not until he publishes his answers.

So, one purpose of his books is to illustrate and explain the rationale behind the boxes and other unconventional solutions he has come up with to meet the demands of his clientele or his own inclinations. Another purpose is to educate and inform. Another is to entertain. That Mr. Bolger is able to deliver on these three things, too, is the reason why his books are successful (from the publisher's point of view).

That they are effective marketing tools for existing designs and possible future commissions is surely another incentive to write them. Imagine getting people to pay \$34.95 for the latest edition of your catalog. Wouldn't L.L. Bean love to be able to do that. Of course, the Bean catalog isn't anywhere near as entertaining as Bolger's.

This is his sixth book about boats (not including his novel). I have the other five and they are the most perused books in my substantial collection. Time and again I will pull one off the shelf intending to read about one design, and over the next three or four days will end up rereading most of the book.

I'm not certain I have a favorite, though *100 Small Boat Rigs* has been most useful in my own messing about with boats. And my use of sprit booms, experiments with leeboards and much other tinkering with a little spruce skiff has been stimulated by ideas extracted and extrapolated from these books.

These are great books for busy people. Because they are divided into short discrete chapters you can pick one up and knock off two or three design discussions in one session. Leave it laying around and come back to it the next time you have ten free minutes, not like some cliff hanger mystery novel that you must obsessively finish as soon as possible. Take Bolger to work and read a chapter in the car, maybe while waiting for that busy interchange to clear on Interstate Whatever. Put a whole new perspective on the morning commute.

What keeps me coming back to these books is that the text is lively, interesting and fun. Each is a good read. I must have 60 boating books, most of which I've read once, or never finished, and haven't a speck of desire to go back to. But the Bolger books snare me again and again, they retain their freshness. Perhaps my problem is bad memory, but each time I pick them up they're still fun to read. George Buehler is about the only other marine author who comes close to being as irreverent and entertaining.

Much of the fun comes from the fact that Bolger is a master practitioner of the art of digression. He doesn't overdo it, which could be tedious. Sometimes it's just a sly aside, a one-liner. Other times it's a substantial meander. Occasionally, as on the topic of the effect of racing rules on boat design, it's a rant. But all these digressions are interesting, fun, and some-

times controversial (the man is an avowed Libertarian, after all). They add a dimension that lifts the books a level above the usual "boating publication".

Also these books are lovingly crafted by an author who loves books and reading himself. There are no literary pretensions, and the text is not meant to impress or call attention to itself. If you like that kind of writing, get the *Shipping News*, by E. Annie Proulx (highly recommended). Bolger's text is used to convey information and opinion in a bright and lively manner and in what is thought of as a conversational style.

That sounds easy to do; it isn't. A transcription of most conversations makes deadly dull reading. Getting a friendly conversational "feeling" across to the reader from the printed page is at least a craft, perhaps an art.

Of course, the other great thing about Bolger's books is that you learn a lot about boats, boat construction, and the process of boat design. This is not to say that anyone is going to become a competent boat designer just by reading Philip Bolger. But one will acquire a deeper and broader understanding of boats and our fascination with them. And if your goal in life is to become a boat designer, shame on you if you are not reading Bolger's books.

Since you are reading *Messing About in Boats*, you have some awareness of plumb-sided hulls with plumb ends, lee-boards, spritsails and sprit booms, off-center masts and centerboards, and other such Bolger trademarks. Perhaps you've read one or two of his earlier books. So, what's new in this volume?

You're going to see a few variations on the "box keel" sponson hull, the latest unconventional solution that will have the usual detractors muttering about what terrible things Mr. Bolger is doing to boat design.

You're going to see "Superbrick", a deliberate thumbing of the nose at his critics. A design that Mr. Bolger describes as "Irresponsible". A gratuitous mockery of Right-Thinking Boatmen and other snobs."

You're going to see boats with flat narrow dead vertical transom bows like the "Advance Sharpie 29", "Micro", "Loose Moose II", and the aforementioned "Superbrick". The logical evolution of the Bolger Box, I suppose. Not pretty, but done for clearly described functional reasons. Pretty is as pretty does, to paraphrase Forrest Gump.

And, of course, all the stuff us long time fans look for are there too. There's the usual balance of "ugly" boats ("Supermouse", "Canard", "Micro", et al), "truly unusual" boats ("Staysail Cat", "Birdwatcher", "Auckland Catamaran", "Schuyt Houseboat", and so on), and some indisputably beautiful designs ("Sweet Pea", "Spartina", "39' Racing Schooner", "Presto Cruiser", to name a few).

It's hard not to wonder sometimes if the beautiful boats (ie, beautiful to the traditionalist's eye) are included just to prove to he critics that he can do it...design conventional and conventionally good looking boats. The way art aficionados used to point out what a great draftsman Picasso was so the "uninformed" world would understand that he could paint a bull that "really looks like a bull" if he

wanted to.

You'll find the unpretentious horn-toting about designs that met or exceeded requirements and the frank acknowledgement of the few that didn't. You'll find insights and opinions about all kinds of things besides boats.

Is there anything not to like about this book? If you enjoy the reading as much as the pictures and drawings of boats you might wish for more reading. This is a substantial book. For your \$34.95 you get a 9"x7" format, 406 pages of designs plus an introduction and index. However, there are 75 designs illustrated and discussed. Many designs have rather shorter discussions than I would have liked (less room for those fun digressions, you see).

In other words, the same old beef: Give us more Bolger!

If you're already a fan you simply have to buy this book. If you've not read any of his other books, but want to know more about the man who produces those designs in each issue of *Messing About in Boats*, this is a great way to do it. If you're interested in boats and have an open mind you won't be disappointed with this book. You may not like everything you see, or agree with everything that is written, but I can't believe that you will be bored. I expect, rather, that you'll be stimulated (perhaps outraged, which is one kind of fun), informed, surprised, challenged and entertained.

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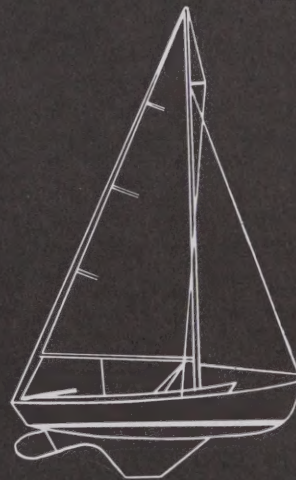
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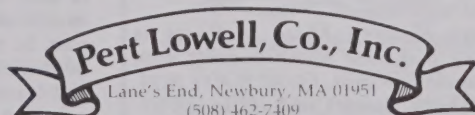
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Oarmaster Report Reaction - 1

I enjoyed seeing the results of the Oarmaster Trials in the January 15th issue but was disappointed that you did not have a writeup telling us about some of the different boats. One of particular interest to me was the Muskoka Lakes Skiff. It sounds like an old design, but like Jon Aborn's Monument River Wherry it's probably the latest in hi-tech fabrication to get that low weight. Maybe you could prevail upon the owner to tell us something about it.

I also want to tell you that I really enjoy the Coast Guard auxiliary pieces by Tom Shaw. They are very well written, and provide interesting coverage of a subject most of us don't pay enough attention to.

Roy Terwilliger, Harwich, MA.

Editor Comments: See next letter and my comments following.

Oarmaster Report Reaction - 2

I was happy to see the 1994 Oarmaster Trials results in the January 15th issue. Knowing you have stated your opinions about articles dealing with competitions, I can understand that you did not print Frank Durham's analysis in full. I think, however, that a short narrative would have made the tables of data come alive. It was difficult to determine from them that the standings in the finals for boats and rowers were these:

Boats: 1. Monument River Wherry 23:48; Muskoka Lakes Skiff 24:10; Sockeye 24:18; Seabright Light 24:25.

Rowers: Dan O'Reilly 23:46; Bob Powers 23:49; Ben Booth 24:12; Russ Smith 24:54.

I also call your attention to an error in the top photo caption. This was Heat #1 of the finals and showed Russ Smith in my Muskoka Lakes Skiff, not in a Middle Path boat.

I was pleased to be invited to the Oarmaster this year and especially pleased to have my boat perform so well. She seemed to be as fast as any boat on the straights but her long flat keel hurt her in the two turns on the course.

John Duncan, 7800 Buckboard Ct., Potomac, MD 20854.

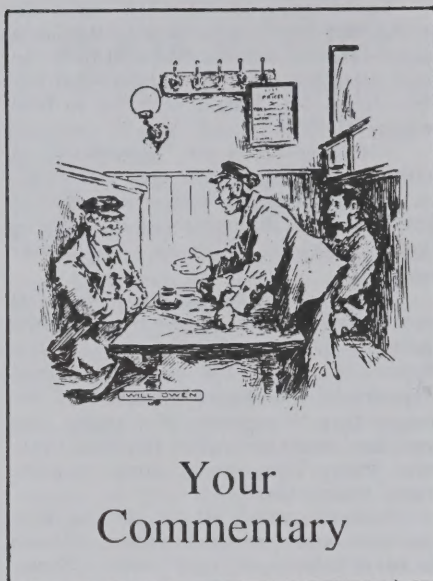
Editor Comments: I published all I received about the Oarmaster, I was in St. Michaels, Maryland that weekend at the Mid-Atlantic Small Craft Festival. The Oarmaster continues to be a very significant event for anyone interested in rowing traditional style boats so I give it all available coverage.

Boating With Some Imagination To It

Mark Fisher's article in the January 15th issue about his sailing inflatable "Beachball" just goes to show how we can all be out there wandering off towards the horizon afloat without a mile-long yacht if we use some imagination. I found Mark's creation refreshing, showing that just because an inflatable was intended to be out-board powered or rowed with sad little paddle-oars doesn't mean it MUST be propelled that way.

To me, *Messing About in Boats* is the boating magazine about boating with some imagination to it.

Gail Ferris, Stony Creek, CT.



Your Commentary

Cedar Key Meet Cancelled

I've been receiving inquiries regarding our annual Cedar Key Boat Meet. It will not be held for two reasons.

First, the city attorney seems to feel that if we hold a scheduled event we should have liability insurance. We're talking \$500 a day according to local insurance agents.

Second, our small island community has been overrun with empty boat trailers on busy weekends, primarily owned by recreational fishermen. The city council has designated a finite number of parking spaces for empty trailers, less than the number of boats on busy weekends. Trailers parked elsewhere will be ticketed.

This may reflect a payback influenced by the major support of our local economy, the commercial fishing trade which has been adversely affected by a recent statewide referendum to ban net fishing in Florida, a referendum heavily lobbied in support of by the sport fishermen. Commercial fishermen penalized in pursuit of their livelihoods have little sympathy for sport fishermen's trailer parking problems.

Mike Leiner, Cedar Key, FL.

The Huck Finn '97 Invitational

Paddle, float, row, sail the length of the Mississippi River for the charity of your choice with our self-contained adventurous group in June, 1997. We will navigate the river with good spirits and good times. Contact me if you are interested.

Al Levine, 215 Prospect Rd., Centertown, NY 11721, (516) 892-7673.

A Boat That is Real

There is enormous, almost inexpressible pleasure in doing exactly the same thing that other men did 150 years ago in very nearly exactly the same boats, although my Seabright Skiff is one of Art Poole's lightened-up ones. There is also enormous pleasure in exploring a boat that is real, that is authentic, that carries the smells and the feel and the ghosts of the past. In both experiences there is a degree of feeling that can take your breath away and leave you wordless. There is a beauty, a feeling of grace that just plain transcends words and thoughts.

Les Gould, Exeter, NH.

That Perkier Poem

I was embarrassed to see my *Perkie* poem in the February 1st issue without my disclaimer about Rock Neck Sales. They were a class outfit that behaved professionally and refunded a day of our charter because of that bad weather. On the date of the cruise, September 28, 1994, there was a record northeaster in the Gulf of Maine with a record 12" of rainfall.

Steve Bobo, Cohasset, MA.

Canoe Symposium Will Run

L.L. Bean no longer sponsors the North American Canoe Symposium at Camp Winona in Bridgton, Maine in early June. Some of us participants loved this event so much that we are going to run it ourselves on a volunteer basis, no sponsor, no seed money, just our commitment to keep this wonderful weekend alive on June 9th-11th.

To make this a reality we have reduced the weekend fee to only \$45 to make it available to just about anybody interested. We'll have a full program of workshops and demos and the usual good fellowship at this beautiful location.

Copies of our brochure are available on request from the Maine Canoe Symposium '95, c/o Camp Winona, RR#1 Box 868, Bridgton, ME 04009, (207) 647-3721.

Jerry Kocher, Symposium Coordinator.

Longer Isn't Better

I want to see more articles of a shorter, tighter nature on rowing, small boat sailing, tips, new products, inventions, etc. In this day and age we must consume far too much written copy in our lives to be able to enjoy some of those marathon "wannabee author" articles you have been inclined to run. They really do put one to sleep.

Just because a person gets excited about the water sliding beneath their hull or the wind in their face, it doesn't require that we should have to read every painful word of it, four pages of single spaced ego.

Everybody needs an editor. Very few of your longer articles have stories to tell that couldn't be told in a third or a fourth of their lengths.

I know you probably will shrug off this letter without much consideration but would really like to see more articles on a greater variety of topics with an upgrade of your computer graphics. Quit being so stubborn!

Now, when I finally break down and send you MY article you'll have the perfect opening for editing it down to just the headline and the byline. And I'll probably deserve it.

Joseph "Joe Row" Dittler, Coronado, CA.

Editor Comments: The way stories appear in the magazine is the way I like them. I'm not enamored of today's "TV sound bites" or the *Reader's Digest* emasculation of a story down to its skeletal remains. I love to ramble on through life's experiences as they really seem to have happened and not as summaries. So Joe you lose, but your story will get its space.

Boats For Sale Service

The Lake Champlain Maritime Museum will be providing a new service to boatbuilders this year, a "Boats for Sale" catalog. Along with our Annual Small Boat Show in July this is a way we hope to increase awareness of and appreciation for the skill and artistry that go into building small boats. We believe it is important to support the builders of handmade boats.

For a one time \$5 processing fee per boat listed we will provide an 8-1/2"x11" page with a description of boat and builder with a photograph of the builder's choosing. These pages will be displayed in a ring binder in protective sheets for examination by visitors throughout our museum's season. There are no other charges, even if the boat is sold.

Don Dewees, Operations Manager, Lake Champlain Maritime Museum, RR 3 Box 4092, Vergennes, VT 05491, (802) 475-2022.

It Isn't Me

A while back a friend mentioned he had seen a letter attributed to me in your "What You Are Building" section in the July 1, 1994 issue. The letter reported that I was supposedly building a Catspaw dinghy. I've checked my garage and backyard and, alas, there is not a Catspaw to be found, much less one with a unique left or right outrigger as the letter stated.

It appears that my friend Guy Petty of Kittery Point, ME, who is himself engaged in the sporadic construction of a Catspaw, has apparently undertaken a misinformation campaign to enhance my reputation as a boatbuilder. For this I thank my life long friend, but rudimentary dockboxes are the outer limits of my abilities.

I am certain that readers would agree that a Catspaw with something as elegant as a left or right outrigger would be stunning, no doubt so stunning that even being able to conceive of it would stun the senses or be indicative of someone with stunted senses.

Russel Rahn, Portland, TX.

Historic Replica Commentary

Your Commentary in the February 1st issue about the proposed National Park Service replica ship for Salem was very interesting to me.

In November, 1991, I presented a program, "Ferrocement & Replica Ships", at a worldwide symposium on ferrocement hosted by the Cuban government. My program outlined the possibilities of using ferrocement as hull and deck material for replica ships as a cost saving, low maintenance measure.

The program was well received by engineers and architects from thirty-six countries. The Cuban Ministry of Tourism subsequently asked me if I would be interested in overseeing the construction of two vessels similar to the schooner *Larinda* (Larry's 20+ year ongoing 60' pre-Revolutionary War replica project).

I wondered where the Park service would spend that \$5 million on the Salem replica? Sounded to me like some people will reap quite a profit.

Larry Mahan, Marstons Mills, MA.



West Wight Potters Gather

On January 14th a group of West Wight Potter owners gathered in Newport Beach, California to organize a Southern California Chapter of the West Wight Potter's Association. Due to a massive sewage spill from all the rains you may have heard of we didn't launch our boats. We did spend 45 minutes visiting amongst them, and then, instead of the planned sailing, we did the Southern California thing and retired to a nearby restaurant.

We will have a get-together every two to three months and invite any small boat people to our next meet March 25th in Long Beach. Any ramp-launched small sailboat is welcome. For details, contact Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647, (714) 848-1239.

Mike Briggs, Long Beach, CA.

Try a Whip

Has John Myers ever tried the Whip in his search for a rowboat ("Some Thoughts on Rowing", January 15th). It sounds just like the boat he describes as "my boat" that is "out there somewhere." It's around 16', narrow in beam, made of thin but strong plywood, weighs less than 100lbs and can be carted with ease, balanced on a canoe walker, and loaded, one end at a time, onto a roof rack. And it is faster than most designs.

Joseph "Joe Row" Ditler, Coronado, CA.

Sea Eagle Info

I want to thank you and your readers for coming to my aid in locating the Sea Eagle firm. I received several phone calls, the first from a gentleman on Long Island advising me that they were now located in Port Jefferson Station, and who provided me with not only their address but their phone number as well. I'm sorry I failed to get his name but hopefully he will see this note of appreciation.

Neil Folsom, Old Orchard Beach, ME.

MacGregor Power-Sailer Info?

Is there any reader who has had any experience with a MacGregor Power Sailer? If so, please call me collect, or write to me. Thank you.

Michael Timm, 7 Volino Dr., Poughkeepsie, NY 12603, (914) 462-5444.

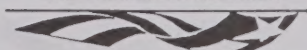
Drascombe Info?

If anyone knows of the current address for the Drascombe line of boats in the U.S. I would be most grateful for this information.

Michael Bliss, 21 Winnemay St., Natick, MA 01760.

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INTO THE SWAMP WITH MONTE

By Rich SantaColoma

In the 14 years I have been acquainted with Monte Wright, there is at least one thing I've gleaned from his mostly enigmatic personality... he is always ready to become involved in just about any adventurous endeavor. Usually the only warning he needs is a phone call, and at any time of the night or day. Monte is the type of person you could call up from five hundred miles away and ask for a tow home. He would not only look forward to the chance at a road trip, but probably show up with a pizza. I have explored mines by torch light with him... getting to one on an island, by rowboat, in the middle of the night. He's joined me in a midnight January motorcycle rally during the worst ice storm in recent years, and we've wandered around in dark neighborhoods in New York City, to repossess cars, at 3am.

Monte is not only ready to initiate or be a part of the wildest mission or adventure, he also seems to approach them with an almost casual attitude. I am never completely sure if this is due to a general under-estimation of the risks involved, or because he is possessed of a more fearless nature than I. But whatever the reason, he will jump into things quickly and with his own odd brand of exuberance.

I can still picture the time he hopped onto an iceboat he had never used before, late one night, when it was so windy the rest of us had packed it in. The boat was a simple one I had thrown together from scraps, but it was very fast. He pulled the main sheet in a little too suddenly, and became the first person to ever hike the boat. He shot off into the dark with the starboard runner two feet in the air, nailing my Coleman lamp and turning it into a fireball. The boat, Monte, and blazing lamp then flew down lake and crashed into a beach.

All of this would have been enough to cause most people to come in for the night. But for the next hour, while the rest of us were inside thawing out with hot cof-

fee, Monte stayed on the lake. He glided under the stars on that frigid night, in those extreme conditions, until he mastered the unfamiliar boat. And it is just this approach to adventure which makes him the first person I think of when some unusual opportunity arises. The type of opportunity which will require a willing and fearless soul, as an addendum to my own, sometimes flagging, courage.

About four years ago, when the weatherman had promised that a rare 63 degree February day was coming up, I called on Monte as a partner in a little expedition. I had gotten the urge to finally find out first-hand just what was in the Great Patterson Swamp. I had heard about the swamp from some co-workers, but they had never been in it. The Great Patterson is a real swamp, over 9 miles long... and for me filled with as much mystery as any destination on a distant continent. Since it was now the dead of winter, who else would I have called but Monte? Who else would have gone with me?

Monte showed up on the morning of the planned day, excited about the project, and with few reservations. We dug my 17' Folboat out of the snow and brought it to the head of the swamp. The water was high that winter. In addition, the swamp had a good crust of ice over it, except where the stream cut through.

We stood looking into the unknown, while a tug of war between the desolation of winter and this reassuring warmth went on in our heads. But I do have the feeling that Monte would have still gone even if the stream had frozen before his eyes. He was ready to go, and I think he might have dragged the kayak over the crusty surface with me waiting in a heated car at the other end. But the welcome and unusual warmth was enough to convince us both (or trick us?) into entering the swamp.

Everything started out fine, the warm breezes so unfamiliar that time of year. The bare trees stretching out so far on either side of us soon masked the sounds of

the road, and we followed the course dictated by the only moving water in this alien landscape. You couldn't exist long in the swamp without the safety of a boat. You couldn't walk on the ice as it was too thin. No vehicle could drive back there at any time of the year, and the largest craft that would be practical is a canoe or the light cloth covered kayak like the one we were in. And that the cloth was the only, and meager, interface between the frigid water and us, was apparent from the tiny trickle which was finding it's way down along the Folboat's plywood keel. 63 degrees was still not enough warmth to counter this intrusion.

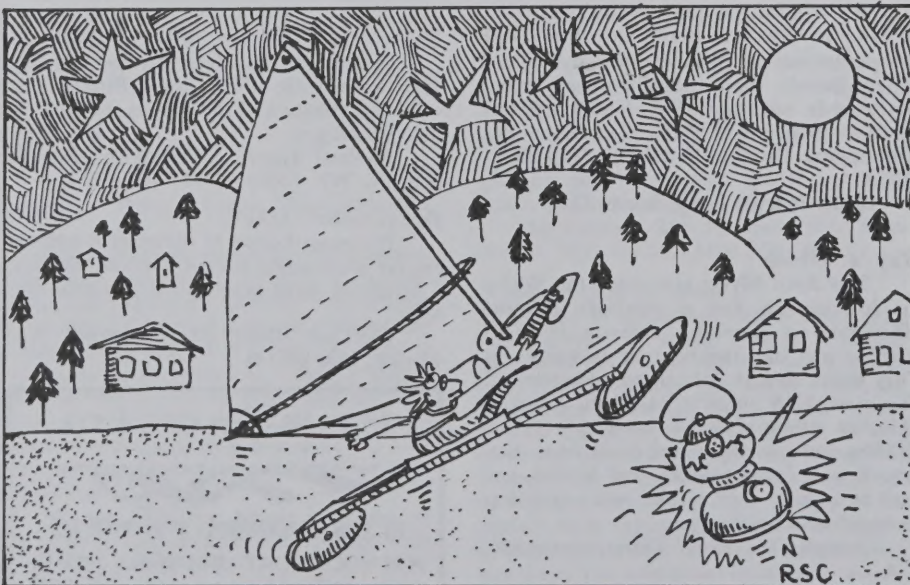
I had stripped down to my wool sweater due to the effort of paddling, and my denim jacket was now a soaked and useless cotton ball in the hold of our little ship. My rabbit's fur hat was by now in the same condition. The trickle of water became stronger in direct relation to our level of commitment, coiling up to our jeans and soaking us through.

But we were quickly miles into our unfamiliar environment, and turning back was out of the question. We paddled around each bend, not knowing what to expect. There was often a submerged log or an uprooted tree across our path. Monte had thought to bring a hand saw, and he would occasionally cut a fallen limb so we could continue. The Patterson Fish & Game Association was not going to venture out here for another couple of months, and we had to do our own lumber jacking.

Several hours passed like this, winding through the dreamlike environment. We stopped once in a while to cut a branch out of our way, or just to stare at the awesome ice draped landscape. In that place it soon became hard to imagine being anywhere else. My mind was filled with the intense scenario of endless plains of snow and ice, pierced by hibernating trees and dead leftover grasses. The tracks of small birds and other animals dotted the powdered surface.

When I look around at all of the beauty and complexity of nature, which is so evident in the raw environment of the swamp, it stirs me. But to say that all I see is so amazing, and incredible, that it must therefore be made by one who looks like me, but is just a bit more handy than I... that would be the height of egotism. I feel it would be better for us to try and understand all of the natural world and it's vast mechanizations... not to reassure ourselves by explaining it all away with speculation and simple parable. It is all more beautiful and magnificent than that.

I had someone tell me that it would be impossible for man to create artificial intelligence, because that would be creating life, and only God can create life. But that would be denying not only mankind's future and past accomplishments, but all the advancements of nature. It would be denying that any species had any reason to attempt to adapt to it's environment, or to suffer and die trying, thus proving what will or will not work. Nature has produced great things because it was possible and right to do so with the physical laws at



MONTE FLEW DOWN THE LAKE...

hand. It is with deference to the beauty of nature that we attempt to understand, and at times mimic, that which we find so magnificent in it.

At some point during these philosophical ramblings of thought it dawned on me that we had no idea how long our trip was going to take. There were so many more switchbacks and delays than I imagined there would be. The days were still short this time of year, and I began to question whether this one would be long enough to get back out of the swamp.

Monte was quiet... but I would be the last person to read his thoughts, although I have known him for a long time. Was he quiet out of concern for our deepening "situation"? Were his thoughts punctuated occasionally by a pang from his ice-cold jeans, and the realization that the sun was making a hasty winter retreat? Or was he blissfully content to paddle along, no other thoughts than the beauty of the surrounding landscape filling his head?

The breeze was coming with a bite now and I really missed my fur hat. Monte placed his major winter accessory, a second headband, around his ears. Our gloves were soaked by the water flowing down the paddle shafts, and it was a tossup as to whether or it was better with them on or off.

I decided to put on my jacket, wet or not, and rummaged around for it in the bottom of the kayak. It was frozen hard as a dark blue stone with buttons. This was a major clue to the seriousness of our situation. It was dusk now, and a real winter wind began coming through the trees to attack in earnest. The temperature was dropping like a ball bearing through water, and the sun was glowing weakly through an icy haze. It gave no warmth anymore. It looked as though it could extinguish itself even before it hit the horizon.

But Monte paddled on, his more purposeful strokes the only evidence he, too, was becoming concerned. When he would turn around, I wasn't sure if the blueness around his lips was due to the cast of light or his blood temperature. He began to dig the paddle in a little deeper with each stroke, and they were coming closer together each time.

Just at the point when I had little, except the reassuring path of the stream, to rely on, a change occurred. It came just at the shaky border between optimism and despair. It seems the fields of ice were no longer surrounding us. The ice which by it's presence defined the border of the little stream, our yellow brick road, was gone. This part of the swamp had inexplicably not frozen, and now there were few clues to direct us, and little light to find them in. There were only many similar trees with water all around them. The stream bed was indiscernible in the dimness, as the water was now solid black. Traveling anywhere in the surrounding vastness of swamp was an equal bet.

We sort of wandered between the trees for a while. The boat was steered like the marker on a Ouija Board, as neither of us could be sure if the other was responsible for our direction. We just paddled like zombies, and the slender kayak curved among the trees on a course of it's own.

After a time Monte spoke up, in a matter of fact tone which gave away little



THERE WAS NO TURNING BACK NOW...

emotion. He turned to me, his eyes watering in the cold and reflecting the light from a sky somewhere far above the frozen and barren treetops. His face was more a silhouette... a dark oval with those glistening orbs floating in it. He said, "follow the current".

Follow the current? What current?! We were in a pool full of trees! An icy basin of swamp water filled with hibernating turtles and dead vegetation, as still as if the planet had ceased to rotate for the remainder of the night, or forever! But this is a power of Monte's, a sensitive radar of sorts. He can notice that which was subtle around him... even, at times, at the expense of the obvious. It's like he switches over to another frequency, to see what others can't.

He peered over the side of the kayak into the seemingly motionless water and became suddenly intense. He slowly put up one hand in a signal to keep still, and then quietly called out, "left". He continued to peer into the water and call out directions to me, as we wended our way slowly through the black trees. As I had no idea which way to go, I followed his directions with little argument.

In our world, becoming smaller as the dusk flowed around us, Monte's abilities failed us only once. The kayak grounded on a sandbar. We had to sidle up to a tree so that I could climb it, in order to look for a sign of civilization. It was difficult as my fingers were so stiff with cold, but I

got as high as I could. Through the endless black spider web of trees, I could barely discern a dim yellow porch light. That little, far away bulb warned me as though it were held to my cheek. It gave us direction again!

I clambered down into the boat, and Monte put his "force", or skill, or whatever it is into play again. His power was taxed to the limit as it was getting quite dark, but it still worked. By the time we nosed our boat onto the stranger's snow covered back yard and stepped off, our frozen clothes cracked in places as we walked. The thermometer on the porch read eighteen degrees. But we had made it, and startled the residents of the house we landed at with our presence and ragged appearance. They listened to the story of our predicament, and let us use their phone to reassure some friends that we were okay. By now a few people had begun to wonder why they hadn't heard from us. The swamp had swallowed us and spit us out again, but not before chewing us up a little bit.

We left our kayak right where we had beached it. After wandering the local roads for a time with a frozen and inaccurate map, and suffering through a further 6 degree drop in temperature, we were offered ride by a passing motorist back to Monte's van. Somehow, we were not frostbitten, at least not permanently. We have not gone back into the swamp in winter, but in more favorable ...

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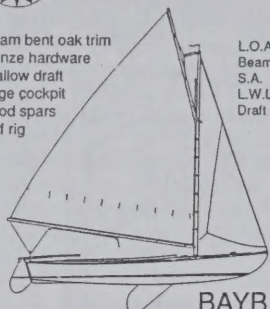
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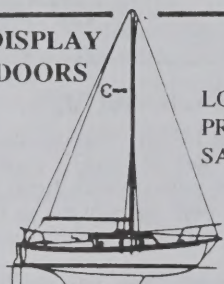


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A Connecticut River Cruise

From Din Smith

Herewith a copy of the log of a short voyage on the Connecticut River some years ago. The log was loaned to me by a friend who is the son of one of the crew, R.P.S.

I would, incidentally, love to know who Commodore Williams was!

May 29, 1907

Crew: W.B.B., F.W.N., R.P.S.

3:00. Weighed anchor M.Y.C. Wind NNW brisk. Weather fair, tide ebb. Bodkin Rock Paper Rock Cobalt Landing.

3:15. Bodkin Rock.

3:29. Paper Rock.

3:33. Cobalt Landing. Engine running smoothly.

3:40. Middle Haddam.

4:00. Scovill Rock.

4:35. Red Stone Landing.

4:55. Champion House.

5:00. Passed (on left) the little red school house where Nathan Hale taught.

5:02. Goodspeeds.

5:25. Hadlyme.

5:38. Deep River.

Commodore Williams' yacht *Fortuna* passed us at 5:40 bound for Long Island, and was visible for some time by reason of the red suspenders worn by one of the crew.

Engine stopped at 6:00 and again at 6:05. After drifting with wind and tide

made Ely's wharf at 6:20. The engine refused to respond to the coaxing of Capt. and Pilot. Flywheel refused to turn. The Capt. attempts to tow across the river to Essex against the wind but breaks an oar and gives it up. Picked up by a friendly power boat (fisher) at 6:40 and towed into Essex Cove (50¢ worth).

The Capt. goes ashore at 6:55 in search of a native to fix the engine. Finds them friendly, and one of them advises us to tie up to the wharf instead of anchoring. Do so at 7:35. The Pilot proposes supper which is thoroughly enjoyed from 8:00 to 8:50. Turn in at 10:00.

Capt. busy from 10:00 to 1:00 watching the tender which displays great affection for the larger craft. All awake at 1:00 to enjoy the beautiful moonlit scene. Capt. finally goes to sleep.

May 30 1907

All hands awake at 4:00. Do. Do. (cold) at 7:00. Capt. goes ashore and arranges with Mr. Harrison (employee of Smith Yacht Works) to fix engine. Breakfast at 8:00. Weather fair, increasing cloudiness, winds variable.

Mr. Harrison arrives and examines engine at 9:00. Thinks shaft may be binding in the stuffing box, or trouble may be that some foreign substance has got into the journal, or some part of the engine may be set up too tight. Cannot repair it today as it is Decoration Day and he has another engagement. The Pilot being an industrious man, turns to at the engine and makes all joints tight with white lead. Capt. and Logger watch him work from 10:00 to 12:00.

Dinner at the Griswold House, 12:00 to 1:00. The Pilot tells the landlord in answer to his question whether we had a good dinner, "The water was fine".

The Pilot then continues his work at the boat, and the Capt. and Logger continue to watch and advise him. Everything being finally shipshape, the derelict is abandoned at 3:30, the Capt. being the last to leave the ship. All return to Middletown by train, arriving about 5:30.

Menu, supper: Tea, milk, smoked beef, boiled eggs, brown bread, white bread. Breakfast: Tea, milk, fried eggs and bacon, brown bread, white bread.

R. P. S., Logger.

June 1, 1907

The Capt. and Pilot take the 9:10 train for Essex upon learning by telephone that the boat is again seaworthy. Find the trouble was due to grease which did not feed well, and the bearings ground.

Left Essex at 11:00. Breeze southerly, weather fair. Tide flood. Arrived at Saybrook Bridge at 11:50, Beacon Light(?) at 12:30. Ran out half a mile into the Sound.

Returning, passed Lynde Pt Lt. 12:40, Saybrook Bridge 1:05, Essex 1:35, Chester Rock. 2:15, Hadlyme 2:30, Goodspeed's 3:00, Rock Landing 3:40, Higganum 3:55, Middle Haddam 4:30, Middletown 5:25. Four hours and twenty minutes from the bridge. Engine runs steadily for over seven hours.

F. W. N., Logger.

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Delicious Dread

By Iver Lofving

East of Cape Elizabeth the Maine coast becomes a place where land and water intermingle like the pattern of an intricate old piece of torn lace. On the water it is usually silent and solitary. Except for an occasional lobster boat, it is the natural world that forms one's company. The fin of a dolphin, a seal looking with blank but luminous eyes, a splash, the sudden flight of a bird, the splendid sight of the fir covered granite shores fill ones world.

At least a third of the time fog adds another dimension to the already secretive coast. Sailing in the gray void, with its curious inversions of sound, and strange changes of scale encourages a heightening of ones senses, or an unreasoning panic. At times like that I feel a great secret presence, another reality, has drawn closer, enveloping me. It reminds me that the ancient Celts believed the edge of the sea is where different worlds meet.

For the relatively small number of people who live on islands off the Maine coast the sea is the biggest factor of their environment. For most it is their livelihood. For all it is their concern. For some... it is their joy.

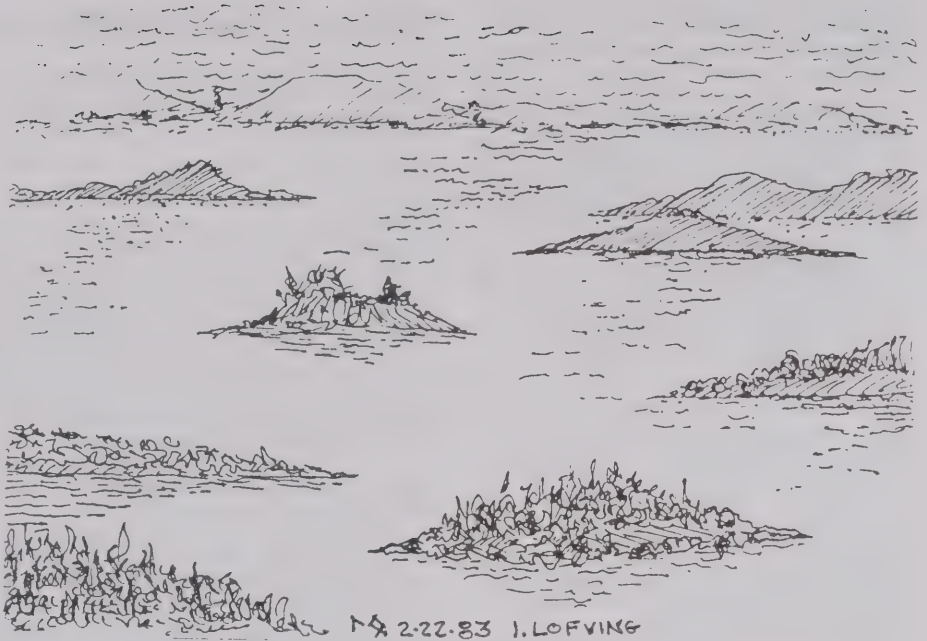
Deep water has for me a feeling described in the eighteenth century as "delicious dread"; of danger, beauty, and endless fascination. My earliest childhood memory is of gazing down into a ship's wake on an Atlantic crossing, seeing the pattern of the turbulence, endlessly repeated, yet always a bit different, a basic melody with endless variations. I remember feeling the ship, big as she was, was somehow fragile, precariously supporting me above the endless deep.

One of my greatest pleasures is sitting close to the water on the lee side of a boat and staring down, into the cold dark waters, and seeing a whole existence I can only guess at. One time, I saw a vast school of jelly fish, pulsating rhythmically together in a great ballet, each fish equally spaced vertically and horizontally, moving along with me at about the same speed. An exquisite pattern of pink in the descending depths of the cold dark purple water as far down as I could see.

Sailing alone is something I've done ever since my first boat. It has gotten to be something I need to do to get straight with myself. I find a peace there that I can't get in any other way. I think it is the same as meditation is for others. Like their experience, I find I need to do it often, it is private, and sometimes things happened that were very special.

Once, tacking into a deserted cove in a small open sloop, I heard curious noises that were so intimate that at first they seemed to be going on inside my head. Then the hairs on the back of my neck tingled as a feeling came on me that it was the boat that was singing to me... Excited and fearful, feeling perhaps I had stepped across the boundary of ordinary reason, I continued to listen, and realized the sound was actually coming in through the underwater part of the hull.

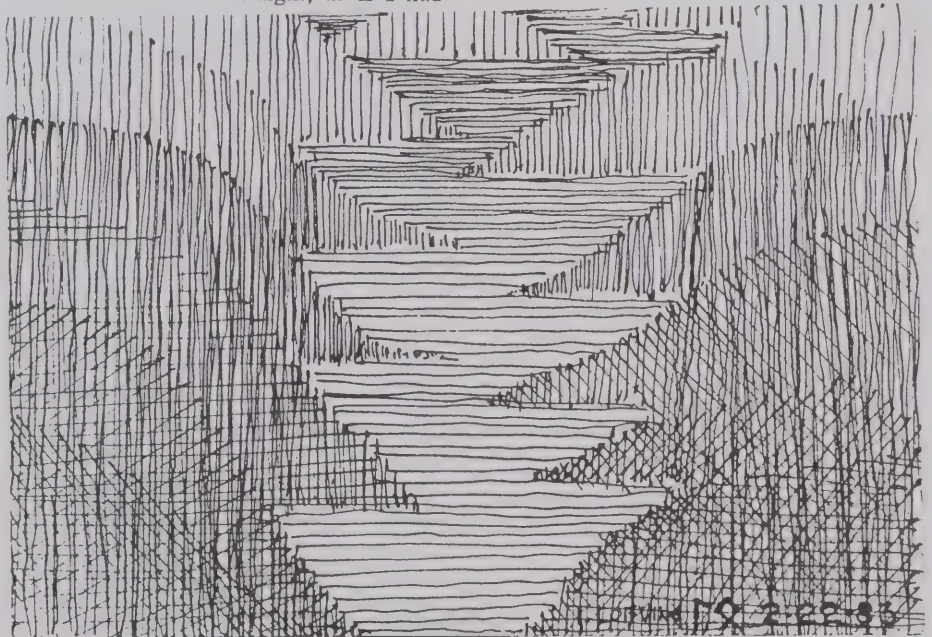
Looking out over the water, I saw I was accompanied by a school of dolphins. I understood with a start that they must be making the sounds, that it was their song.



NOV 2-22-83 J. LOFVING

The sounds, clicks, rasps, shrills, moans, peaked to a single great reverberating call, vibrating inside myself, the boat, and the water around me. Then silence, and the dolphins had disappeared. I experienced an exhilarated awe and delight, as if I had

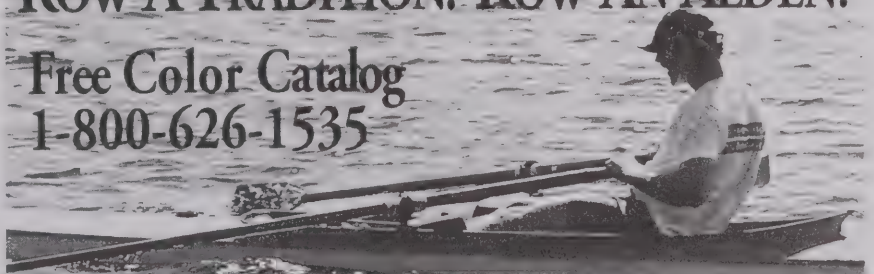
been blessed by the presence of a great God. I felt as if I had sailed around some well known point, and instead of seeing a familiar scene, saw ahead of me a totally strange vista.



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Race day, skippers meeting and no crew as yet. Wayne, my deck ape, will be driving down to Newport with the crew from Massachusetts. Lets see, they have my twenty-five foot Folkboat in with the big boys, Class F (Open), grouping all the fin keel boats together I guess. It's the second running of the *WoodenBoat* Open One-Design Regatta. The regatta is held in conjunction with the Wooden Boat Show being held in Newport, Rhode Island.

Now, to put things into perspective, the Folkboat was, at one time, a boat that all who owned one would love to race. She was fast, a great sailing boat and very popular in the fifties and early sixties. That was before the days of fiber reinforced glass. When the light weight glass boats came into being, with their low maintenance and faster hulls, wood boats fell out of favor.

Yes, my beautiful little boat is slow due mainly to the fact that when I restored her I added lots of weight. Four layers of fiberglass above the boot and six layers below, all held together with monel staples at two inches on centers. Wood boat lovers would say that I sold out, that I joined the other side, so to speak, but hold on, I can explain. When I dragged the boat into my carport it was a derelict, and I had a problem with the wife.

"If you think that I am going sailing in that thing you're crazy."

"But, but, it's a beautiful boat, or could be a beautiful boat", I reasoned. I knew my point of view was not making any headway, so I said to her that I will glass the boat. "This way we will have two boats in one." This reasoning seem to still her waters for the time being.

"Wayne, glad you could make it, where the rest of the crew?"

"Not coming," said Wayne, "problems here, problems there!"

"I guess it's just you and me buddy." Well so be it, we placed last the year before, so at least we will be able to equal our own record.

"Wayne, last night at the party on Waite's Wharf, I spoke to Carl Cramer, the race chairman, and I told him that if the wind blows we may have a chance. What do you think of this wind?"

"It's blowing a steady twenty-five knots and gusting over thirty," Wayne replied.

"Good, then we have a chance, crew or no crew," was my reply.

The Adventures of *Vaga* - Part II

By Ted Davis

The smaller boats, classes A thru E, were being sent off at intervals. Wayne and I were sailing away from the course but close enough to find the course markers. Wayne was needed on the foredeck to clear the jib when we tacked, but also needed on the grinders to sheet in the jib. With wind and spray in my face I was having trouble seeing through the salt on my sun glasses. Wayne, who could not see without glasses, was having the same problem.

"Let's see if we can find the marker on the starting line, away from the committee boat," I hallooed at Wayne.

"It should be somewhere around here," Wayne hallooed back. And then screams, and more screams, and a thud, as the sloop *Vaga* bounced one of the smaller boats for a loop. Two crew members were holding on for dear life, while their Shellback or Beetle Cat spun around and around.

"Good God Wayne where did they come from?"

"I don't know, but we had better get off the race course, before they send a gunboat after us."

Due to the high winds, now gusting to over thirty-five knots, all the boats in the race were having their problems. Half of the over one hundred boats registered for the race stayed in port. Fifty-eight boats were upright at the time of the first start, fifty were able to complete the course. Chase boats were scrambling to pull swimmers from the waters.

Vaga and it's blind crew were headed away from the committee boat and the race course, when we noted that the herd instinct had affected all the boats in our class. Four S-Boats (28' LOA), one King Cruiser (28' LOA), a Luders 27 (40' LOA), all in a group, sort of a race before the race. We were holding our own, staying right with the big boys, when I noted the time.

"Wayne, I think we should get back to the race line, it's about that time, can you pick up the color the flag?" Wayne replied in the negative. "It looks to me like the 'F' flag and I think the red ball is up," I howled back.

"What does that mean," asked Wayne?"

"It means that our race class has already started," I said.

"What now, Skipper?" Wayne looked at me as if I had an answer. "Lets run the course anyway and see what happens," was the only answer I could think off, so off we went, over the start line.

With a reefed down main and my number two iib, we seemed to have the right combination, for we were charging around the course. The herd of boats that we were racing before the race were now turning the first mark as we were turning the second.

"Wayne, either we are way out ahead or we have been disqualified."

"Well we are all by ourselves, skipper, at least you can not hit anymore boats."

"The crew of that boat, seemed okay, and his boat showed no damage, I think they are fine," I said hopefully.

We came across the finish line to a horn blast from the committee boat and headed for the pond at Fort Adams. Contemplating a taste of my favorite brandy, I said to Wayne that even if we did screw up the race, we had a great day of sailing. Wayne could not agree more.

A large crowd gathered at the Wooden Boat Show on Sunday to hear the race results. I was trying to be as inconspicuous as possible for fear that the small boat people would recognize me as the boat barge and decide to hang me, by the thumbs from some yardarm.

Carl Cramer started reading down the list of winners from each class, A through E. A loud round applause from the crowd followed after each name was read. "And winner in Class 'F' is the Folkboat *Vaga*."

I was stunned, the crowd murmured, a few claps, I was looking for a place to hide.

"Overall Winners are," Carl again reading from his list, "1st Place, Graham Byrnes in his Spindrift 10, from Vandemere, North Carolina; 2nd Place, George Gordon in Mirror from Toledo, Ohio; 3rd Place, Ted Davis in a Folkboat from Medway, Massachusetts."

What! Is this some kind of cruel joke? How could this be? After the crowd dispersed, I went over to Carl and asked him if I was hearing correctly. He assured me that I was.

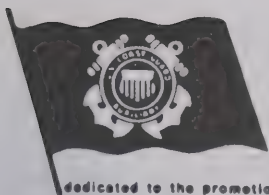
This calls for a beer! I was all smiles as I walked about the boat show about a foot off the ground.

Some weeks later I received a newsletter from Carl with all the race results, elapsed times and a description of the race and the heavy winds. Now, I knew that Carl was at the race, but I dont know what sort of an vantage point he was viewing the race from, for in his newsletter he wrote; "Ted sailed a superb race in Class F and on corrected time was nine minutes in front of the second-place finisher, William Koffler of Bristol, Rhode Island, in his King's Cruiser.

I have never had the guts to tell Carl Cramer, or anyone else for that matter, what really happened that day. I suppose it's best just to let people think that I am a great sailor, while offering my deepest apologies to the boat I accidentally bumped into that day.

(To Be Continued)





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Fatigue

It was a great fishing trip, bright sun, a short but moderate chop, winds 15 to 20mph blowing straight offshore. He had stayed out till late afternoon and when he headed for home the tide was dead against him. The hours at the helm added up. Even though he knew the inlet well, he missed a marker and a glorious day of boating ended with a vessel hard aground and darkness fast coming on.

This sort of thing can happen even to cautious and experienced boaters and the problem is fatigue. Boating is a surprisingly demanding recreation. The constant subconscious adjustment to the movement of the boat, the vibration of the engine, the glare of sunlight on the water, the unending attention to holding a compass course, the eye strain from searching ahead for distant landmarks; these are things that lead to an exhaustion that is often unrecognized but which results in lack of concentration, errors of judgement, the taking of chances and, sometimes, to real trouble because fatigue drastically reduces our ability to think, see and hear accurately.

Those who boat alone, of course, are most prone to accidents resulting from fatigue, but a surprising number of skippers have "passengers" when they might, when they should, have "crew" who they have trained to take a turn at the helm and to be

good and conscientious lookouts. Unfortunately, one meets too many "regular passengers" including spouses and steady fishing buddies who have no notion of boat operation despite many hours on the water. That's the skipper's error and it is a big one that could be costly. No matter how "boat proud" he may be, a good skipper delegates and a good skipper trains all who boat with him.

I regularly patrol on a 28' cruiser whose skipper is a superb seaman. He makes sure that everyone on board, veteran and neophyte alike, stands a regular turn as helmsman and as lookout. When he has a veteran on the wheel, he can relax a little and be fresh and rested if and when there is an emergency.

Regular Coast Guard small boats coxswains have a policy that everyone should be able to do everyone else's job, knowing that frequent changes of duty on a long mission cuts down on fatigue, leaving reserves of energy for moments when alertness and efficiency save lives.

Ask yourself this question: "If I'm ten miles offshore and have a coronary, can those who are with me bring me safely to the dock?" If the answer is uncertain, start a quiet and unobtrusive training program each time you have others on board. Make every passenger a real member of the crew.

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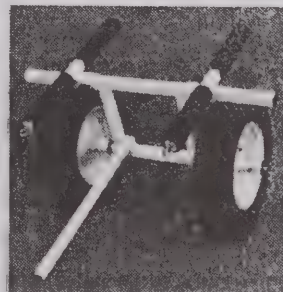
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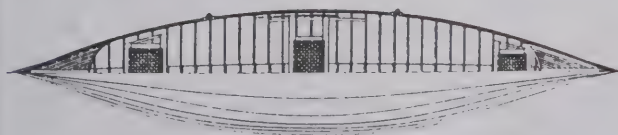
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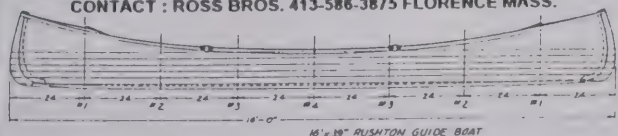


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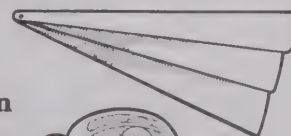
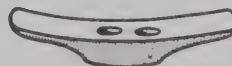


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Beach Girl Update

By David Gulley

In the May and June, 1994 issues, *Messing About In Boats* published the story of how I came to design, build and sail my 16' beach/camp cruiser *Beach Girl*. I rashly promised in part three to write an update in the fall telling about my second summer of sailing *Beach Girl*. Well, summer is over, fall is over, in fact winter is well along, so here goes.

Like most new designs *Beach Girl* had a number of things which needed changing. I had fixed the easy ones in 1993 but I was having so much fun sailing I just wouldn't do anything that would put the boat out of commission for very long. It was my intention to put the boat in my shop and work on it all winter getting everything fixed to be ready for an early spring. But, I couldn't make myself stop sailing. After twenty-five years of sailing I was having the most fun I'd ever had, and by a large margin!

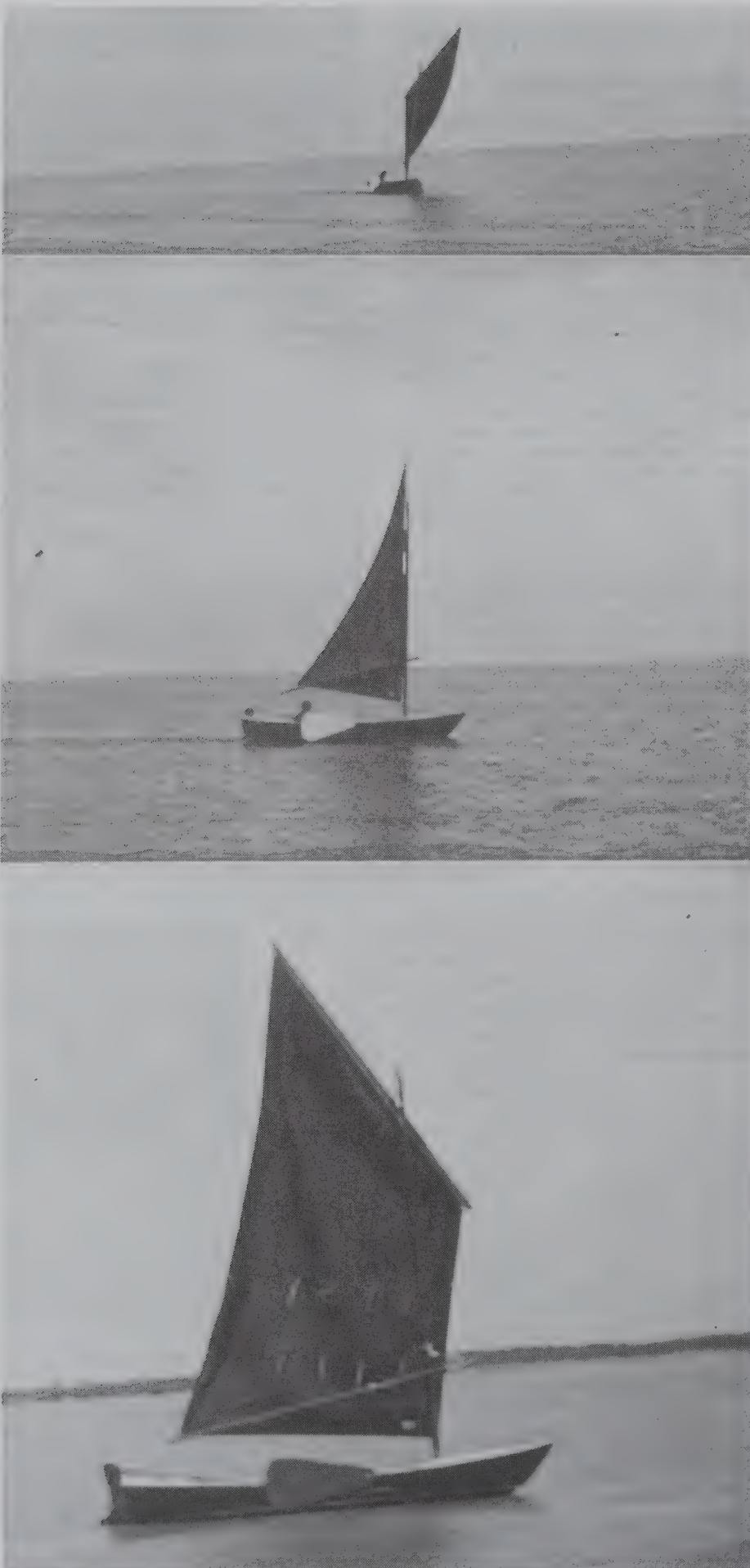
My last sail of the 1993 season was Jan. 2, 1994, and the only reason I stopped then was I came down with a very bad case of the flu and was sick all of January. After this I'd volunteered to help Andy Petrisko modify his 1963 Super Sattelite 14 from a daggerboard to centerboard configuration so I didn't get started on my boat again until April. It was mid-May when I got sailing, but I'm getting ahead of myself.

The major problems to be dealt with consisted of the boat making too much leeway, the yard being too flexible, and the rudder marginal. The original yard would bend under load even with the sail luffing and this caused the sail to set very flat, ruining the draft. I tried adding carbon fiber to the top of the yard to make it stiffer and it helped, but not enough. On every windy day I was surprised that the yard didn't break. I doubt it would have made it without the carbon-fiber.

So the first thing to do was build a new and stiffer yard. The original yard was 1-3/4" square and tapered on the upper end so I made the new one 1-1/2"x 3" with no taper. It's built of 1/2" fir and is partly hollow to save weight. To speed up rigging the boat I put stainless sail track on the new yard. My friend Bob Titus had the sail track left over from some project and made me an offer I couldn't refuse. He gave it to me! Thanks again Bob.

The new yard was bound to help, but the photos show another problem. The sail had far too much twist in it. The cause of this puzzled me all summer. Mr. Bolger suggested it was caused by the admittedly poor mainsheet lead. Just to get the boat sailing I'd rigged the mainsheet to the rudderhead so I was sheeting to the centerline. Not ideal, I know, but I had been in a hurry and it was convenient.

Top photo shows the original sail setup, the middle and bottom photos show the new improved rig.



I finally came up with a theory about the excessive amount of twist in the sail. My first yard was hoisted from a point 1/3rd of the distance from the forward end as recommended in *Spritsails and Lugsails*, I think. If not there I'd read it somewhere. However, photos of old lug rigged boats showed some of them were hoisting the yard further aft. How much further aft should I place the hoisting point on my new yard?

I used the WAG method to determine the new hoisting point. In case you aren't familiar with this the initials stand for Wild Assed Guess! My theory was to hoist the yard (and sail) further aft thus putting more sail ahead of the mast than I'd had previously. I decided to try one foot further aft. Another photo shows the sail with the new yard. Note the draft just below the yard and the battensless, hollow cut leech.

When I built the boat I'd gone to extremes to align the leeboard guards parallel to the centerline, but I decided to toe-in both leeboards one degree to see if it would help with the leeway. This was accomplished by removing 9/16" from the forward end of each guard and fairing back to nothing (removed) at the aft end.

Another problem I named the "Funnel Effect". The leeboards are 24" wide at the aft end so when sailing in shallow water the boards must be well up. At some point the boards will be higher than the rail. *Beach Girl* has such a shapely hull form that the leeboard guards are over 4" wide forward but less than 1" aft. So when sailing in gusty conditions the boat will heel to a gust, the lee guard goes under water, and the water trapped on top of the guard is forced into a slot which narrows dramatically.

Since water won't compress it piles up between the hull and leeboard until it gets as high as the rail and then runs into the boat. This was very annoying to say the least. I added 1" to the width of the leeboard guards in the hope it would help by making the slot wider aft. Adding cockpit coamings would also help and I'm going to do that someday. Reefing will also help the problem, but I hate to stop and tie one in.

Mr. Bolger had suggested a larger rudder with a much larger endplate to cure my rudder problem. While I don't doubt that it would work it would make another problem much worse. When sailing off the wind in very shallow water I've encountered an unusual problem. The boat will be sailing

normally when a gust will cause the boat to accelerate and act like it is trying to start planing, but at a very low speed. The bow rises, the stern goes down, and if the water is shallow enough the aft end of the rudder strikes the bottom with enough force to bend the lower gudgeon and pintle. A larger rudder would have to be longer and I don't believe the lower gudgeon and pintle could take the strain. To help this I cut the bottom of the rudder so it slopes slightly upward as it goes aft.

Another reason I used the inadequate rudder for so long was that it stowed in the lazarette when not in use. About mid-summer, purely as an experiment, I made a new, larger kick-up blade from 3/8" plywood. With the rudder stowed in the lazarette I carefully measured and made the new blade as large as would fit.

I really hated to change the mainsheet lead. In spite of its inefficiency it was so handy. All I had to do when rigging the boat was snap one shackle to the boom, snap the other to an eye on the rudderhead, and drop the uncoiled mainsheet into the cockpit. With this setup the free end of the sheet came forward along the tiller to a clamcleat by my hand.

Very reluctantly, I drilled two holes in the afterdeck and installed eyebolts. The new mainsheet leads from the port eyebolt thru a block on the boom to a block attached to the starboard eyebolt and then to a camcleat on the deck. The new lead is slower to rig and less handy to release in a gust, but now you can't overtrim the sail (pull it in too far toward the centerline) and the sheet is now pulling downward when on the wind making the sail set better (reducing the twist).

Did the changes cure the problems? YES! However, since I made so many changes at the same time I don't know which helped the most. In 1993 she tacked thru 110 degrees, but in 1994 she will tack thru 95 degrees in ideal conditions. The leeway is greatly reduced. After a lot of thought I decided the excess leeway was probably caused by overtrimming the sail. With the new mainsheet lead I can't overtrim so the leeway problem disappears. I don't have a photo showing the complete sail after the changes but the twist is greatly reduced. I think this is due to moving the hoisting point a foot aft, but Mr. Bolger might argue that it's the new mainsheet lead.

Maybe next year I will try the old lead to the rudder just to see? The new yard is a

monument to rigidity. The best indication that the sail is working better now is that in 1993 I could carry full sail up to 15 knots of wind, but in 1994 I must reef at about 12 knots when on the wind. Toeing in the leeboards probably did the least good, but didn't hurt anything. I might try a little more toe-in someday. Adding to the width of the guards reduced the "Funnel Effect" to the point it's hardly a problem. The addition of a larger kickup blade to the rudder made an incredible difference. It is hard to believe how much difference this made. With the blade full down she steers like a keelboat and even with the blade full up (parallel to the skeg) she is much better than in 1993.

I set one record in 1994 by averaging 5.8 knots for over an hour. The boat was planing most of the time with the wind just aft of abeam. I sail a lot in West Galveston Bay where the average depth is about 4' so I don't see many sailboats. In August I saw an O'Day 19 and gave chase. I not only caught it but was able to pass it with ease. What surprised me is that we were hard on the wind on the port tack. Both boats were loaded, with three adults in *Beach Girl* and four adults and two children in the O'Day. The O'Day was competently sailed, but *Beach Girl* had the advantage due to her big rig.

When I built the spars for *Beach Girl* I didn't know how long the mast should be. From the plans it looked like it needed to be a little over 16'. Of course the longest stock I could find was 16' so I had to buy two 16's and an 8' and scarph a piece onto each to make it longer. I decided 17' would be long enough, and it was.

After I had the spars built and the mast step in I rigged the boat and hoisted sail in the yard to see how it looked. It seemed like I had more mast than needed, and as the mast had come out rather heavy I cut 8" off to save weight. This was not one of my better ideas! While the mast was okay in 1993 it is now barely tall enough to set full sail. When I moved the hoisting point a foot aft on the yard it also moved it up about 6". I now wish I had that 8" back. I could scarph a longer piece onto the masthead, but I've wanted to build a round, hollow mast ever since reading how to do it in a back issue of *Messing About in Boats*, and now I have an excuse!

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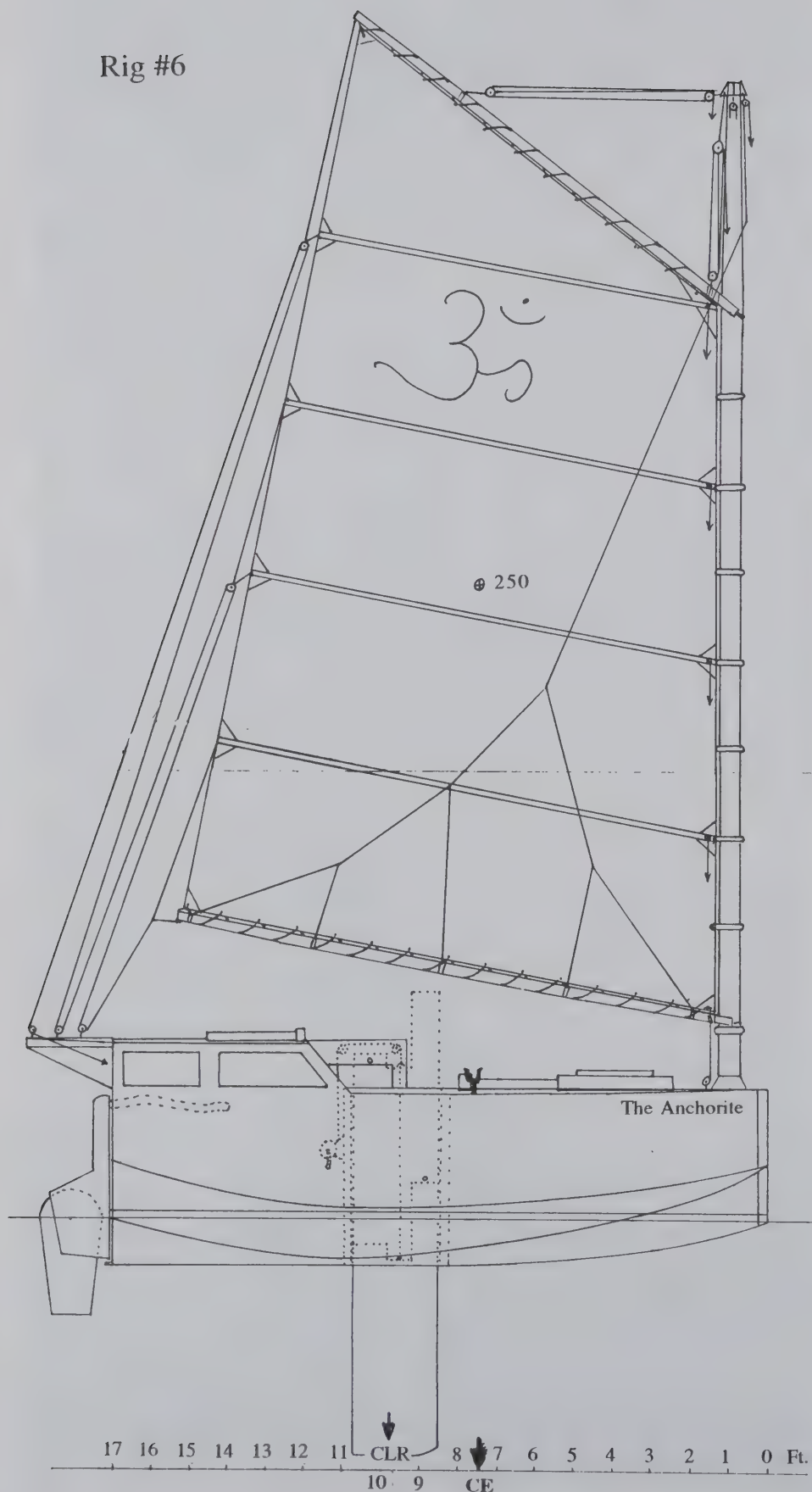
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Pilgrimage of the Anchorite: The Scribbling Years

Rig #6



By Bill Robinson

Since moving to Massachusetts from Texas in 1961 at age 6, the sea has been dominant in my spiritual life, if not always materially. How often this is the case! The realities, limitations, and hard choices of life often drew me far away, so that despite a voluminous book learning, actual experience was very limited until 1987 when I bought a Klepper double kayak while living in New Mexico, equally distant from Atlantic and Pacific.

This purchase was a leap of faith, as I'd been disabled with arthritis in my back, hips, shoulders, and neck since 1980, and had no idea if I could handle the thing. But it was advertised as a comfortable, sailable, seaworthy, practical boat, and in time (and after making adaptive gear) I found this to be true. With this and a single occume ply-epoxy kayak I made from one of John Lockwood's kits, friends and I sailed and paddled many miles in water of all types from Minnesota to Georgia over a five year period.

During this time I met many interesting kayak-oriented folks, and as my interest was especially in sail, I found real friends in Mark Balogh and Sam Carveth, who run Balogh Sail Designs from their house on the North Carolina coast. Their gear proved the best available and very enjoyable, and we continue to be good friends.

While the immediacy and amphibious nature of kayaking, and especially the esthetic quality of the folding kayak experience, was rewarding and remarkable, in reality the physical difficulties of kayak camping came to be a real problem for me. My considerable investment in kayaking held me back from selling my gear for a cruising sailboat, but Fate intervened in Her usual way when I was rudely interrupted by a SWAT team at my humble abode in North Carolina on July 31, 1991.

Despite no recorded complaints, it seems the NC State Bureau of Investigation took exception to my possession of LSD and an illegal, if sacred, species of fungus. They wanted to put me behind bars for life, but after some of the usual disgusting legal wrangles I got 14 years and other hallucinatory details I won't bore you with. My "crime" is seen by authorities as too severe to merit parole. They put murderers and their ilk on the street to make room for me. Don't you feel safer now? Between good behavior, gain time and so forth I hope to be out in 1996.

Although I've been a practitioner of yoga and very serious about spiritual life for a long time, naturally incarceration radically intensified my daily practice, and I focussed heavily on Hinduism. Gradually my long-term desire to circumnavigate crystallized around a pilgrimage to holy sites around the world in a little sailboat, alone or with others as circumstances dictate.

My correspondence with others also interested in small boats on big voyages has been of great value. I knew David Bolduc from kayaking, he's known to many readers from his article about his Bahamas trip with his wife Mindy last summer. His friendship and letters have been a real help. He introduced me to Matt Layden, the designer and builder of his boat *Little Cruiser*, with whom I've had a most interesting series of letters. I've also had the opportunity to write to David Goodchild, constructor of *Toad Hall* and author of the series of articles I've enjoyed in these pages. David has big plans and valuable experience and a fine esthetic sense.

Somehow he's found time to send me letters of considerable length and remarkable content. His ideas for making otherwise very expensive gear at home, cheaply and well, is critical to the whole project. Another fellow I contacted is Don Musante, owner of another Matt Layden boat (and a satisfied one too, I may add) who knows a good deal about junk rigs and other lugs.

Most important in terms of technical details has been my correspondence with Phil Bolger, who has given of his valuable time and guided me through the rank beginner status of design to the sophomoric fumbler stage I find myself at now. His social and political insights are pungent, trenchant, and sadly accurate. While readers can see the influence of others, like Matt Layden, in my design, all my work since Mark 3 has been variation on themes by Phil Bolger.

So what am I aiming for besides escapism and learning about design? I don't care to spend more time in the boatyard than on the water, so if I build it would be small and easy to construct. If I have a partner we may build a two-man boat, but anything bigger I'd rather fix up. To be feasible it has to be as cheap as safety allows, which again means very small, or at least light.

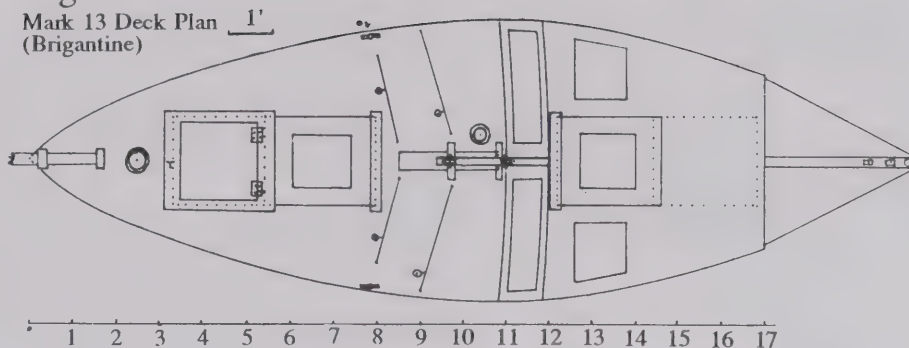
One absolute requirement in all my designs, and which would have to be a retrofit of a fixer-upper, is that all usual and essential sail handling must be done from inside. Note that Mark 13's topsides are designed around this concept, and the rig is essentially defined by it.

As remote and poor areas are on the route, the boat must carry as much as 1000lbs plus water per person. While a small outboard may be used for going up a river or two, no engine is a serious goal and a big economy. Shoal draft is an obvious value, and while the boat must be capable of offshore conditions, being able to sit upright on a mudbank without fuss and feathers is marvelous if possible, as with Mark 13.

For safety, the boat should self-right (this with the load and size cuts out multi-hulls) and either not sink, as with Mark 13 after cutting the daggerboard uphaul and so dumping the ballast, or be extremely hard to hole, as with steel in a two-man version, 23'-25'. Sail should ride rather low on strong spars that rely on scantlings, not cable, to keep them up and in one piece. David Goodchild's PVC core plywood design wouldn't break even after serious damage. Hollow spars, either round after D.G. or box construction, can be

Rig #7

Mark 13 Deck Plan 1'
(Brigantine)



filled with wads of aluminum foil and provide good radar reflection, beyond the abilities of storebought radar reflectors.

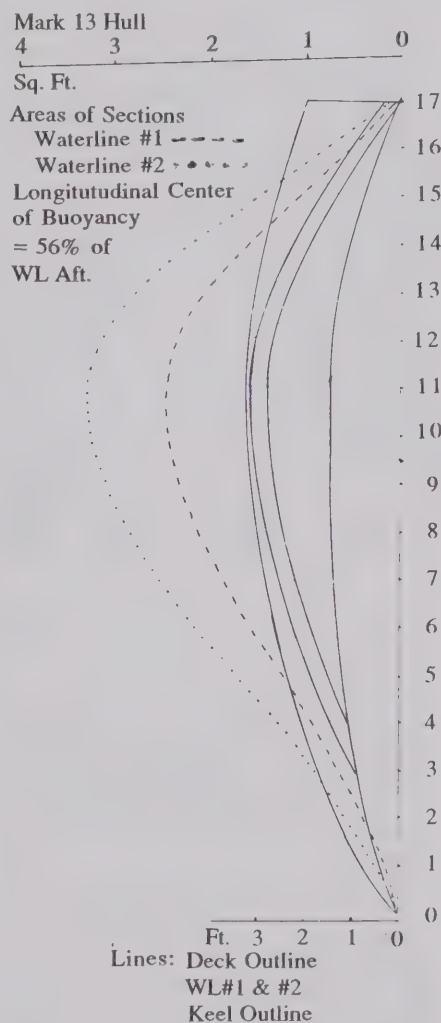
As to a rig, I'm not going to break a sweat to create yet another Bermudian sloop, and if given one I'd probably check my stash of shekels to see if I could throw in a yardarm or two. Yes, they perform the best to windward, and if I wore red pants I guess that would really matter. They aren't the safest or the cheapest or the easiest to handle or the best off the wind, so you won't see them in my designs.

Junks held my attention at first, but the nonexistent airfoil in light airs is a serious drawback. However, the modern method of handling junks can be used with other sail types that give better performance. This is the gist of Phil Bolger's suggestion for an offshore rig, one variant of which is the Rig #6 on Mark 13, and is the most practical idea for a singlehanded cruiser I've seen. If I were building today this is the one I would use, after refining the details.

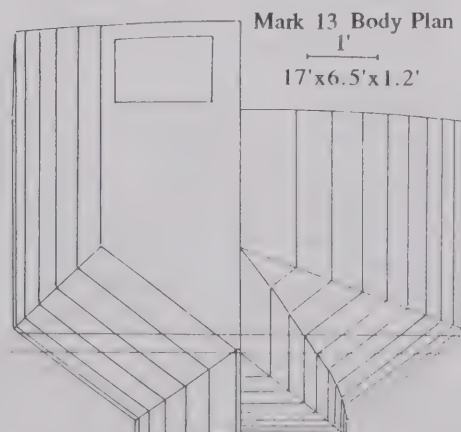
However, if "practical" were the most important point here, I'd buy a plane ticket to Hyderabad and pack the Klepper (and the Kayopectate) for a jaunt down the Ganges. No, there's a good deal else going on here. The worth of a pilgrimage is enhanced by the difficulty and exoticism of the travel. Hence my current interest in the square sail, and trying to make a square-rigger simple enough to singlehand, and not impossibly horrible to windward. Reader input is definitely requested here.

The idea behind Rig #7, the brigantine, is something like this: With no shrouds, the yardarms can come nearly fore and aft, so that the windward ability of the square sails is a function of the camber and the tension on the luff. Note the traveller below both the foreboom and fore yardarm, each with a downhaul from the bowsprit. I'm hoping that enough tension from the boom, or if reefed from the fore yardarm, will result from this downhaul to allow reasonable windward performance, but a reliable auxiliary would be required.

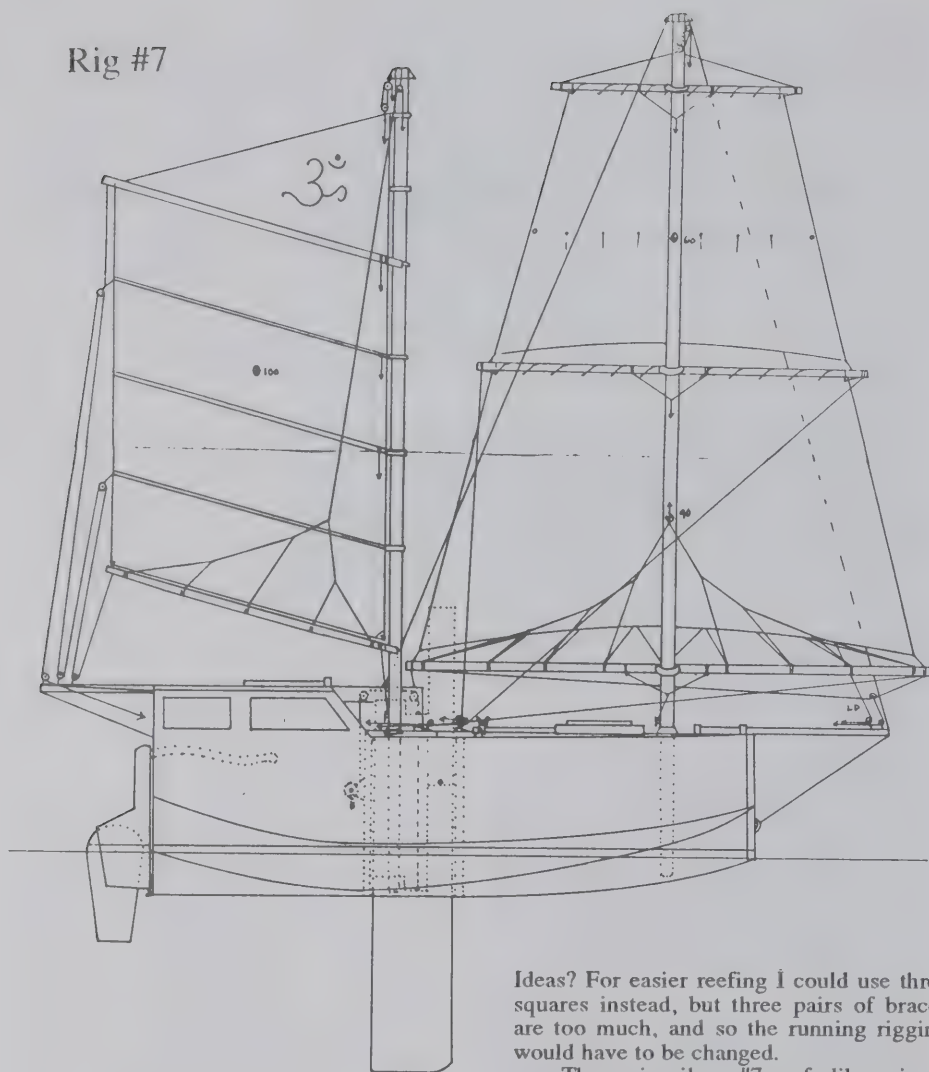
Reefing is as easy as with a junk, by dropping the yardarms into the lazyjacks; and chafe is not a problem as the fore lazyjack can be eased while keeping the aft taught, as needed. In storm conditions reefing points can cut the topsail to 30 sq. ft. This is the only sail handling requiring opening a hatch, which is acceptable as it's not essential. The foresail could also have reef points, but I'm a bit puzzled as to whether to make the yards a bit longer and tie up to them, or to tie the sail to itself and bundle the bottom part, as shown.



November 1993



Rig #7



Spex (17'x6.5'x1.2' - 6.2')

Hull Materials: 1/2" ply skin and deck, steel plate on bottom of box keel, fiberglass exterior sheath, all sealed with epoxy, probably taped seams, 1-1/2-2" foam insulation/flotation inside hull 1" below deck.

	WL #1	WL #2
Displacement	3070lbs	4160lbs
Prismatic Coef	.573	.583
D/L	279	378
Sail Area	250SF	
SA/D	19	15.5
Wetted Surface		
(Board Down)	112.5SF	128SF
SA/WSA		
(Board Up)	2.75	2.35
(Board down)	2.20	1.95
Beam WL	5.04'	6.36'
Long Cntr of Buoy	9.54' Aft of Bow	
% LCB (of WL) aft	56%	

Ballast: about 800lbs of lead in bottom 2.1' of daggerboard, plus steel plate on bottom.

Lead, % of WL: ig #6 13.4%; Rig #7 15%.

Ideas? For easier reefing I could use three squares instead, but three pairs of braces are too much, and so the running rigging would have to be changed.

The mainsail on #7 reefs like a junk, uses a gaff or wishbone and only needs one halyard. I hope it won't twist too much, but I've been told by people who would know that this is likely. The fore backstay as shown isn't quite right, I'd fasten it on the deck close to the mast to avoid any interference with rotation of the main to straight forward, in either direction. The lazyjacks function as gallows, as with all the other sails.

My first try at a brigantine included sails on stays that, with squares down, changed the rig to a staysail ketch, via roller reefing. Of course this is just too complex for one guy to handle, but it looks cool and would work on a bigger boat.

Now, about the hull. The first few boats I drew and measured as best I could, but after some time and practice I realized that with no planimeter, compass, or any equipment at all (David Goodchild later contributed some excellent graph paper and French curves that have been extremely helpful) the only practical way to put down lines was to define the curves with functions, bang out the offsets on a calculator, plot the dots and draw by numbers. This has worked out splendidly, although I'm still limited to chine designs. I can fill all my design goals reasonably well with sheet materials anyway. If you'd like the details of the math, drop me a line (address at the end of the article) and we'll talk. It's quite simple.

This box keel-step hull concept, which Phil Bolger turned me onto when I mentioned my interest in small steel boats, looks better and better the more I play with it. At first I tried a deeper, narrower keel to afford headroom and liberate me from a board of some sort, but the initial stability was always too poor. The current design should be fine, although more vertically cramped inside at this short length. Scaled up just a few feet could give full headroom throughout.

Notice some advantages: While the daggerboard gives 6.2' draft and easy self-righting when locked down, when it's up the boat draws 1.2' and can sit easily on the bottom. The short slot doesn't hurt the strength of the hull too much, and effective lateral area with board up is maximized. This should allow reasonable sailing if the board must be cut loose in an emergency, a big advantage there, to be able to dump the ballast. Note that the board is centered in lateral area on the hull's CLA, and its ballast is centered on the longitudinal center of buoyancy. (These details are really too fine to matter much, but elegance counts!). A swinging ballasted keel couldn't do this, couldn't be dumped, and would take up a bunch of room I couldn't afford. The mainmast's off-center position in Rig #7 isn't a big deal.

The catch to the daggerboard is making the trunk strong enough and able to withstand grounding. Perhaps rubber along the lower aft and halfway up the front of the inside of the trunk would work. In ply construction, incorporating steel flatbar within a ply-epoxy-glass matrix should make the trunk very strong. A bigger (23'-25') boat could be all steel and wouldn't have a problem.

The hull shape is ideal for leeboards, and I have considered them, but I want ballast lower than the hull's bottom. Even with about 800 lbs of lead in the daggerboard, there's room for a bit more ballast, and if the hull's of ply and not aluminum, I'd like to put steel plate (1/8"-1/4") on the bottom of the box keel, full length. Also shown in the sail plan is a strip of steel on the bow, a V-shape made of 2" wide flat bar to fit the entry angles. That's easy to do with this design, so why not? Cheap insurance. Can you tell I used a cloth-covered kayak for some years?

That's about it for now. Please get in touch if you have ideas, or especially if the pilgrimage idea sounds like something you'd like to get involved in.

Let me thank a few more people: Jay Benford sent me information on his 14' cruiser *Happy*, gratis, very nice of him; also, Derek Van Loan found a copy of his *The Chinese Sailing Rig--Designing and Building Your Own* that he said was old and he gave it to me. A terrific little book and quite complete, I recommend it highly.

Postscript--I wrote this article in November, 1993. Since then I've moved to another prison camp, where until recently I didn't have the opportunity to design as before. I've gone back to my previous work of learning Sanskrit, and also have just started Hindi. Actually building a boat like the one described seems to be a remote possibility--still, with the right set of situations.

Please send correspondence to Bill Robinson, #10155-TX, PO Box 685, Huntersville, NC 28078.

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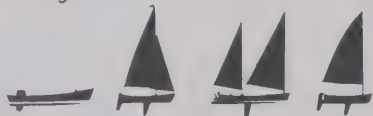
They are members of the Royal Cruising Club and are the most successful capitalists I have ever met. The fascination of the following chapters is that for many of us, they may serve to redefine the meaning of "success". (Tom Cunliffe, from the Foreword)



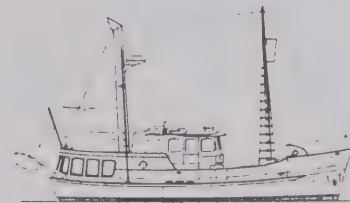
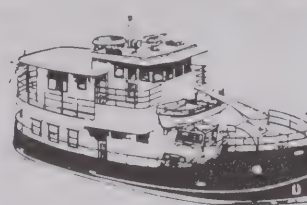
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Above: Rounding off the top of the wales. Below left: Interior view showing seat base in foreground, floor supports drilled for drainage and wiring, lattice vented battery box with flotation chambers either side. Below right: Overall view of work still in progress.



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By Walter Kahlhamer

I live in Wisconsin, land of big lakes and rivers. The lake I live near, Lake Winnebago, is 30 miles by 7 miles by 22' deep. And, after many years of sailing her I know that her reputation for treachery is well deserved.

Last year I built Roar II, a graceful and sturdy rowing craft designed by Jim Michalak. For this year's project I wanted to try my hand at designing. So with the basic idea in mind that I wanted a spacious electric powered camping boat, I built a model and then scaled it up. She is 15'3"x 4'8"x 21" deep amidships.

Construction is stitch and glue of .2" lauan plywood with a layer of 10oz glass cloth inside and out. I used generic epoxy resin and square drive bronze screws. The laminated oak false stem is through-bolted with brass bolts. The oak wales are ripped at a 2 degree angle so they form a slightly rounded surface when glued up.

The front compartment is a self-draining anchor storage area, followed by a large water-tight compartment for sleeping bags and clothes, and finally a vented battery compartment flanked by two foam filled flotation chambers. The floor will be raised and slatted mahogany.

Power will be provided by two deep cycle batteries and a 42 lb thrust motor. This should yield about seven hours running time at full throttle at a speed of about 6 knots. I wanted an electric powered craft mainly because I hate unnecessary noise, but the idea of not causing a lot of pollution also appeals to me.

Years of snorkeling and sailing have taught me a lesson about having fun on the water. Slow down! It's impossible to see anything when you move too fast.

Walter Kahlhamer, 628 Florida Ave., N. Fond du Lac, WI 54937.

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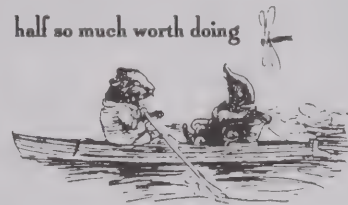
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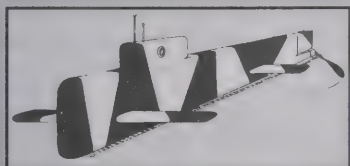
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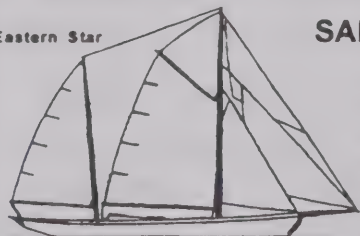
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Steel

Steel is in many respects a wonderful material. It is strong relatively light, and can be worked with a variety of hand and power tools.

It is very, very strong. A steel hulled sailboat is the only one which I have ever heard of floating away from a solid collision with a real ship. It is so strong that a steel fastener essentially always has more strength than the pieces it holds together. Certainly more strength than the small portion of the wood or fiberglass which it actually grabs onto. That is why we use large washers and backing plates. That is why screws will hold a cleat very well if the strain is parallel to the surface, in shear, but not secure when the pull is outward from the deck, in tension as far as the screw is concerned.

A number of techniques have been used over the years to protect steel from corrosion. They include paint, oil and grease, and various metallic coatings of which chromium, cadmium and zinc are the most common. Flexible vinyl and plastic coatings are also seen, mostly on cables, chain and some anchors. All but zinc have in common the problem that rust will get a start at some pinhole or other point of entry and pry its way along the surface, rusting all the worse because the coating originally intended to protect now holds moisture in rather than out.

Zinc is the sole exception, especially when applied by dipping the part in a bath of the molten metal, because it gives an electrolytic protection by acting as a sacrificial anode. Unhappily, the thin zinc coating one finds on hardware store items lasts days rather than years. It is almost impossible to find hot dipped galvanized fittings even here in Fort Lauderdale, home

Boatwork

By Scott White

to uncounted seagoing vessels. The one exception seems to be the availability of large dock and deck cleats, hot dipped, found in eight inch and larger sizes even in big home hardware chain stores. I bolted a couple onto *Sun Hawk* and was most pleased. You could lift the boat by one of them.

Given the above, you might think that the sensible solution to the problem of corrosion would be to use stainless, brass, and bronze exclusively. Yet there are circumstances under which steel is not only acceptable, but if properly treated, the material of choice.

For one thing, stainless will corrode when in the presence of moisture and the absence of oxygen. Rigging fittings, screws and bolts, especially in crevices and below the waterline, come immediately to mind as horrid examples which I have come across.

Additionally, if a piece of stainless steel should fulfill your fondest hopes and exhibit a noble resistance to corrosion, it must, by the very nature of things, induce corrosion in any less noble metal to which it may be electrically coupled. This includes mild steel and aluminum. (a naked stainless rivet or screw in an aluminum mast can bring results which make you want to cry.)

Of equal or more compelling importance to the very low budget boat builder such as myself is that stainless costs a lot of money per unit of strength. Orders of magnitude more in many cases. There are also those times when a stainless part is inappropriate or just plain not available;

structural work below the waterline on a steel hull, or a job that calls for a half-dozen six inch long one-half inch lag bolts in the mast step, eight three foot lengths of one-half inch threaded rod to tie the coachroof together, or merely a handful of small bolts required on a Sunday when the marine store is closed.

What to do? How does one take advantage of the enormous and inexpensive strength of steel without looking forward to having one's project turn, in all too short a time, into a nasty red mess of rust?

The germ of the answer came to me by way of Dennis S., a Summerfield Person, of course, who one day insisted that I put down my wire brush and grinder and buy a product called Ospho. Ospho is a water based solution containing, primarily, phosphoric acid with, I suppose, a bit of degreaser. I've found that adding a little alcohol helps it to work even better, although that refinement is far from necessary.

The phosphoric acid chemically converts iron oxide rust into grayish black iron phosphate, most of which, on drying, becomes an easily brushed off powder. A thin liquid, Ospho will penetrate rust in both crevices and surface pits, which a wire brush or a grinder cannot reach without removing unacceptable amounts of metal. The most gratifying aspect of the stuff is that it leaves an almost ideal surface coating after it's use.

A freshly ground bright steel surface is instantly attacked by the oxygen in the air, sowing the seeds of future rust which will grow in volume, lifting whatever protective coating that has been applied, and forcing entry points for more moisture and more oxygen to drive the positive feedback loop of corrosion.

Ospho (and other phosphoric acid based products including, to a limited extent, Coca Cola) leaves a coating of iron phosphate which resists, for weeks or months, fresh attack. Even better, this coating provides for superb adhesion of paint and other materials.

To protect or restore a new or damaged steel surface, whether it be hull, plate, bolt, or threaded re-inforcing rod, simply clean it and, after scraping off the worst of the rust flakes, apply Ospho with rag, brush, or by immersion. It will happily remove the rust as well as any of those ineffective electro-zinc or cadmium platings and leave you with a perfect iron phosphate surface over the entire part.

For permanent protection I coat the piece before installation with thinned epoxy resin which wets the surface nicely and encapsulates the part, making it impervious to all but ultraviolet. A nice coat of paint (thick epoxy preferred) or 3M 5200 completes the job.

Should mechanical impact break through and let rust start anew, daub some Ospho on the wound and when it has dried and done it's job, thinned resin and paint will bring it back to new.

Ospho will seep down into deep crevices, following where water has gone, and undo the damage. Thinned resin will follow equally well, sealing the steel from further attack. An exposed bolthead, if it is not to be glassed over, should be Osphoed, resined, and smeared with a daub of 3M's 5200 for resilient long term protection.

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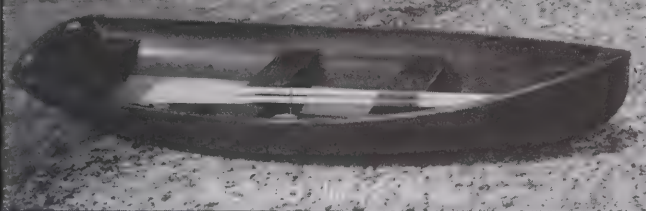
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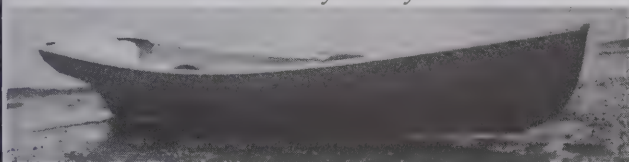


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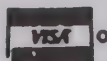
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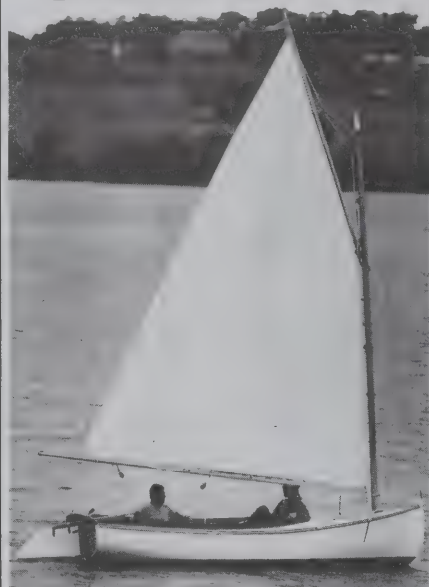
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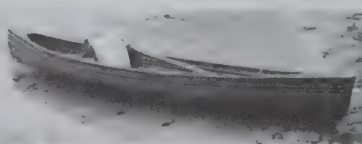
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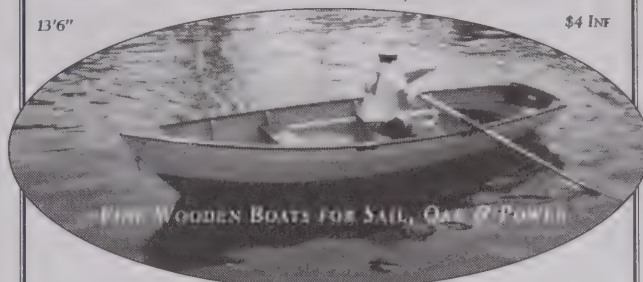
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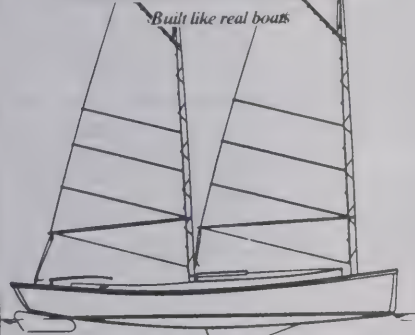
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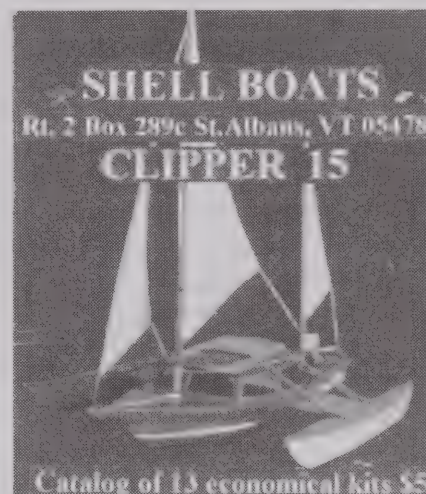
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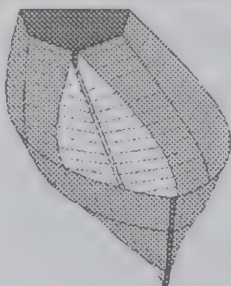
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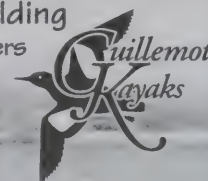
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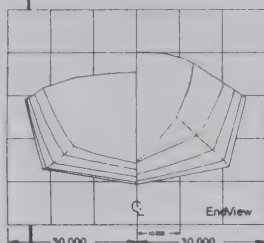
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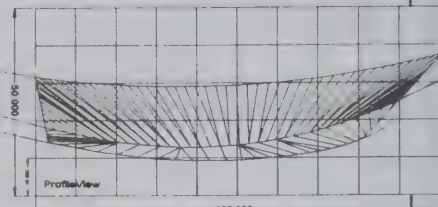
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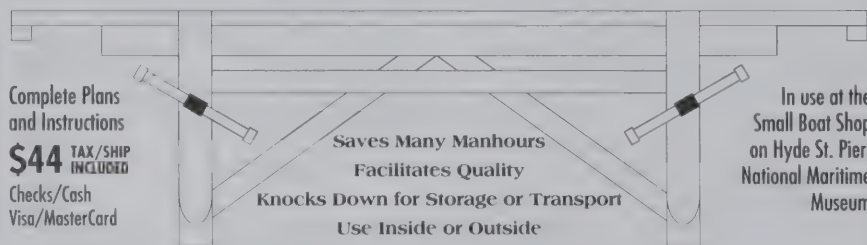
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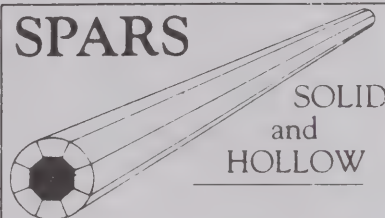
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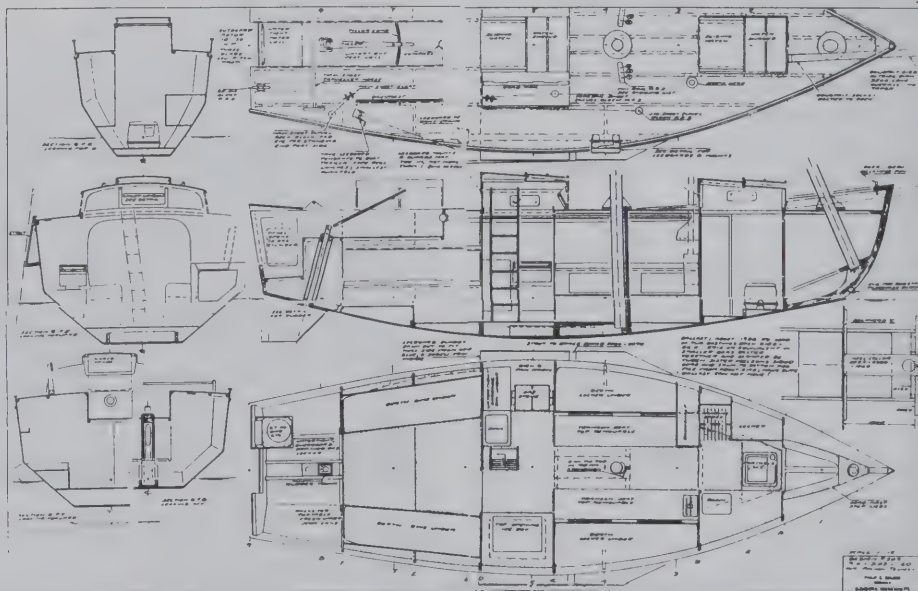
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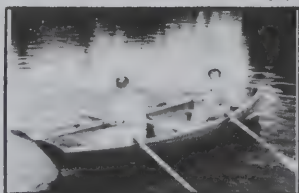
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17' Amesbury Dory/Workboat, mahogany rowing type blt by Hiram Lowell approx 20 yrs ago for service as workboat in sea-mossing industry. Performed valiantly in that capacity for over 10 yrs then semi-retired for rowing only. Capable of being rowed solo or double, solo rower should weigh 170lbs or more & be in exc shape. Come w/8-1/2' oars & thole pins, no trlr. Having Grand Banks dory blt & nd cash, asking \$800 OBO.
PAUL HICKMAN, 46 Eames Way, Marshfield, MA 02050, (617) 834-8904. (20)

Canoe Sale: 16' Rushton W/C "B" grade, nds work. **16' Peterborough English 20 style**. **16' Kennebec**, early 1900's. **16' B.N. Morris** serial #15487. **15' Racine**, Muskegon, MI. **17' Old Town** sailing canoe compl. **12' Penn Yan** car topper. **Old Town Sailing Rigs** compl & original. Call for prices.
BUD LUCE, Fenton, MI, (810) 629-5849. (20)

16' Lapstrake Catboat (seems larger), blt '78 by John D. Little. Exc cond w/new Doyle sail. Brand new trlr incl. Cuddy will sleep 2+. New bunk & cockpit bench cushions. All for \$7,000 OBO. **23' Deering Catboat**, blt in Nantucket '29. Beautiful lines. Nds work but wonderful boat otherwise. Tons of mahogany. Compl but w/sail. \$1,500.
MARK LITTLE, P.O. Box 171, Hull, MA 02045, (617) 925-9096. (20)

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' Sailboat, designed by Phil Rhodes. FG hull w/fin keel. Lg 8' cockpit, tiller steering, cabin w/V-berth & cushions. New mast & sails, Lewmar winches, assorted gear & accessories. \$2,500 OBO.
PAUL FORMAN, Ipswich, MA, (508) 356-7826 eves. (21)

30' Columbia Classic Wooden Sportfisherman, by Hampton Shipyards, LI, '64. Twin screw, FWC 327 Crusaders, new custom mahogany interior, full Sunbrella canvas, slps 4, galley, head, VHF, fishfinder, many extras, exc cond. \$5,500.
GEORGE LEWIS, Framingham, MA, (508) 872-8372. (21)

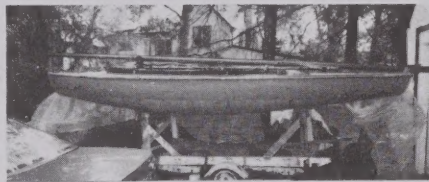
CLASSIFIED ADVERTISING INFORMATION:

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

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

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

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



20' Celebrity Keel Sloop, (#CK197), incl sails, cradle & storage trlr. Wooden boat & mast w/FG overlay on hull. Nds work (doesn't every wooden boat?), trlr nds axle, sails & cradle OK. Wife insists it's either boat or me. Since I love my wife please bring a flat bed truck & \$350 and off you'll go.
DAVID BLOOMGARDEN, Great Neck, NY, (516) 487-1767. (20)



27' Friendship Sloop, pine over oak frames, blt '71 by Phil Nichols, Round Pond, ME. New topsails & jib '93. Atomic 4. One owner last 14 yrs. Much TLC. Stored indoors each winter. FSS #112, Secret. \$8,500. Dinghy & electronics available.
BOB MONK, Burlington, MA, (617) 272-9658. (20)

PHOTO

28' Eldridge & MacInnis Powerboat, '56. Novi style hull, Palmer 120hp gas engine, fwd V-berths. Hull nds transom work, rubrail, deck patching & a lot of cosmetics. Would make inexpensive sportfisherman or camp/cruiser. Asking \$200 to bind deal.
STEVE SMITH, Eastham, MA, (508) 255-8226 before 9pm. (20)

Bolger Boats: Brick, 8' sailing punt, \$200. **Zephyr**, 20' sailing sharpie, \$375. \$500 for both.
RICK CATLETT, JR., St. Petersburg, FL, (813) 823-8070. (20)

20' E.M. White Canoe, wood/canvas, blt Old Town, ME early 1900. Asking \$1,200.
WOODY FICKETT, Sherman, CT, (203) 746-2862 days, (203) 355-2202 eves. (21)

19' Celebrity Sloop, FG CB daysailer, fair to gd. Main, jib, genoa fair to gd. Trlr exc. Faster than Flying Scot, more comfortable than Hobie, cheaper than Sunfish. \$1,000 OBO.
JEREMY EISLER, Biloxi, MS, (601) 875-5103. (21)

'86 Sea Pearl 21, w/trlr, convertible cabin, leeboards, tanbark sails & other accessories. Exc cond. \$3,950. Will take sea kayak in part trade.
ALLEN TEDDER, Tallahassee, FL, (904) 222-4775 work, (904) 893-7461 home. (21)

9'6" Nutshell Pram, sailing model. Sailed once, rowed weekly for four seasons. Scheduled for refinishing this spring. \$900 now, \$1,200 after refinishing.
NATE CAREY, Grantham, NH, (603) 643-3658 days, (603) 863-2915 eves. (21)

15' Kaulback Guideboat, FG w/mahogany & cherry trim. Outfitted w/Piantadosi sliding seat & 9'8" hollow sweeps. All exc cond. \$1,650.
T.R. MAYER, Brunswick, ME, (207) 729-4980. (21)

15' Lapstrake Skiff, copper riveted, vy old, gd cond. BO.
SAM KRAMER, Kittery Point, ME, (207) 439-3190. (21)

21' Sea Pearl, cat-ketch rig, new hvy duty trlr. Dark grn FG hull. Grt shoal draft camp-cruiser. All exc cond. \$5,200.
ART TILLEY, Vero Beach, FL, (407) 234-1218. (21)

17' Florida Bay Mudhen, avg cond, new hvy duty trlr, exc cond. Grt shoal draft camper-cruiser. \$2,500.
ART TILLEY, Vero Beach, FL, (407) 234-1218. (21)

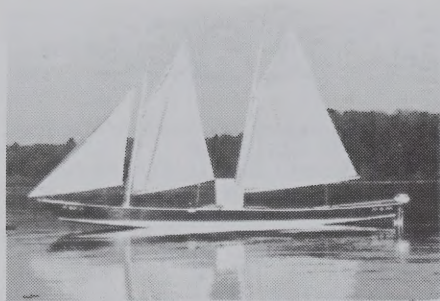
11' Penguin Dinghy, old, plywood. Nds work but salvageable. Compl incl rig & sails. \$75 neg. **18' Sea Bright Skiff**, '68 Hankins. Nds 6 frames, gunwales & thwarts, otherwise exc. Incl shaft & prop but no engine. \$375 neg. **14' Chamberlain Dory Skiff** from Gardner book. Traditionally blt '88. Compl w/oars, CB, rudder & sprit rig. Exc rowing & sailing. Incl trlr. \$2,000 neg.
TOM PAPELL, 263 Pine Acre Blvd, Deer Park, NY 11729, (516) 242-2021. (21)

9-1/2' Monhegan Island Skiffs, exc tenders or rowboats. Made from cedar or pine, \$725. Other small wooden craft for sale also.
ROBERT IVES, The Carpenter's Boat Shop, Branch rd., Penaquid, ME 04558, (207) 677-3768. (21)

'87 Alden Ocean Shell, 16' w/wood oars, exc cond. \$900. **'84 Small Craft Encounter**, 18' sliding seat FG sculling boat w/Piantadosi wood oars, etc, exc cond. \$1,000.
FELIX KLOMAN, Lyme, CT, (203) 434-5356. (21)

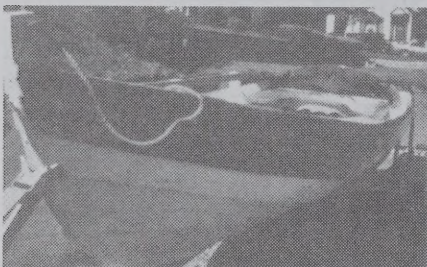
Elsewhere, 28' Eldridge-McInnis Samurai cruising sloop, blt '58, rblt Montgomery Boat Yard '93. 22hp Palmer 40 hrs on rblt. Cruised Maine summer '94. Fully loaded. \$8,000.
MONTGOMERY BOAT YARD, 29 Ferry St., Gloucester, MA 01930, (508) 281-6524 days, (508) 283-0262 eves. (21)

26' Chris Craft Sea Skiff, '57, cuddy cabin, twin 6 cyl Model K engines. Sound hull, in water, nds engine work, \$400.
NICHOLAS CHIEPP, New Haven, CT, (203) 777-2218.



31' Bolger Folding Schooner, trailerable, \$2,500. ANDRE VENABLES, New Paltz, NY, (914) 255-4538 eves. (21)

Piscataqua Wherry, blt by Pauliotte from museum plans. Cedar on oak, mahogany trim. Gunter rig, red dacron main & jib. 2 sets 7' S&T spoon oars, bronze hrdwre & oarlocks, cushions, anchors, etc. Just refinished and interior oiled. Super cond, rows beautifully. Galv Cox trlr. \$2,500 firm. RAY SOBEL, Lebanon, NH, (603) 448-4246. (23)



10' Chaisson Lapstrake Tender, wooden, 4' beam. Stem, frames & cleats oak, transom, sheer, seats mahogany, bottom & garboards FG. True classic, blt '88 by Whittier Voc. Tech boat school graduate. \$2,300. DON GALVIN, 3 Westford St., Saugus, MA 01906, (617) 231-0710, (617) 233-6214. (23P)



Custom Building, steam & gasoline launches, Grand Banks & semi-dories, yacht tenders. Send SASE for brochure. AEOLUS BOATS, Old Co ist Rd., Davenport, CA 95017. (23P)

Clearing the Decks (Ways?). 11' Cartopper, no oars, w/parts for CB & rudder, \$200. **14' Peapod**, decked for rowing, no oars, \$650. **14' Cuddy Cabin** similar to Rabl's no spit & polish boat for the water Gypsy, 6hp LS Evinrude, trlr (2 spare wheels), \$350. **16' Great Pelican**, full red 7 white main & jib by Norseman, all spars. Nds to be rigged. Rugged \$2,000 Shoreline 4" channel trlr, 13" wheels w/spare, customized for Pelican. \$1,995 firm. STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (TF)

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)



FOR CHARTER, 35' classic sailing yacht "Pleiades". Comfortable cruising for 4 on this fully restored and well maintained vessel. Penobscot Bay, ME. \$975 weekly. GEORGE EVANS, Islesboro, ME, (207) 734-6641 eves. (TFP)

Lonesome Bay Boat, a modern replication of a 16' 1912 Old Town "Double Ended Boat". Fast & stable under oar, sail, paddle or small OB, this is a perfect multi-purpose boat for the sportsman, camp owner & family. For its length it's one of the most versatile boats built today. Light, responsive, its classic early Maine styling & modern materials hull provide you w/low maintenance & much pride of ownership. Wide option list enables us to custom bld each boat to your specifications. INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457, (412) 643-6001. (EOI)

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BOATS WANTED

Maurice Griffiths Designs, Eventide, Athaena, Waterwitch? Shoal draft, bilge keels. ANDREW MOORE, Brooklyn, NY, (718) 486-8049. (20)

Cruising Catamaran, 31' or smaller. Pacific northwest area, any cond, projects okay. JEREMY MARSHALL, Ft. Lewis, WA, (026) 572-6627. (20)

14'-15' Catboat, or Rowing/Sailing Skiff. Easy to tow & rig. BRUCE KENNEY, Nyack, NY, (914) 353-2958, EMAIL brucek9126@aol.com. (20)

SAILS & RIGGING FOR SALE

Winter Clearance Sale: Sails, spinnakers, rigging parts, many others for 8'-20' dinghies & sailboats, incl Wood Pussy masts, booms, sails. Call for detailed listing. CAPE ANN SMALL CRAFT, Gloucester, MA, (508) 281-6530. (20)

Mast, free-standing aluminum, 38'8" w/13'8" boom & 3yr old fully battened sail, \$1,500. JIM BREESE, Guilford, CT, (203) 453-4236 eves. (20)

Mirror Dinghy Rig, mast, boom, rudder, sails. Gd cond. \$100 OBO. BERT LUSTIG, Berkeley Springs, WV, (304) 258-1195. (21)

Fast Traditional Sails, 1st, 2nd boats, Fleet A, WoodenBoat regtta wore DABBLER SAILS. Lug, gunter, sprit, gaff, etc., in white, tanbark or "Egyptian" dacron. DABBLER SAILS, P.O. Box 235, Wicomico Church, VA, 22579, (804) 580-8723. (6P)

SAILS & RIGGING WANTED

Spinnaker & Gear, for Mirror Dinghy. MARK NASH, 19 Ridgewoods Ct., St. Peters, MO 63376, (314) 926-0895. (20)

Used Jib for 16' daysailer, luff 11'-12' should work. FRED MARKLE, Strafford, NH, (603) 332-9462 eves. (20)

Used Main & Jib, for older O'Day Javelin. Will be used only for messing about, not racing. **Used Gaff Rig**, main between 125-145sf to fit 14' hull. DAVE NIELSEN, Somers, CT, (203) 528-2106, 8am-4pm. (21)

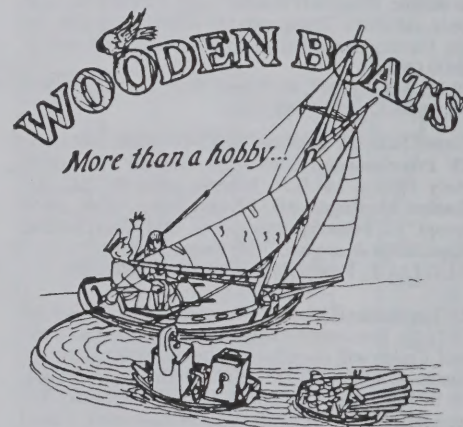
Sail, approx 75sf, sprit or gaff, w-w/o mast & running gear. JOHN LOFTY, Lee, NH, (603) 659-2990. (21)

GEAR FOR SALE

Cosine Wherry Building Mold, incl builder's guide & necessary patterns. \$500. GORDON STANLEY, N. Bridgeton, ME, (207) 647-2628. (20)

Volvo MD7A, w/110 Saildrive, exc cond, \$1,500. JIM BREESE, Guilford, CT, (203) 453-4236 eves. (20)

Johnson 4hp Longshaft OB, brand new, never started. \$700. MARK LITTLE, P.O. Box 171, Hull, MA 02045, (617) 925-9096. (20)



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Nutshell Building Jig, \$50. NATE CAREY, Grantham, NH, (603) 643-3658 days, (603) 863-2915 eves. (21)

Michigan Boat Plates, '52-'74. 4-cyl Gray Marine Engine, \$250, or trade for guns. ROY ROYAL, Columbus, MI, (810) 727-7320 aft 6pm. (21)

British Seagull OB, 5.5hp, Silver Century Plus. Long shaft w/clutch. A great motor. \$350. JIM CASNER, Canton, OH, (216) 499-3164. (21)

Canoe Seat/Yoke, by Spring Creek, \$20. Perception Solo Saddle, \$35. Wet Suit Top, 1/4" med/lg, gd cond. \$10.

BERT LUSTIG, Berkeley Springs, WV, (304) 258-1195. (21)

Piantadosi Oars, extra pair, \$150.

FELIX KLOMAN, Lyme, CT, (203) 434-5356. (21)

1" Shaft 4'6" long, Stuffing Box, 8"x10" Rect Rudder w/arm, \$75.

STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (TF)

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

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Wishbone Anchor.

JEREMY MARSHALL, Ft. Lewis, WA, (206) 572-6627. (20)

Trailer, for 16' dory. **Oarlocks**, #1-12 cowshorn. **JOHN LOFTY**, Lee, NH, (603) 659-2990. (21)

BOOKS & PLANS FOR SALE

Canoe Magazine, '83-'93, \$25. **River Runner Magazine**, '84-'88, \$10. **Wooden Boat Magazine**, Vol. 49-110, \$500BO.

BERT LUSTIG, Berkeley Springs, WV, (304) 258-1195. (21)

"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)

New Book, Seafood Is Supreme, Rainbow Books, Inc., ISBN 1-56825-017-7. 285 page guide on how to purchase & prepare seafood w/over 100 famous recipes from famous people (and other vignettes). FREE details.

THE MARINER, P.O. Box 781B, Old Lyme, CT 06371-9986. (23P)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. A great Christmas present. Send \$21.50, incl S&H.

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

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

"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)



Sea Kayak Plans. "Seguin" is a sleek, lightweight kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual.

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TRAILCRAFT, 405 State St. Dept. M, El Dorado, KS 67042. (TFP)

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FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)



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)

BOOKS & PLANS WANTED

Maine Related Books, wanted by collector (from lighthouses to logging) & souvenirs. Also from NH, VT, NS.

GUNNAR SEIGH, 17 Creek Rd., Staatsburg, NY 12580, (914) 889-4592. (21)

Small Boat Journal, compl set. Why bother placing an ad for sale? Just call me.

STEVEN ROSSI, W. Bloomfield, MI, (810) 682-7259. (21)

Small Boat Journal, compl or nrly compl set. **Richard Foster**, 111 Glen Rd., Portsmouth, RI, 02871. (21)

Yacht Club Archives, histories, yearbooks, old burgees, registers, directories, lists.

BURGEE DATA ARCHIVES, 117 Airdrie, Toronto, ON M4G 1M6. Phone/Fax (416) 423-9979. (21)

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NAT HAMMOND, 672 E. Campville Rd., Endicott, NY 13760, (607) 754-3126 eves. (3P)

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IVER LOFVING, Box 366, Swans Island, ME 04685, (207) 526-4121, (207) 773-9505. (TF)

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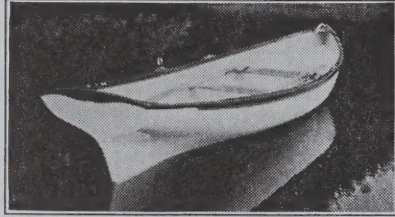
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