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Special Features This Issue
Snow Row '95
Inner City "Martha Jane"



messing about in BOATS

Peabody Essex Museum
Stephen Phillips Library
East India Square
Salem, MA 01970 U.S.A.

Volume 12 - Number 22

April 1, 1995



messing
about in

BOATS

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Volume 12 - Number 22
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Our Next Issue...

Will feature some interesting boats we saw at the Maine Boatbuilders' Show, and whatever else we can fit in from amongst the following:

Adventures: Andy Petrisko tells us that "T-Square Floats!"; Hugh Horton gives us a paddling tour of the Bahamas in "Bahama Honeymoon"; Andre Venables describes a brief October sail in "Short Jaunt in Paradise"; and Roger Rodibaugh goes even later in "November Sail". Oh yeah, Roger Dilmore tells us why "Moses was Wrong". And we launch another serialized adventure, this one Peter Johansen's tale of youthful cruising in "Maiden Voyage of *Raskur*".

Projects: Tugboats take the stage in Hugh Ware's "Fireman to Tugboat Captain"; Rolly Evans' "Launching *King Phillip*", and some more of Hugh Ware's photos in "Crocker's Yard Tug". Offsetting all this muscleboat stuff, Bill Clements brings us "New Life for a New Generation" and David Goodchild is back with a lengthy chapter on "Building *Toad Hall*".

Designs: More tug stuff, as Berk Eastman shows us more on his *Candu EZ* and Perfect 10 mini-tugs; and Phil Bolger brings us his "Bonefish Concept".

Details: Lots of small stuff here with David Goodchild's "Real Cool Guy"; Ron Rantilla's "A Good Sawhorse" and "Another Poly tarp Sail"; Gary Blankenship's "In Praise of Lugsails"; and Scott White's wrapup of his "Boatwork" series.

Even if we again add on four pages as we did in this issue I don't see how it'll all fit.

On the Cover...

The Hull gig *Pilot* comes in first overall in Snow Row '95 in early March. The Hull rowers were so determined to win it this year for the home folks that even founding father Ed McCabe had to qualify for the crew on the ergo rowing machines. He barely made it. But the gig won. More photos in the centerspread.

Commentary...

Reader Paul Gorman raised a subject in a recent letter that I thought needed some discussion. In it he comments as follows:

"The small boat community contains both rowing and sailing factions, and while articles occasionally appear in the magazine reporting on sailing get-togethers, it is the rowers who seem to schedule the overwhelming majority of races and messabouts. Does a greater sensitivity of sailboats to weather conditions discourage advanced scheduling or is it the nature of small boat sailors to enjoy their pursuit in solitude that prevents the coming together of a group of sailing individualists?"

Well, my reaction to this was that Paul's impression is right in some ways, wrong in others. Sailing as a group activity is far more widely established than rowing, but virtually all of this group sailing activity is in the form of a multitude of local yacht club races throughout the season. We don't look in much on that way to play, it's highly focussed in the people in the clubs themselves and just not of broader interest to us. So you don't see much about it on these pages.

Sailing get-togethers just for unorganized enjoyment and companionship do turn up on our pages, small gatherings in Urbanna, Virginia and Cedar Key, Florida are examples. Larger small craft gatherings such as Mystic Seaport's Small Craft Weekend and the Adirondack Museum's No Octane Regatta attract larger contingents of sailors. The southern Californians have major messabouts for local sailors of mostly homebuilts. Even in Indiana successful messabouts now take place each year. I would say that the opportunities do exist for Paul to take in the sort of small gatherings of small boat sailors he is looking for. But he will have to travel afar from his home in southern New Hampshire.

Sizeable gatherings of like minded small boat people seem to need driving purposes, and racing is the overwhelming impetus for most. The lure of competition seems to be needed for attracting larger numbers of enthusiasts to a meet. Laid back gatherings where those taking part just sail around and socialize do not offer

the apparent incentive most seem to need.

During the 1980's I organized a couple of messabouts on a nice accessible big lake in central Massachusetts but only a few showed up. Our local traditional small craft club tried a couple of summer on-the-water meets in bygone years with only modest success. It did seem difficult to arrange something informal that would attract a majority of those one knew who enjoyed sailing small boats.

I believe that most of what exists in the way of mellowed out small boat sailing gatherings goes on weekly at ad hoc locations on the ponds and lakes scattered around the country, involving people who summer on these lakes and are thus already there. Trailering the boat somewhere is a chore for many, along with the necessary rigging out at the locale after arrival. And I don't envision so much going on at the seashore, access is usually more difficult, the shore vacationers who sail are based at some marina or yacht club and end up involved in the more structured activities that club's typically arrange.

Paul goes on in his letter to say that he's not particularly interested in racing but is seeking information on informal gatherings of small sailboats in the New England area, and hopes some of you can provide him some information on such activities. I'd be interested to hear myself, I prefer to attend non-racing events because more opportunity exists for socializing, looking over the boats, and sailing with others in their boats, and the absence of the tensions surrounding racing is restful.

Should little information develop from this inquiry, Paul suggests that perhaps it is time that something be done about it by those who wish such activities were more plentiful. He doesn't envision yet another organization or publication, but somehow hopes that existing organizations and publications can develop some such activities. This publication is willing to publicize the effort to schedule informal gatherings of small sailboats if there are those out there who are either already doing so, or would undertake to do so. I await hearing from you.

And Paul awaits hearing from you too, he's at 46 Woodbound Rd., Rindge, NH 03461.



Auctions & Flea Markets

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

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

May 6. Wooden Boat Show, N. Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

Canoeing Events

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., Prest-on, 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

3/19 - 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.

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

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202. (315) 471-0593.

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.

Happenings '95

The 1st issue of each month carries the updated list for that month and the succeeding one, with occasional advanced listings of events requiring long term planning to participate in. We can list only those events and organizations that we hear from.

If you need to know more about any of these activities and events contact the listed organizations appropriate to your interest for full calendars.

Maine Watercraft Museum, 4 Knox St. Land- ing, 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.

Mystic Seaport Museum, P.O. Box 6000, Mys- tic, CT 06355-0990. (203) 572-5315.

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.

Strawbery Banke Museum, P.O. Box 300, Ports- mouth, NH 03802. (603) 433-1100.

Model Boating Activities (Ongoing)

(Call or write for activities schedules.)

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mer-maid 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. Den-nis, MA 02670. (508) 394-3908.

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

Rowing Events

5/20. Mayor's Cup Regatta, Narragansett Boat Club, Providence, RI. (401) 272-1838.

Rowing Activities (Ongoing)

(Call or write for activities schedules.)

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

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

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

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 So- ciety, c/o Annie Kolls, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

Traditional Small Craft Events

5/6. 3rd Annual Oyster House Row, Calvert Maritime Museum & Patuxent Small Craft Guild, Solomons Island, MD, (410) 586-2700.

5/20. Urbanna Small Boat Meet, Urbanna, VA, (804) 758-2721.

5/20-21. Celebration of Summer's Arrival, Upper Chesapeake Baymen, Baltimore, MD, (410) 254-7957.

Traditional Small Craft Activities (Ongoing)

(Call or write for activities schedules.)

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

Center for Wooden Boats, 1010 Valley St., Se- attle, 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 CTI Media News- papers Inc., P.O. Box 332, Pitman, NJ 08071-0332.

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 Bea- ver 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.

Tugboat Activities (Ongoing)

(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.

PHIL GREEN DESIGNS

NEW DESIGN BOOK. Open canoes and small craft. Boats for all people, most purposes. Plans for ply/epoxy construction for home builders and small scale production. For a copy of my 22 page design book send \$3 to:-

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BERRY POMEROY, TOTNES, DEVON,
TQ9 6LH. ENGLAND

Recent Enjoyable Features

I would like to comment on some of the features I found enjoyable in recent issues.

"Cruising Up the River" by Mel Ross: Every small boater should experience the small long tailed boats, I haven't had such a ride since one in a '12' Dunphy with a 20hp longtail in the '50's.

"Four News Boats" by Jim Michalak. I always enjoy reading about what Jim is up to. I think one of these days we are going to have to address the liability aspect of small boat design and construction in order to encourage more new designs and construction techniques. We could end up like the sailplane folks, no new entry level designs so no new entry level people. Too bad they are in such a decline.

"Boat Work" by Scott White. This is always very interesting. South Florida boat maintenance is a never ending battle but probably no place is more pleasant in which to do it, and you don't have to look very far to see the consequences of not keeping ahead of it.

"The 'Double Paddle Dory' by Ira Goldstein. A very interesting project that will yield a boat which will draw considerable favorable comment.

"Book Review, *Electric Boats*" by Douglas Little. I am going to get a copy. I have a great deal of confidence in your book reviews as it seems to me the reviewers have always been fair and the books are relevant to my life style.

"High & Dry" by Denise Brown. I am going to cut the pictures out to remind myself that there are walls back there behind all that valuable junk I have saved over the years. I remember the thrill of seeing the garage empty just after it was built. I console myself with the fact that six boats are inside and only two cars are outside. That Melonseed Skiff is a beautiful boat.

"The DD23 Bliss" by Dennis Davis. I enjoy the new design reviews. Even though I will not build a boat of this type, they always offer food for thought.

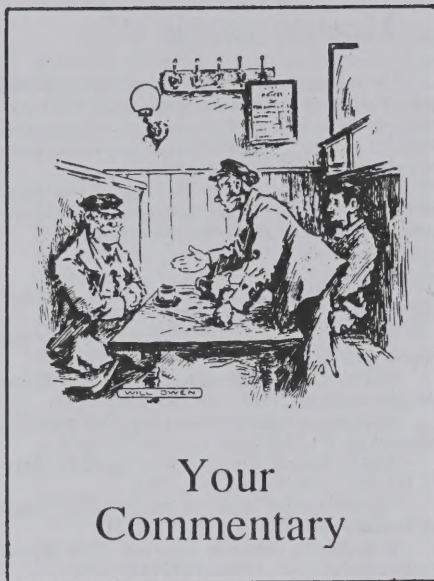
"So-Du-It" by Nils Andersson. I enjoyed seeing Jim Betts' idea fleshed out and it looks like a neat idea for a certain segment of our sport.

"Boat of Barter...Labor of Love" by Andy Petrisko. I just gave my 1960's Super Satellite to a friend last fall, he intends to restore it. I will show him Andy's article.

I hope these comments help to explain your magazine's appeal to one mid-western boater, and I think your readership in this area will grow when more of us out here learn about you.

Lastly, your "Commentary" is worth the subscription price, it's like a letter from a friend twice a month; how you resolve the issues of the publication, your boat projects, the postal system, growing old gracefully, and the priorities one must establish when we realize that projects are infinite, but time for us is not.

Joe Cox, Farmland, IN.



Your Commentary

Cedar Key Meet Will Run

The 11th Annual Cedar Key Small Boat Meet will be held May 6th and 7th, despite contrary information published in an earlier letter. The meet is unsanctioned, completely informal and has no organized events.

Cedar key is on Florida's Gulf coast, 100 miles north of Tampa and seven miles south of the mouth of the Suwannee River. It's an exquisite, isolated area of shallows with saltmarsh and sea islands, intricate channels and challenging currents. Birding is superb.

All shallow draft craft are invited, from solo canoe to big sharpies. Campsites or other accommodations are available.

For information call Russ Brami at (904) 543-5600 or Hugh Horton at (810) 468-6456.

Hugh Horton, Mt. Clemens, MI.

Come Row With Us

Mystic Seaport is inviting everyone who visits us this summer to get on the water here and row, row, row a boat. "We want everyone to experience being on the water in a traditional boat," declared Museum Director J. Revell Carr. So for the first time ever, and included in the cost of admission, visitors will crew traditional whaleboats rowing alongside the *Charles W. Morgan*, the last wooden whaling ship in the world, pulling hard on the long oars.

Other on-the-water opportunities also abound this summer at Mystic where the boathouse rents traditional small rowing and sailing craft every day to visitors. Those wishing to be skippered can ride aboard the catboat *Breck Marshall* or the power boat *Resolute*. These opportunities are available at additional cost over admission. Want to know more? Call (203) 572-5315.

The schooner *Brilliant* again will offer a full schedule of sailing for both adults and teenagers. Reservations for *Brilliant* cruises must be made in advance by calling (203) 572-5323.

Tricia Wood, Mystic Seaport Museum, Mystic, CT.

Enjoying "Toad Hall"

I'm a carpenter in a boatyard where I work on boats primarily in the 35'-45' range, but my main interest is in small craft. So it is with joy that I read *Messing About in Boats*. It is filled with articles and correspondence relating to realistic boats for people who don't have a lot of money to spend.

In particular I've enjoyed the articles on the building of *Toad Hall*, an interesting and efficient approach to a beautiful design. I have just completed lofting another design from that same collection, (*Small Boats* by C.P. Kunhardt). It is the "10' Portable Catboat" and I hope to have it completed by August.

Rick Nardone, Beverly, MA.

The Real Solution to Replicating

I read your frank comments in the February 1st issue about the proposed construction of a new 108' replica of the *Friendship*.

Over the years I have noted the fanfare surrounding the building of historic replica craft and have later noted the expected news of their demise.

The real solution to replicating historic boats rests right in your local Peabody-Essex Museum in Salem, Massachusetts. A half-scale whaling ship has been there for years (70?) and will be there as long as the roof doesn't leak too much. The detailing is exact, it can be visited in any weather and maintenance is minimal.

Mystic Seaport Museum has many of their exhibits under cover and over the years has reduced their in-the-water inventory to a few large vessels with a fringe of smaller craft. Look no further for the answer to replicating historic ships and boats.

David French, La Conner, WA.

Not As Weird As It Seemed

My letter in the March 1st issue ("A Boat That is Real") has caused several of my brethren in the small boat community to question the state of my few remaining brain cells. I must explain that it was part of a three page letter and made far more sense within that context, but since most of that longer piece bordered on being libelous, I agreed to the printing of just that one paragraph.

But on to other things. The review of Mr. Bolger's latest book compels me to admit that many of Mr. Bolger's designs make my eyes ache, but I think it unwise to generalize about his work. Five years ago my sons and I built his 10-1/2' "Pointy Skiff". It's a pretty, rugged, very seaworthy and (gasp) traditional looking little vessel that has drawn compliments over the years. I even rowed her in the Blackburn Challenge in 1992, blazing my way around Cape Ann in 5:53:30 despite at least six stops for lunches and naps...

Les Gould, Exeter, NH.

Rowing/Paddling Events Listing Available

A complete listing of all 1995 New England rowing and paddling events has now been compiled and is available on request by sending an SASE to me.

Frank Durham, 70 Hayden Rd. Hollis, NH 03049.

Gotta Sell the Sunfish

I am selling an Alcott Sun Fish I recently acquired and thought the story associated with my decision to sell might be of some interest.

When it was offered for sale, as a former boat owner I had no qualms about the purchase and couldn't wait to go for a sail, so I set out to try. My friend, at whose dock I set out from, got out his camera and shot a few photos of me enjoying myself not realizing I had not checked it out fully before going out.

I didn't know that the mainsheet passed through a locked pulley and so when first coming about and I tried to let the sheet out it was no go. The next gust caught me unaware and I was thrown overboard.

A jet-ski operator offered to take me ashore. My pleas to slow down were lost in the noise of the jet and off we went at full blast for the beach. By the time we got there I had lost my shorts with wallet and all my credit cards, keys and money in 85' of water. The trip also literally took my breath away (being an asthmatic) and I was unable to stand up.

My friend, having unsuccessfully tried to get his outboard going, finally resorted to oars and not seeing me anywhere figured I had drowned. He and his wife towed the boat ashore and then found I was already there. Even a couple of blankets were not enough to warm me up and I was in shock so badly that I didn't go home but stayed all night with them. The upshot of it all was that I was taken to the hospital with pneumonia next day.

My friend, after all of this distress asked me, "What is an eighty year old man doing out on a Sun Fish anyway? Sell it!"

I have priced it and am asking \$1,000 for it. Can you advertise it in *Messing About in Boats* for me?

Lloyd Grimes, 492 Washington St., Apt. 27, Holliston, MA 01746.

Front Row Rig Works

As a result of the article in the magazine about the Front Row Rowing System (Nov. 15, '94) I purchased one and have used it with great satisfaction fishing from my canoe. It works as described and seems much handier than using either a canoe or kayak paddle. And it is great to see where I'm going when rowing!

William Wainwright, Somerville, MA.

Welcome to Barnum Bay Yacht Club

Barnum Bay is ten miles north of Highway 21 off County Truck "Z" on the eastern shore of 23,000 acre Lake Petenwell, Wisconsin's second largest in area labeled by the naturalist Aldo Leopold as the "Sand Counties." The shoreline is composed of miles of uninhabited sandy beaches. This ancient bed of glacial Lake Wisconsin is in the middle of flat wooded, pine barrens, which offer the sailor unobstructed winds and big water. It is an ideal destination for the camping day sailor.

Membership in the Barnum Bay Yacht Club is nominal and gets you on the mailing list so that you know when things are happening on the lake. Contact Ted Sojka, 623 Day Street, Decorah, Iowa, 52101 (319) 382-3089, or write to the Barnum Bay Yacht Club, Box 32, Wisconsin Rapids, WI 54495-0032.

Shipyards Festival

Our 1st Essex Shipyards Festival is on for May 13th with a marine flea market running from 9am to 3pm, the annual Essex River Race starting from the site at 10am and a Shipyards dance running from 8pm to midnight.

Call us at (508) 768-7541 for flea market table reservations, bulletin board and want ad space, and dance ticket info. For Essex River Race info call (508) 283-4695 or (508) 927-1834.

Diana Stockton, The Essex Shipbuilding Museum, Essex, MA.

Join Our Parade

I'm inviting all traditional small craft people to join us at the Connecticut River Fest on July 1st in our parade from north of Hanover, New Hampshire to Wilder Dam, Vermont. Two weeks of community celebrations up and down the upper Connecticut River valley will culminate in this flotilla and parade. If you'd like to take part, contact me for further details.

Deb Williams, Hulbert Outdoor Center, RR 1 Box 91A, Fairlee, VT 05045, (802) 333-9840.



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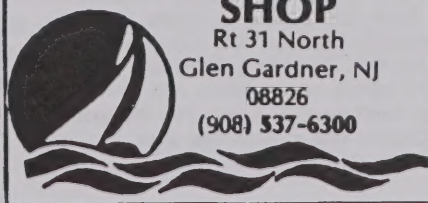
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(203) 536-6930

SMALL SAILBOAT SPECIALISTS

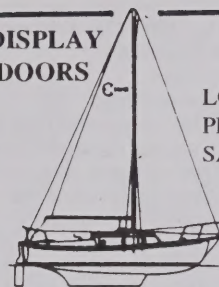
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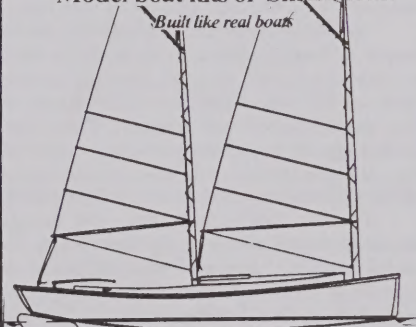
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Sensible Cruising Designs

By L. Francis Herreshoff

\$19.95 Paperbound

Reviewed by David Childs

As the title suggests this book is mostly about cruising designs, but I found much of interest for the messabouter as well as the cruiser. L. Francis was the son of the well known builder and designer Captain Nathanael G. Herreshoff and as stated in the Publisher's Preface by Roger Taylor, "had his same genius, but whereas the work of the father emphasized engineering perfection, the work of the son emphasized artistic perfection."

The first portion of the book contains ten reprints of articles originally published in *The Rudder* magazine during the 1940's and 1950's. These are followed by a selection of Mr. Herreshoff's designs with authoritative commentary by Roger Taylor. The reprinted articles as well as the designs show the true genius of this man.

His ubiquitous cedar bucket is an example of how he liked to simplify as much as possible in his designs leading to more time on the water and less time spent doing maintenance or repairs. This same simplicity in his clean sweeping lines and rig designs results in less expensive to build and maintain boats as well as yachts.

The articles include not only designs for deep water cruisers, shallow water lee-board cruisers, and day sailers; but a design for a decked over double paddle canoe. Included in this article are specifications for the paddle, seat, and foot rest as well as suggested techniques for paddling. Mr. Herreshoff obviously felt that Americans of those days were missing out because of the limited popularity of these boats. He states, "It is my opinion that the double paddle canoe gives the most fun for the

BOOK REVIEW

money of any type of boat a person can possess, and I must say that it is my favorite form of aquatic sport."

There are also articles that go into some detail on the building of the "H-28" and the canoe yawl "Rozinate" which are both still popular today. Two of the larger yachts also have dingy/tender designs included which would make interesting vessels for the messabouter.

The portfolio of designs that make up the second part of the book includes several more canoe and kayak designs as well as designs for day sailers and beach cruisers. Some designs in this section include enough information to actually build from and all are certainly interesting food for thought for those of us who must do their boating vicariously.

While neither the designs presented nor much of the philosophy could be considered dated, some of the information might be. The variety and sizes of woods suggested could easily place some of these simple designs out of reach for many. Mr. Herreshoff's scorn for plywood being another example.

One thing that will undoubtedly never be considered outdated is the artistry presented in these designs. The draftmanship is exquisite. It is possible to spend hours poring over any of the cabin layouts, profiles, or construction plans. I would recommend this book for anyone considering a new boat and to anyone who would like to just sit back and enjoy the artistry of a very talented designer.

The ABC'S of Boat Camping

By Gordon and Janet Groene

Published by Sheridan House, \$16.50

Review by Jim Michalak.

The ABC's of Boat Camping by Gordon and Janet Groene is full of good tips for boat campers, but I feel it is bound to discourage almost anyone from starting boat camping because of its "1000 things you need to buy" nature. I've written about minimal gear solo boat camping, and this book is more like 40 foot RV camping with a family for an extended period of time. So I found the book difficult to review.

I'm sure the Groenes are very experienced campers. They state up front that their writing applies to any boat type and that's great. The second chapter contains information on places where shore camping is actually legal. I've never seen such a list in print before. It's unfortunately short because it's really that way.

For me, the book goes awry after that. The chapter "Know Where You Are, Keep In Touch" essentially tells you where to buy maps and then where to buy a video that explains map reading. Why not just tell us how to read a map? Oh yes, then you must buy communications radios, emergency radios, and weather radios. Don't forget the bullhorn, airhorn and depth-sounder. The Loran, GPS, and radar are still optional, we're told. And so it goes.

A quick count shows 31 of the 39 photos in the book are credited to gear manufacturers. There's a checklist printed in here for basic canoe camping that has about 50 items (excluding food and clothing) and includes a dishpan, and crampons. You get the idea, and I suppose there are lots of people who think it's a way to enjoy camping, but I don't. The point of my camping is to get away from everything I own, not bring it with me.

Well, enough carping and on to the positives of the book, and there are many.

The chapter on safety is the largest in the book and has lots of life-saving information, such as avoiding and treating hypothermia. The Groenes write about the skill and caution needed to handle small boats in stormy situations. There is a full chapter about avoiding bugs and the sun. Then a chapter on boating with kids. All this is pretty down to earth stuff.

Next is a cooking section. I've tried some of the recipes and they were pretty good. They're aimed at feeding four. Surprisingly, the Groenes say ice is a "heavy luxury" in camping and on that I agree with them very much. They say to learn to live without it and list foods that require no refrigeration. But they also tell you about the different refrigerators you can buy.

The later chapters are about keeping everyone and everything clean and neat, important subjects you seldom read about in adventure tales. Which reminds me, this book really doesn't have any adventure tales in it.

The book closes with very good advice about boating and camping etiquette.

I have mixed feelings about this book. In spite of all the solid advice, I'm glad I didn't read it a few years ago when I started out boat camping myself.

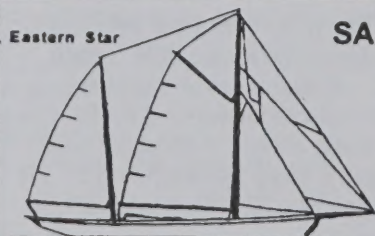
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Contributed by Tom Shaw

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The National Safe Boating Council and the U.S. Coast Guard remind recreational boaters that the best "insurance policy" of all against accidental drowning is to wear a life jacket. Over the years, countless lives have been saved because boating accident victims were wearing their life jackets, and as many lives have

been lost by other people who were not wearing life jackets.

Small boats are unstable at best, and when weather and water conditions deteriorate, there is no smarter move than to make sure everyone is wearing their life jacket. The Council and USCG note that life jackets save lives, but they don't work if boaters will not wear them.

The Council and the U.S. Coast Guard urge recreational boaters to wear their life jackets.

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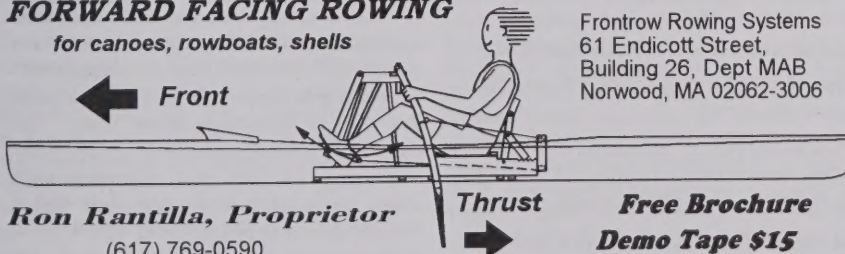
But suppose you modify those professional plans, or suppose you do your own designing. Unless you have training as a naval architect you would be well advised to get a copy of *Safety Standards for Backyard Boat Builders* put out by the United States Coast Guard. This small (about 50 page) booklet makes fascinating reading for the home builder. There are some fifteen sections including powering, safe loading, flotation (and location of flota-

tion material(s), ventilation, gasoline fuel systems, transom height and electrical systems. There is also information on how to get a hull identification number (a Federal requirement), how to calculate safe capacity and to make up a "capacity plate" required for any inboard or outboard less than 20'.

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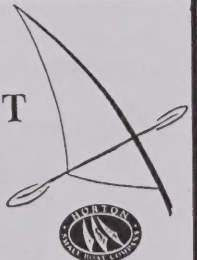
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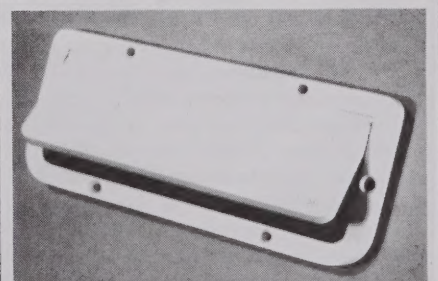
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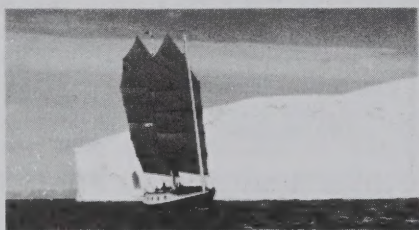
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"The authors should put a disclaimer on the cover absolving themselves from responsibility should the reader decide to chuck the day job, get the boat, purchase a big stack of Admiralty charts and leave on the next tide. In fact, come to think of it that sounds a pretty good idea..." **Classic Boat**

"This book leaps into the 'must read' category for anyone contemplating living aboard and getting about, whether on a small or large income, and the 'should read' category for all cruising people." **Yachting World**



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The work you have in your hands purports to offer a series of hints concerning the art of **Voyaging On A Small Income**. So it does, but if you think that is all you are getting, you have been misled by a remarkably innocuous title. What you are about to read is a volume dealing with the business of sailing in its broadest context, but which also poses a number of serious questions about the true priorities of life for the long-distance mariner. In case this makes you want to dump the thing like a hot ballast pig, don't panic. Annie Hill and her skipper, Pete, are emphatically not "drop-outs", pushing half-baked philosophies to the disenchanting.

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)



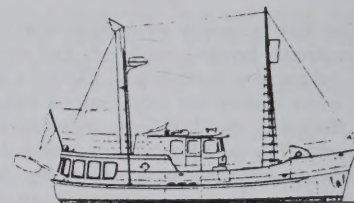
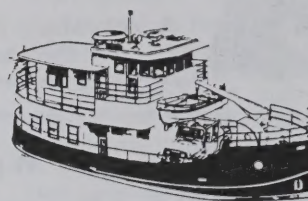
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The '94 fall weather in New England was unexpected, the beautiful stuff just kept on coming, and coming. One last weekend, that's all I wanted, but not enough guts to ask the wife. After all, there are leaves to rake, trips to the dump, two autos that should have their winter wax applied, and so on. Part of the "and so on", and just as important, is prepping the sloop for it's winter storage.

Out of the blue my charming wife suggested that I should take advantage of the weather and have one last weekend sail. Can you believe that, she must have been reading my mind. Why not take the wife along, you ask? Well she does go along when the weather is sunny, it's summer, and if I would have a larger boat, on a slip, etc., etc. But the boat is not large at 25', it's on a mooring, and has sit-down head room. A great boat if you are in your twenties or thirties, but not for a wife in her fifties. On the other hand, I have been stuck at 29 now for years.

Jumping at this last chance to sail for a whole weekend, I packed my bags, said my good-byes to the wife, the dog and cat, and drove the sixty miles to my mooring. It's now Friday evening, and all is right with the world. A good night's sleep at the mooring and I'll be off in the morning down the Sakonnet River to exotic places like Third Beach, maybe Cuttyhunk, or Block Island. Who knows where the winds will take me, after all I have two full days of sailing.

I love getting an early start in the morning, when I am on the sloop. But when I am having my bacon and eggs, it seems that all the other boats are getting underway, what happened to the early start? Well, the coffee is so good we should not leave without a second cup.

"If we don't get going the tide will be against us!!" My sloop is talking to me again, she is always in a hurry to get going. So it's up with the main, slip the mooring, and with a little help from my Honda 7.5, we sail between the pilings at the railroad bridge and into Tiverton Bay. Soon to pass through the old stone bridge and down the river to the open sea.

The southwest wind is up to twenty knots as we tack upwind, with a reefed down main and my J-24 head sail it's a delightful sail. The autohelm is my crewmate at the tiller, and I am deep into my book when I hear a dull roar off in the distance. Power boats racing one another, headed up the river, with the wind at their backs. I knew they were having a good time, for whenever I yell to a speeding power boat and ask if they are having a good time, they always nod their heads in the affirmative, in unison with the waves.

Now I only wish that they would not come too close as the first boat passed my bow. The second boat reduced his speed and I assumed it was for the purpose of going past my stern. As I watched him closely, and waited for his move, his speed was reduced down to five or six knots, which must seem to the skipper that he is dead in the water after doing fifty knots. As I was under sail, and on a starboard tack, going windward about three knots, I did not feel threatened.

"Well you'd better feel something, for this guy is not moving port nor starboard," again talking to myself. *Vaga*

The Adventures of *Vaga* - IV

never talks to me when I need advice or consolation.

"Good God!" He is not turning, he coming right at me, quick the tiller, a hard port turn. "Oh no!" Nothing to do now but duck, for here he comes. Boom! His bow is on board, just missing my head. Crack! The safety rails give way, the stern rail twists out of shape. Splinters are flying as the sloop moans and groans under the impact. The two boats separate as the wind carries us off, damaged and limping.

Down with the sails, on with the motor, and back to the scene of the accident. "Ahoy skipper, what is your name and the name of your insurance company?"

"What do you want that for?" came his reply, "You hit me!"

Please do not get the impression that I hold ill feelings toward all power boat people, for ninety percent of them are decent, stout hearted, hard drinking, good fellows. It's that other ten percent that I have problems with. I do believe that some of them need schooling in power control, proper radio procedure, how to read a "No Wake" sign, etc.

"I'm calling the Coast Guard," I yelled to the men in the thirty-five foot cigarette boat.

"Go ahead," came their reply.

"Coast Guard, this is the sloop *Vaga* calling," giving my call sign and trying to sound as much like a state trooper as possible. No answer, and so again I called the Coast Guard, but with equal results. Would you believe it, my radio is on the fritz. The reception is fine, but apparently no transmission. Well not to let little things get me down, I will get in touch with the Coast Guard when I can reach a phone, fill out the proper forms, and hopefully retrieve some payment for the repairs.

What with the delay from the accident and a contrary wind all day, twilight was coming upon us as we headed for Third Beach. People love to take long walks on the beach, so tomorrow will be my chance. A few years ago, when anchored at Third Beach, I had neglected to tow my dingy along and being stuck onboard did not seem much of a problem, until a biplane flew overhead advertising a "Heavenly Body Contest" at Third Beach on that very evening. Oh boy!

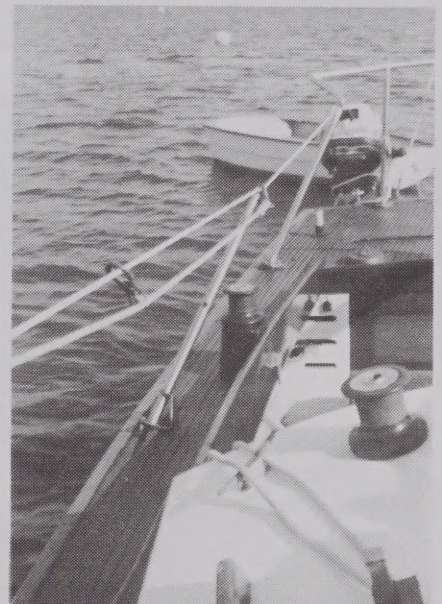
On this trip my dinghy was one borrowed from a fellow at the marina who was restoring an old power boat that he said his father had been second owner of, having bought it back in nineteen thirty eight. Bob has been at this restoration now for a number of years and said that he would not be using his dingy for a while, I agreed.

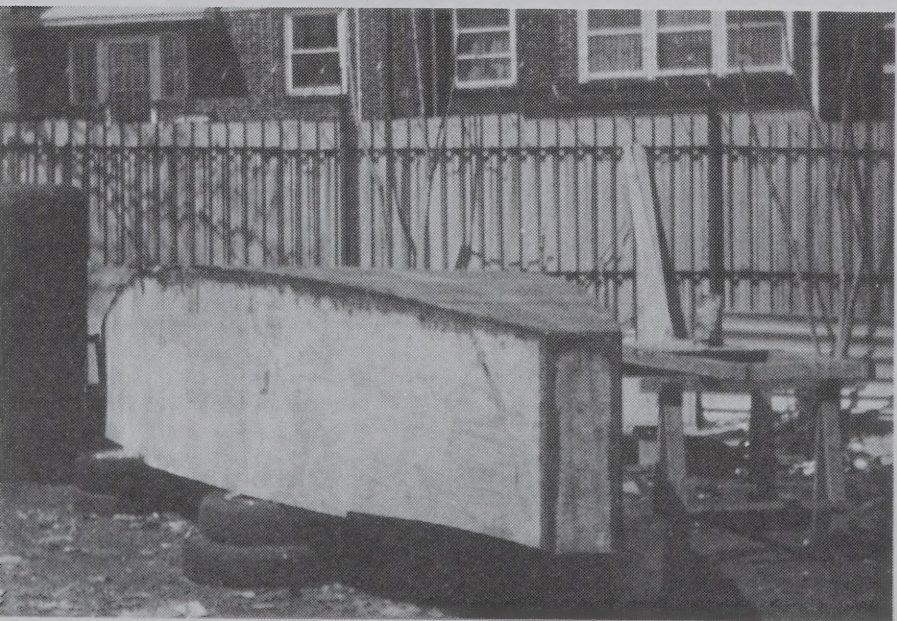
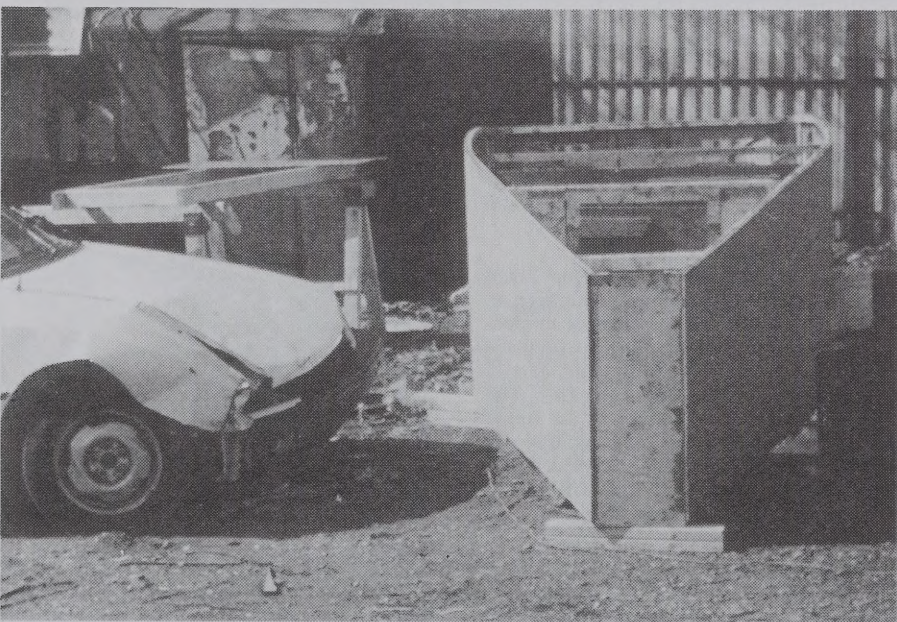
I will not relate in detail the pleasures of Third Beach in the fall for fear that people reading this tale may think that it's the place to go. I will say that it was a perfect day and the sail back to the mooring was pleasurable, uneventful but pleasurable.

The Coast Guard mailed the proper forms and the Department of Management, Division of Enforcement of Rhode Island

mailed their forms. All filled out, stamped, mailed, etc. But that was it. Follow up letters were never answered. The state of Rhode Island has slipped it's mooring and has drifted out to sea, for my letters of request as to who crashed into my boat that day last October have never been answered. Yes, the Coast Guard answered, but told me that they could not give out that information. "The state where the accident occurred has that responsibility."

One would think that the state of Rhode Island, whose economy in part is based on the boating industry, would be on top of such things, but no. It looks as if I will never be able to recover my damages in the amount of something just under one thousand dollars. If you happen to see a thirty five foot cigarette boat named *Hot Line* hailing from Fort Lauderdale, Florida, would you please mention that I would be interested in talking to the owner?





Inner City "Martha Jane"

By John Sherrill

Originally, I'd wanted to build "Otter II", but Phil Bolger discouraged me. He wrote me that the boats weren't really any good. That was too bad, since I'd already spent a cold autumn dreaming about a boat that I could build quick and cheap and now, that boat was no good. I thought about his Centennial, but I knew that I wouldn't be happy with the cabin as it was designed, and I really don't like making significant changes to plans.

Mr. Bolger had written me a really nice letter, and suggested that I send \$10 to Common Sense Designs, and he also suggested I look at "Martha Jane" or "Birdwatcher". I was desolate, I'd looked at the line drawings of "Otter" and "Otter II" for a few years, and I'd already worked through how to build them. Well, I sent Bernie the money. It took me two weeks to decide on "Martha Jane". The finalist were "Long Micro", or "Martha Jane". "Birdwatcher" is, after all, an open boat, and although I could see great virtue in her lines, in the end it was too weird even for me, and I wanted something with a cabin. I wanted a cruising boat.

"Martha Jane" looked easy enough. Three years ago I built a quick and dirty lug rigged "Windsprint" from plans in *Build The New Instant Boats*. The "Windsprint" was very easy to build, and except for the sail, cheap. I went sailing two weeks after I cut the side panels, and it took this long only because it had rained for four days while I was building it. "Martha Jane" looked as simple as the "Windsprint", just bigger with more parts, and I figured about four months of work and I would be in the water. I started building her in the first week of February.

Building anything in New York City is a problem because of space. The best place to look is in the outer boroughs. I don't know the situation in the Bronx, but I imagine that there is a great deal of cheap space there. There is suitable indoor space available in Long Island City in Queens, for \$400 a month, but I was lucky and found a place in a junkyard in back of a garage for \$200. The only reason that the owner permitted me such a deal was that they were all big sports fishermen, and he loves boats and has a 100 ton license.

It was a good deal. I had 24 hour access, electricity, and a place to lock up my tools, although putting up any kind of shelter would have been pushing it. "Martha Jane" is probably the biggest boat you can build in New York City without spending a fortune. Don't even think about working in a boat yard. No one here would permit a thing like that. If you have a car, you could build in New Jersey, but that would be too far to go. If you do live here in New York City and you do want to build a boat, there are backyards and lots where you can work, but it ain't easy.

From the top: Afloat at last on the urban waterfront. Two views of early hull construction, with curious junkyard car looking on and handy indigenous tires put to good use.

Finding space was the hardest, most time consuming part of building this boat. People who wanted \$600 a month for a concrete slab out near the airport turned me away when I told them that the project was a boat. It was an amazing experience in a city where usually all you have to do is wave cash at someone and you get what you want.

"Martha Jane" is a snap to put together. It took a month of part time work to get up the hull, and then I learned the hard part about boat building, that is, if you order materials via 1-800, then it takes 9-10 days for things to cross this great nation of ours, time wasted while I waited for a delivery. If you're like me, then you're not very good at anticipating your materials needs. My rent was \$200 a month, free delivery cost too much. I had to order everything 2nd day delivery, paying the extra money is worth it in the time not wasted.

Sunny days were rare this last year, with 17 winter storms and torrential spring rains. I lost enough time with the weather not to want to waste any more waiting on the mail. There is a marine store in Manhattan where I could get most of my hardware, blocks and cordage. I'm not very good at finding what I need in a catalogue. I always get the wrong size and quantity. I like to see the stuff I'm buying, I like to know it will fit.

I made the molds out of 1"x 3" and scrap plywood. The hull pieces wrapped right around, laying against the few bev-els, cut by skillsaw at a close guess. Bolger boats can, in my experience, stand a great deal of approximate cutting and still turn out reasonably good. If all you have are hand tools and hand power tools, you can build "Matha Jane". As it was still winter when I was cutting and assembling "Matha Jane's" hull, I couldn't get out my table saw and use it, it was just too heavy to lug in and out of the shed every day, so all the early work on the hull was done with a skill saw and a guess.

Later, after the hull was turned over, I used the table mostly to rip down fir 2"x 4"s for the hull framing and stringers, but I could have just as easily used dimensional lumber, as I did for the chines. It took six sheets of plywood for the sides, two for the bulkheads, bow and transom, and a whopping twelve sheets for the bottom. In all, it took 29 sheets of 1/2" 5-ply AC fir, and one sheet of 3/8" ply for the deck. The interior tank tops took four sheets, the leeboards took four sheets.

I don't know how you could build it to plans and save much more plywood than I did. I don't really have a lot of scrap left over. I suppose, that you could patch together pieces on the leeboards and the bottom, but then it would have to be epoxy filled, and that would cost something too, and in the end you would have saved, at the most, three or four sheets of ply, and made the boat that much weaker in places. There is no sheet use diagram, and making one up would be a waste of time. The shapes are obvious, and you will see when you lay them out how much you'll be able to get out of a sheet then and there. I cannot say enough about how simple layout and assembly is.

I'd thought that after I turned her over, she would finish out quickly, but it was

here that I got bogged down. I guess that in everyone's project, there is a point where things slow down, where the question of "What next?" means a hundred small tasks before a simple one can be accomplished.

There were times when I would expend great effort to accomplish something, only to realize that I'd made it difficult when I finished. It was hot and wet, and there seemed always a million things to do before I could get ready to do something as simple as nail down a stringer.

Building was at no time hard, everything was clear and direct and simple, and really there weren't that many parts, it was just that building her outside, there were too many rainy days. By now, it was mid June, past the four months I'd thought in the beginning, and I was just getting the cockpits closed up after having the pieces for them ready for months. One of the dubious benefits of so much rain was that I could take so much time with the layout, since in a light drizzle you can still measure and mark and cut. Pieces were ready for months before they were ready to be epoxied into place or laminated together. The soggy weather also rewarded me with the miracle of the curved transom. The piece of 2"x 4" that framed the plywood across the bottom curved inward on each end 3/8". It's just enough curve to be visible when the boat is upside down.

People from all over the world come to New York, and many of them it seems, wind up in my junkyard, looking for cheap auto parts. Greeks, Arabs, Pakistanis, Colombians, Peruvians, Chileans, Maltese, Poles, and Russians have all had a chance to compare American epoxy technology with their own boat building traditions.

A Columbian gentleman thought the flat bottom was strictly "como los indios" for crawling up rivers. He kept saying what a nice fish barge it would be, and was very impressed with the cockpit, which is considered large and complex for a canoe.

The Greeks see the flat bottom as a definite disadvantage. On some of their islands, they careen their boats at low tide, wipe the bottom with kerosene, light it, and so get rid of the bottom growth. This would be very hard to do with a boat that sits flat on the bottom. Now, while I'm all for anything that cuts down on the amount of bottom sanding you have to do, I think igniting my boat is a bit extreme for the Sound. Don't give these guys an inflatable.

A Saturday morning group of Peruvians searching for Chevy parts told me about square bowed boats used for egg snatching in the rough water off cliffs. They wanted to know if I intended to go egg snatching, and why was the boat so light if I was just going to go and bash around on rocks?

The Maltese call "Martha Jane" "the mouse". When I'd put the hatch slides on the deck, they said, "Look, the mouse has ears." One stringy guy, Arthur, walked up to me, looked at the boat and said, "So which one is it you're going to, Venus or Mars?" He came back a few weeks later, after I had jacked her up about three feet in the air, bow skyward. He snuck up behind me this time. "Doesn't the angle need to be higher for lift off?"

By late August, after I'd put to rest all

those nasty rumors about me being a confused Cuban balsero, the decks went on, and everything was going into it's second coat of epoxy. Over Labor Day, my wife and I melted down the 60lbs of lead for the leeboards. I have never been happier with the whole water ballast thing than when I was stoking the scrap wood fire and trying to melt that lead. The thought of casting a keel that weighed hundreds of pounds left me weary. The lead in the leeboards was enough.

It was, again, simple. I tried to use a propane camp stove, but that didn't generate enough heat, and in the end, used a cast iron pot over a fire. We tried a big enamel lobster pot aluminum thing, but that couldn't hold the heat well enough to melt the lead, so we switched to the cast iron kettle, and after an hour over the fire we were able to melt and pour. You need two things to melt lead; a hot fire and a pot that will hold heat. Aluminum pots are no good unless you want to spend hours stoking the flames for enough heat.

My version of "Martha Jane" is an epoxy intense boat. I used 10 gallons of resin, 5 gallons of hardeners #1 and #2, 2 gallons of the glue, and 3 gallons of primer. I've been told that this is a lot of epoxy to use. But every joint has a fillet, everything has three coats, everything is filled, and she looks nice, she feels strong.

I fiberglassed the bottom, but not the topsides or deck. Some things I've read say fiberglass is no good for wood, and they recommend some exotic (to me) covering. In the end, I decided not to fiberglass any more based on the fact that the glass would not add much strength, that it's a lot of sanding, and that you seem to always see the weave through the paint. I don't mind the idea of painting the hull every few years as fissure cracks appear in the ply. Would they be there, but unseen under glass? Nobody will ever mistake a "Martha Jane" for a production boat, and a bit of wood grain showing through is alright. After all, she is a wooden boat.

I made the mainmast out of a piece of Douglas fir 3"x 12" laminated together. That chunk of wood, picked so as to miss all the big, loose knots, cost me \$100 and the white fir, (or piss pine as I've heard it's called) which made the rest of the spars, cost another \$100. The white fir I bought came in long lengths, was clear, and is very light. If I'd bought the same quantity of Sitka spruce, it would have cost \$700 for the mainmast alone.

"Martha Jane" should be an inexpensive boat, and it should be able to get by with inexpensive materials. There is every argument in favor of using Sitka spruce; it's light and strong and has no equal for superior spars. On the other hand, people must have used something before Alaska was discovered and the lumber industry set up there, so I found a book where the author thought fir spars were good enough and I choose to believe him.

I'm not really very knowledgeable about the dynamics of sail, I never knew what a parabolic curve was before a few months ago, but the mainmast on "Martha Jane" is 5" thick through the most part, and only 20' tall, so it seemed (common sense) that the main demand of this spar was that it be a big chunk of lumber. To



test it, I rested the shaped mast, head and foot, on a pair of cinder blocks and walked up and down all four sides, and it flexed but did not break or crack, so I think I got my mainmast for \$100 plus \$10 worth of glue.

Another problem was trying to find 1-1/2" stainless steel pipe for the rudder post. Canal Street used to have shops that sold all manner of metal scraps and pieces. In the past I'd gone down there for any bits I might need, and I was always successful. Things have changed, and those stores are gone, replaced by an uncountable number of Chinese shops selling cheap stereos and imitation watches.

Scrap dealers were no help, they wanted to know how many tons of steel I wanted. Neither the plumbing supply or the auto parts store had any such things as pipe or 1/4" steel plates. But, we had an old curtain rod of 1-1/2" fir, 15' long. A section from that finally made the rudder post and the mizzen boom. The dowel section went into a piece of copper pipe, to stiffen it, and so far, it works fine.

I had imagined that the rudder assembly would be harder to put together and to fit than it was. On the plans, the radius is given from a part of the rudder assembly, not from the edge of the rudder. This you must scale off yourself, and that was my mistake. At first, I made the rudder too long. Better than making it too short. I had to cut 7-3/8" for it to fit in the hole and lift like it was supposed to. The tiller must arch 180° if the rudder and plate are to be lifted. It won't lift out completely with the outboard in the raised position, but handles fine under sail with a piece of shock cord to keep it down.

The drawings show hand holds, pulls, cut into the rudder plate's flange. I was looking for a way to raise it, and keep it up in the position I wanted, so instead of hand holds, I screwed down a piece of wood one third of the way down on the flanges, drilled a hole in the center, and ran a lanyard through it that can make off, keeping the rudder in a raised position for its intended purpose of thin water sailing, and saving me the trouble of having to reach over and lift the sodden thing. In all, it took a day to fit the rudder.

I wanted weather boards, and I think that I complicated the hatch unduly, but it works and it's tight and strong. The plans were great, you got what you paid for. How many times have you looked at a boat that you like, ordered the plans, only to find that it's a lot of little pieces, and the plans are rude, not to scale, amateur things with all kinds of weird, Rube Goldberg ideas on how to construct the boat? I had that experience with a famous catamaran, which had some fifty pages of scrawly descriptions of that would do credit to a child.

The plans from Common Sense Designs were detailed, to scale, they included a construction key, and any questions I had, Bernie Wolfard was kind enough to answer with patience. He's keen on seeing that these boats get built. There's nothing weird about the building, just straight carpentry.

From the top: Interior work underway. Outside workbench in summer, leeboard panels and spars sharing space over time.

Looking back now, I can't imagine where all the time went, but from my calendar, I can safely say that of the eight months I spent building "Martha Jane", three were lost to the weather, and the rest were lost to painting. "Martha Jane" is a lot of boat to paint. Somewhere between the first and last coats, you'll begin to believe that the plywood part that you've just finished, is nothing but a frame to hang paint and epoxy from. If I had a shed to build her in, someplace where she could always be kept dry, then I think five months at 25 hours a week would get her built. Even if you cover your project with tarps, outside is still outside, and it's easy to make a mess of thing with all the mud and the damp around. All you need is one wet corner to ruin your epoxy project for that day.

As for the goo itself, I learned that you should always mix epoxy in small batches. I came to favor the 3oz dosage cups that System Three sells. The loz cups are too small for me, and once the epoxy is in them, the measuring lines are obscured, so it takes twice as many. The smallest batch of resin I could mix accurately was 20ml, of the glue, 10ml. The largest batch I would mix (now) is four resin, two hardener, and 60ml of glue. I used #2 resin throughout the summer, since once the wood got dry, I wanted it to cure before it rained again. The only time I had trouble with it setting up too quick was when I made large batches of fillet. I came to favor fillets made from wood flour. It didn't finish as smooth as colloidal silicate and fiberglass powder, but it was easier to mix.

I spent \$150 to give "Martha Jane" the deluxe rig. I bought a double block for the masthead, a single and a single with becket for the main sheet, and two singles for the mizzen. The two most expensive items were cast stainless steel hinges for the rudder, and the double block. You could just heave the halyards up through a \$3 galvanized eye and save money, but why not make life easy? You don't have to buy any rigging wire or any turnbuckles, there are no winches. I put an eye with a thimble, and a shackle to a U-bolt for the main throat halyard, but you could maybe get away with a U-bolt and a bowline. I just like making splices and whipping, in the evening, sitting in front of the electric fire.

Having a homemade boat will also lead to complications in finding a slip, since there's probably not a marina or a yard on this end of Long Island Sound that hasn't been stuck with an old wooden boat or two, unpaid bills, sprung planks and all. The minute you tell them that it's a wooden boat, they freak, and start saying no to everything. I was again in luck and was able to join a nice boat club near my apartment, but again it was sheer luck.

I feel that the decision to build a boat was the right thing to do. I could have bought a used boat for the money spent, and had an old boat, and all of the problems that entails. "Martha Jane" cost me \$2.50/lb. to build, ready to cruise. This is about as cheap as boat can get. For example, I priced the "Sea Bird" yawl at \$4.50/lb. For one third the price of a new "Hunter 19", or one of those boats whose brand name start with "C", I've got a nice new boat that does what I want, and looks

like nothing else on the Sound. For a new boat, it's a bargain, the best one around, and it didn't take me years to build it, just a few months.

I put about 25-30 hours a week into "Martha Jane", about 1,000 hours in all. You can put in twice that much time if you're fussy about the finish, but I don't see why, if what you want to do is go sailing. Since with all the running up on beaches and tight spots she'll get into, a nice finish will be trashed in no time with me at the tiller. Creation is a labor of toil, so I stay away from anything that involves hours with triple grit sandpaper, I don't want to toil any more than I have to. Just clean up the drools, make it even and go sailing. Soon, all of your questions about lee-boards will be answered.

As a project, I would have to say that building "Martha Jane" rates an A+. She is quick and easy to build, and takes a minimum of tools. Two tools I bought that were very useful were a power plane, and a random orbital sander, both on the frustrated recommendation of Bernie Wolfard. They weren't in the "have to have it" department of tools, but they were nice, and they speeded up the finishing and the spar making a great deal. If I had my choice of only one sanding tool to own, it would be the random orbital sander. With a #60 pad, there's not much that will stand up to it, and it took most of the frustration out of sanding epoxy for me. The pad is soft, and can clean a corner fillet in minutes. With a #120 pad, it can clean the drools from unthinned System Three primer, which is very tough stuff to sand.

The great expense was the outfitting. Marine equipment is expensive, and

although Bolger keeps the hardware to a minimum, you'll still have to buy anchors and chains, a porta potty and maybe an outboard. All of these thing will cost, and the fewer you need, the cheaper it will be.

"Martha Jane" is not an expensive boat to trick out. We're using camping pads and sleeping bags, and the cheap flotation cushions. Life jackets are not too expensive, flares are a bit pricey but in the affordable range. A fire extinguisher is a must. There is enough plywood left over to build shelves down below. I put two shelves with fids in the back, port and starboard, just forward of the hatch. There is one on the forward bulkhead between the ports. That's all the cabin furniture that you need.

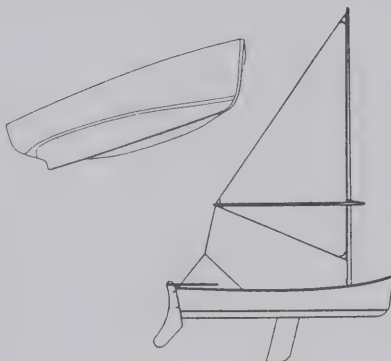
All in all, counting the building of the boat, the membership at the boat club, rent, sails and equipment, "Martha Jane" cost \$8,000. The boat proper, without sails, cost \$4,000. I saw in *Soundings* where the Landing Boatshop is offering a 26' sloop for \$50,000, a brand new Hunter 19 costs \$11,000, and "Martha Jane" sails as well as any of these boats, I'm sure.

If you can build it in your back yard, you can knock down the price a great deal. If you already have a lot of gear, then you come down even lower, and if you have a town mooring, then you've hit big casino, at least here. There is also the fact that plywood and lumber cost less in many parts of the country then they do in Queens. You could use cheaper plywood, maybe A-C underlayment, but however you do it, "Martha Jane" is a very cheap boat for her size. The thing that's so surprising is how pretty she is, and how beautifully she sails.

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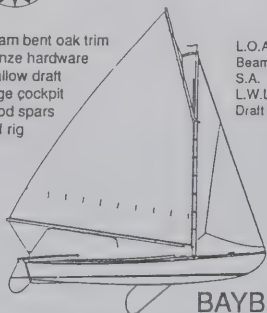
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There's No Such Thing as a Free Dog Or...

How Much Did That Boat Really Cost?

By Dick Hankinson

It's all Randy's fault. Randy is my British sports car buddy. Over the years, if the truth were known or confessed, we've both spent enough money on our old British roadsters that if invested in pass-book savings, we'd probably have enough money for one of those fancy new convertible sports cars. But that's not why you mess around with old British sports cars. Or with boats.

It all began on Randy's front porch during one of those warm, soft summer evenings that encourage quiet reminiscing and dreaming. We'd talked about cars for a while and then Randy said, "You know what I'd really like to do? I'd like to find an old mahogany Chris-Craft and restore it."

Thoughts of restoring an old boat had no appeal to me. My wife Marilyn's and my old house and my classic British roadster had provided more than enough restoration for me. But the boat bug was in the air that night, along with the mosquitoes, and they were both hungry.

The next thing I knew I was telling Randy about some plans for a classic two-place runabout I'd seen years ago. They'd never been bought because I built a sailboat instead. But the design had never been forgotten.

Sometime that night the boat-building bug found me again and bit, hard. Soon boat plan catalogs were arriving and I was enthusiastically telling Marilyn, "The equivalent boat costs over \$6,000 new and I can build it for one fourth of that!"

Just as there is no such thing as a free dog, there is no such thing as an inexpensive boat. To defend against claims of enormous savings, spouses have developed "cost allocation instincts" that would make an IRS agent proud.

But having committed yourself to saving money by building your own boat, you must prove it. Right? This requires a vague understanding of accounting principles and the willingness to twist them and use them in ways that would make a con artist blush.

There are two kinds of costs in accounting. Neither actually has anything to do with real money, only with how you'd count it if you actually had it. The two kinds of costs are known as fixed costs and variable costs. There is an even more important category known as hidden costs.

Fixed costs are costs that would be incurred anyway, even if you didn't build a boat. Variable costs are those that are directly assigned to the specific project, in this case, a boat. If you are really determined to prove savings, you must be sure that you count only those costs that actually end up as part of the structure of the boat.

Understanding this allows you to attempt to disguise, disperse, and spread the

variable costs, e.g., lumber and glue, while at the same time building an argument that all of the other costs would have been incurred anyway and should be considered as the fixed costs of home maintenance and property improvement.

Hidden costs are those that can be disguised or hidden among other costs. You must become expert in disguising many of your purchases or the true reasons for your purchases. For instance, boat building lumber that is purchased at the same time as lumber to repair the back fence is "free."

These principles, within reason, will nearly always help you disguise the true cost of your project, if not from your spouse, at least from yourself. However you must understand that there is one caveat. In order to make this work you must... well, we'll come back to that.

Sometimes the hidden cost technique won't work. My plan had been to purchase the materials only as needed and in such small quantities that the bills wouldn't be large enough to arouse Marilyn's suspicions.

Wrong! It may work in Maine or in Washington but not in Des Moines, Iowa. Boat building materials don't exist. They must be shipped from somewhere else. I ordered everything I needed from one supplier in a single order to avoid extra shipping and packing costs. So much for subterfuge. MasterCard entries from Harbor Sales and Flounder Bay Boat Lumber on the same bill quickly exposed my scheme.

My second mistake was ordering glue and fasteners from the designer of my boat and distant relative, Ken Hankinson. MasterCard entries to your own last name are instantly exposed to budgeting scrutiny.

But, they were good attempts. Now let's deal with variable versus fixed costs. Here the accounting problem becomes more complex. In hidden costs we were only talking about money. In fixed versus variable costs we must also allocate the cost of labor.

The "theoretical" savings from building your own boat are based on providing your own labor. The cost aspect of it depends upon someone's interpretation of what you might have been doing if you hadn't spent all of your time building a boat. Would you have done something else? Or did someone have to be hired to do what you didn't have time to do?

These cost allocation decisions get very sticky.

Three cost allocation issues arose during the summer. At first none of them appeared to have anything to do with the costs of building the boat. But they really did. The issues were building the boat, where I built the boat, and Marilyn's landscaping of the backyard.

I started building the boat in the garage. I don't think Marilyn had really stopped to think about where this act of creation was to occur. Suddenly my MG was on her side of the garage and the skeleton of a boat was appearing on the MG's side and our regular transportation was parked outside to catch dirt, leaves and assorted bird and squirrel droppings. The cost of this was emotional rather than monetary so we won't worry about how to allocate it.

The reason that the boat displaced the cars is that I had no real workshop. In the 23 years we'd been in the house, through boat building, sailboat racing and through house and car restorations, I had never been able to figure out how to expand the garage for additional work space without either encroaching on the neighbors or ruining our view from the family room or cutting down a magnificent oak tree.

I'd also ignored my homeowner yard duties. While the MG and the boat benefited, the yard languished. One can only avoid a foot, about to be put down, for so long. That summer, the foot came down and Marilyn and Vic the landscaper improved the yard. Whether or not Vic (remember the allocation of deferred labor) was a boat-related cost or a home-related cost resulted in a long discussion.

Marilyn and Vic improved the yard so much that I could suddenly see possibilities that had never before occurred to me: There was no need to expand the garage. I should build a separate workshop behind the garage in the very back corner of our lot. Right in the area resplendent with a newly planted periwinkle bed.

Much to my surprise, Marilyn agreed. Her quick agreement has always caused me to suspect that, in her mind, the cost of landscaping was a direct boat-related cost.

I set to work immediately creating the ultimate workshop: Plenty of light and ventilation, long workbench, a dead level wooden floor, access big enough for my boat or my MG, etc. And I needed it in a hurry because it was becoming apparent that the boat would not be completed before the first snowfall, but the shop would be.

The cost of the shop was going to be allocated, according to whose view prevailed, either to the home improvement account or to the cost of the boat. Marilyn won and the costs were allocated to the

boat. That raised its cost far beyond the cost of buying a new fiberglass boat. So, I immediately bought a 40 year old boat to restore so that the cost of the shop could be allocated over two boats, thus bringing the cost of the original project back within budget. Well, almost within budget.

These cost games were really fun and they created amusing discussions throughout the summer and into the winter. Then it began to dawn on me that the use of cost accounting as a form of justification fails at the end of the first building season.

Remember earlier, I said that there is a caveat in the use of creative cost accounting. Well, this is it. The boat must be finished and out of the yard at the end of the first building season or it loses its status as a cost-saving project and becomes, I hate to say it, a tolerated obsession. It has become, the proverbial "free dog."

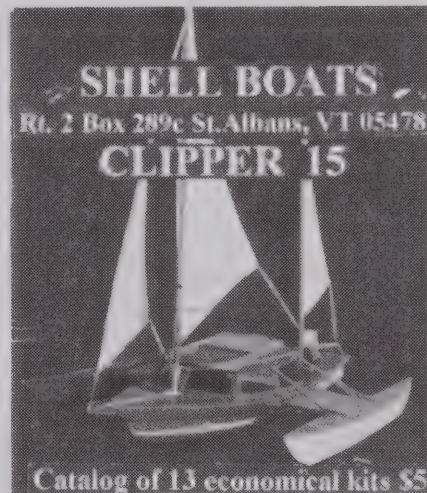
That's not all bad. There is no such thing as a free dog, or even an inexpensive one. But there are a lot of free dogs that have found free homes and they live in them very comfortably. If you're not through with the boat by the end of the first building season, and if you're very lucky, your boat may become elevated to the status of "free dog" and become part of your home, your family, and your persona. You'll know this has happened when friends begin to say, "How's the boat coming?" before they ask about your wife, the kids, or the dog.

So here is your final lesson in cost accounting. Determine if your objective is to build an "inexpensive" boat or to create a "free dog." A lot of this depends on the scope of your project or, in my case, how slowly you build.

Forget creative cost accounting if it's going to take over a year. Admit that it's an ill chosen hobby, a creative obsession,

a free dog, or a conversation piece. If you use creative cost accounting to justify a long-term project, you'll expose the strategy and never be able to use it again. I goofed and let mine run too long. I've used up all the "saving money" excuses I'll ever have.

I'm out of excuses. But that's not all bad. I've still got my boat.



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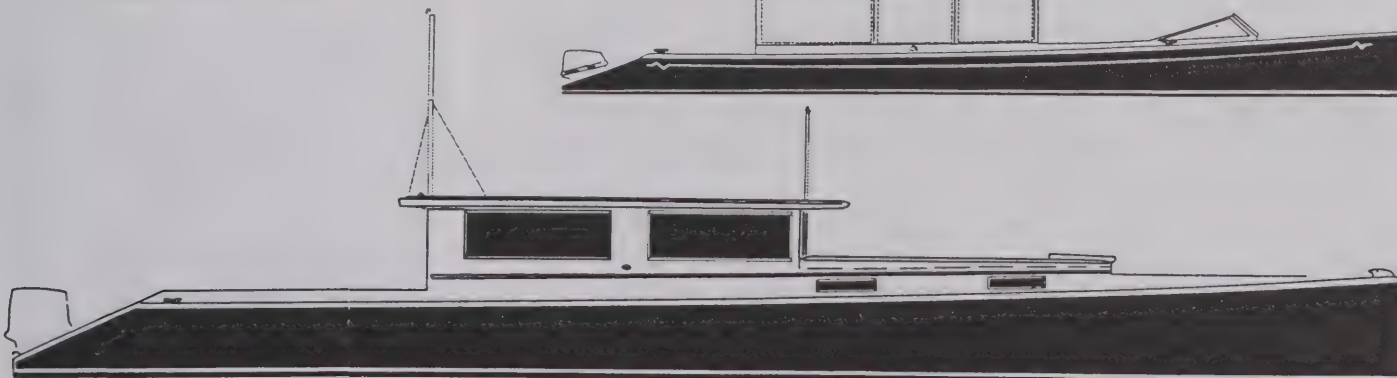
I launched *Idaho* in 1994 as a new set

of plans for Common Sense Designs and as my own personal boat. She is everything I wanted, more radical, and an improved Tennessee in my mind, technically easy to build. She is easy to launch, fast and efficient, and wheelchair accessible. I hope to be able to spend more time aboard

her this summer exploring the Columbia and Willamette Rivers with my beautiful wife, the boat's namesake, Elizabeth Anne.

Bernie Wolfard, Common Sense Designs, 11765 SW Ebberts Ct., Beaverton, OR 97008.

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I Love My Dreamgirl

By Mark Stewart

Thanks to all the inspiration from *Messing About in Boats*, *Small Boat Journal*, *Boat Builder* and *WoodenBoat*, I have completed my Bolger Light (staysail) Scooner. The project started in February of 1992 and was finished in June 1994. We trailer sail Lake Lanier, Georgia.

Dreamgirl, named in appreciation for my ever patient wife Katy, was constructed of red laurel, teak, and mahogany marine plywoods with Douglas fir frames and spars, mahogany trim. She was fastened with bronze, glued with epoxy, covered with fiberglass and finished with dark Concord Blue Imron with an off-white deck. Burnt Orange Imron below the water line contrasts beautifully. She is an eye-catcher from false stern to stern.

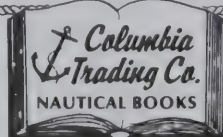
This 23'6" Bolger Lite Scooner is intended to be gaff rigged, but after I took stock of my gear on hand, I realized I had a complete staysail schooner rig. I redrew the sail plan balancing the new arrangement with tips from magazine articles. I have her set up dinghy style with main-mast, boom, blocks and lots of hardware left over from catamarans I've owned plus a small fortune in new equipment.

She has about 240 square feet of sail spread between a roller furled jib, a staysail jib, and a cut down MC Scow mainsail. A new poleless asymmetrical spinnaker carried as a staysail provides 295 square feet of offwind sail area. Many balanced sail combinations down to 45 square feet are possible. I handle all sails from the main cockpit while my passenger relaxes in the forward cockpit. She is a terrific sailer.

Our maiden voyage took us to St. George's Island, Florida and Appalachicola Bay. This proved to be a good test with spirited sailing under minimal staysail in the rough tidal waters of the bays. *Dreamgirl* proved to be solid and comfortable. We met a couple cruising their 53' Wharram catamaran and formed a temporary mutual admiration society for each other's boat!

We have since circumnavigated Georgia's Jekyll Island, venturing out in a calm Atlantic Ocean. Our 3.3 HP kicker proved itself against the immense power of the tide rushing out to sea after we were becalmed in the lee of the island.

Thanks to Dynamite Payson for the plans and Phil Bolger for the design. *Dreamgirl* has been a magnet for boat lovers wherever she has gone. I love my Bolger Light (staysail) Scooner.



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The sun was bright, the breeze was light, and the beach at Point Allerton in Hull, Massachusetts was brimful of hopefuls and their friends as the 1995 Snow Row was about to start on Saturday March 4th. Some fifty traditional rowing boats lined the water's edge, poised for takeoff, and their crews lined the top edge of the beach 50 feet above them awaiting the starting gun.

The Lemans start always brings moments of drama in the turmoil of long multi-oared gigs with their crews of up to twelve trying to get turned around amidst the scurry of smaller solo and double boats getting away in a tangle of flashing oars. In the aftermath two bright yellow banks dories sat just off the beach as their crews awaited replacement oars for one from shoreside, a broken nine footer a casualty of the getaway scene. The Rings Island Rowing Team was out of contention already, but afterward, was young Dan Noyes disappointed? "Naw, I do this for the fun of it," he grinned.

Well, yes, anyone going for a 3.5 mile row on icy Hingham Bay in early March has to have fun in mind, but out front of the pack as it cleared the starting tumult and headed for Sheep Island and the first turn of the triangular course, the concept of fun to the crew of the Hull gig *Pilot* was to bring home the overall win to the home town. They were already out ahead, closely pursued by Frank Mainville's four oared several times past winner, *Occam's Razor*, an ultra light, ultra fast craft. It appeared that the Hull crew was determined this year to sieze overall victory from *Occam's Razor*, and as the leaders turned the mark at the south end of Sheep Island, from shore we could see through the binoculars that *Pilot* had a two or three length lead over *Occam's Razor*. The next group was already well behind.

The second leg runs across our field of vision, albeit a mile away, but we can see exactly how the boats are spaced, although identifying just who they are even with binoculars proves impossible. We could tell who the two leaders were from earlier

Snow Row '95

By Bob Hicks

positions, but the third and fourth boats, both multi-oared craft, remained tantalizingly unidentified. Beside me one of the Sound School's backers was telling his videocam that perhaps their boat, a four-oared gray beauty built by the kids, was one of these front runners.

Leg three heads directly back towards us along the southern shore of Peddocks Island and now it is impossible to judge the relative positions of the four leaders head on. *Pilot* takes a fairly direct course for the beach which will bring them across current of Hull Gut fairly far out in the bay, a bad choice if the tide is still running, for it will carry them even further out into Hingham Bay before they clear its clutches. *Occam's Razor* is hugging the Peddocks Island shore, along the bow to *Pilot's* bowstring, but giving them a shorter direct crossing of the Gut closer to the finish.

A look at the cans in the Gut show us their serene vertical stature, it's top of the tide and nearly slack. *Pilot* has made the right choice, local knowledge a tactical advantage. And they carry on to win, successfully beating *Occam's Razor* by a couple of minutes at least, as the home crowd roars its approval from the beach.

Meanwhile, what about third and fourth? A good battle indeed. By now my neighbor from the Sound School knows from me that one of the boats is four oared and gray, the other is the Maine gig *Kittery*. This one is a close call right to the end, and his commentary now develops an edge of excitement as he tells how it is to the videocam for later reliving of the moment. The Sound School boat, with a 50 foot lead, has only to hold onto it, and they do, much to the vocal delight of the sizeable contingent of friends who travelled the 100 miles from New Haven Connecticut to support their youthful crew.

Snow Row is a big boat event, there were ten multi-oared boats on hand, and the local Hull high school crews got their shot this year at the big one, no more in-shore sprints over to the Coast Guard station and back, they went out there with the rest of them. It's a great show watching those four, six, eight and ten oared boats in action.

But, there were also the little boats. As you might expect, the doubles were next to finish, and out front in a close race were Russ Smith and Sally Ostland from Mystic in *Cheticamp 19*, the fast little boat from Manhattan's Floating the Apple project (See April 1, '94 cover story). Russ we know well from Oarmaster events, but how about this dynamic Sally? She looked like she had plenty left as they hurtled across the finish line at sprint stroke rate. "Sinews of steel," Russ explained to us afterwards. "It's from rowing those whale-boats at Mystic," Sally countered, "and I'm a sort of hyper personality, anyway." All five feet of her.

Then came the solo boats, and another dramatic finish, too close to call unless you were right out on the finger pier looking at the marker buoy, for Jon Aborn in his Monument River Wherry and Ben Booth in the Middle Path Skua were, after 3.5 miles miles, sprinting for the win. As they reached the line Ben had a momentary boggle and it appeared that Jon shot over inches ahead. What a contest. Jon's combination of maturity and fitness in his self-designed and built boat versus Ben's youthful skill and energy in Andre de Bardeleban's undoubtedly fast boat design. Dramatic overtones to a simple boat race.

And so the 1994 small boat season opened here in New England. And promptly closed again for another month or so for most of us until the air and water warms enough for us less highly motivated folks to launch our own boats into a new season. The Snow Row is a sort of preview of coming attractions, and given a decent winter day like we got this year, has an obvious appeal to all of us weary of the long winter.



The Hull gig *Pilot* crosses the finish line in determined fashion, besting the Mainville's *Occam's Razor* handily this year.



First double home was *Cheticamp*, the Floating the Apple boat from New York city with mixed crew of Sally Ostland and Russ Smith at the oars. The first singles in gave us the closest finish as Jon Aborn in his Monument River Wherry (outside) edges Ben Booth in the Midle Path Skua.



The Lemans start, with the multi-oared boats required to be bow on to the beach, is a chaotic scene, great for the spectators, not so hot for some of the boats. The smaller boats get away faster, but when the larger ones get turned around things can happen. Like collisions. The bottom photo shows one of the dories from the Rings Island Rowing Club out of action already with a broken oar.



Third and fourth to finish, the Sound School's youthfull crew outpulled *Kittery's* somewhat more mature pickup crew in this long sprint to the finish.



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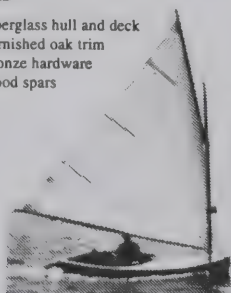
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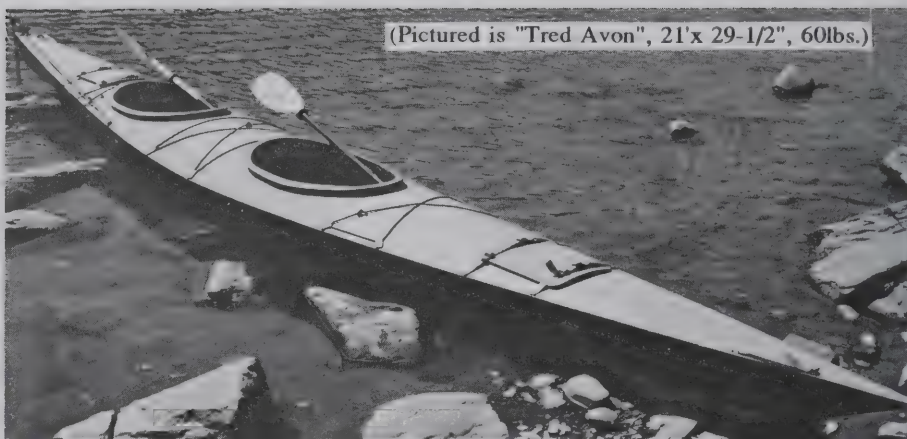
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Built in Garages

By Chris Kulczykcki

I started Chesapeake Light Craft a few years ago to sell plans of the kayaks I'd built for myself. A lot of paddlers seemed to like them, so I thought it would be a fun part-time business. Soon we were getting calls from paddlers all over the world asking for plans. It wasn't long before hundreds of kayakers built from our plans were afloat.

Many of our customers called just to tell us how much they'd enjoyed building and paddling their CLC kayaks. Most said they'd never built a boat before. Quite a few liked them enough to build a second, third, or fourth one; word of our plans spread. Even magazine editors liked our kayakers; *WoodenBoat*, *Sea Kayaker*, *Fine Woodworking*, *Boat Design Quarterly*, and *Boatbuilder* published articles about them. Today we sell more kayak plans than anyone in the world.

I think our boats became popular because we only design kayakers that we like to paddle. We try to make them light, sweet handling, inexpensive, and sturdy. We try to make them pretty, too. Life's too short for homely boats.

One of our competitors recently told me that our kayakers couldn't be mass produced. He said we should have paid more attention to designing them for production. I was flattered. After all, we design our kayakers to be built in garages, basements, carports, and traditional

workshops, not in factories. So you won't need a factory full of tools or a lot of woodworking skill.

If you want a head-start in building your kayak, consider one of our pre-cut kits. Our kits are made by O'Connell's Wooden Boat Shop, one of the finest boatbuilding shops on the East Coast. We asked O'Connell's to build our kits because they have the space and craftsmen to meet our rising demand, so no more long waiting lists for CLC kits. And we now ship kits using Federal Express two-day delivery.

The craftsmen at O'Connell's also build finished CLC kayakers. Because they have our kits in stock, much of the labor in building these boats is eliminated. They can deliver a hand built ultra-light mahogany kayak with a varnished deck, glassed hull, and complete rigging (including hatches and bulkheads) for less than the cost of many fiberglass kayakers.

If you like our boats, but need help deciding which model is best for you, please call us. We're usually here from 9am to 5pm on weekdays, but if you catch us out paddling I hope you'll forgive us; after all, that's why folks like our boats so much.

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My Ultra-light Osprey Double By John Lockwood

Taking advantage of the versatility of sewn-seam construction, we at Pygmy Boat Company now introduce our long-awaited new kayak, the Osprey Double.

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The kayak is extremely easy to put together and requires no power tools or prior experience.

The multi-chine hull consists of eight panels, similar to our popular GoldenEye

line of singles. This makes for a fast double with relatively low wetted surface.

The ridged deck is also multi-chined. The cambered deck enables paddlers to use a comfortable, low paddling angle. On this 30" beam boat, even short adults can paddle with their shoulders dropped and relaxed.

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Weighing only 60 lbs, the Osprey Double is a pleasure for two people to paddle, and easy to load on and off a car. Most plastic and fiberglass tandems weigh about 95 lbs. The Osprey Double scales in 37% lighter!

Over the miles and years, a lighter hull really saves wear on your back and tendons. You're able to get places faster, with less stress. Test paddlers comment on how readily the Osprey Double comes up to speed relative to the fiberglass and fold-

ing doubles they've paddled.

The Osprey Double is stable. A well-balanced adult can stand and dive from the cockpit! Our 7 year-old daughter jumps in and out of the Osprey as if it were a boat dock!

Sitting in the kayak, you discover that the Osprey Double portrays excellent primary and secondary stability. Even in heavy seas, her 30" beam holds you steady.

The Osprey Double is light, elegantly shaped and eminently seaworthy. She was extensively tested this last summer on several long trips and passed weeks of sea trials with flying colors. The boat is completely glass encapsulated for a rugged finish. The glass-wood-glass sandwich construction is lighter, stronger and stiffer than fiberglass or plastic.

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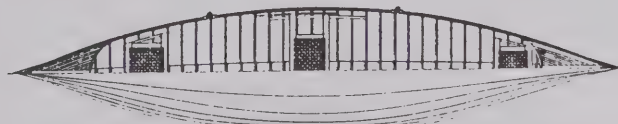
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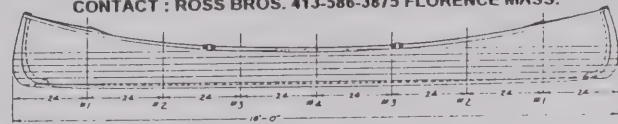
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"That Blunt Bow on the Pelican"

By Muriel Short

On San Francisco Bay, the challenge of strong afternoon winds and choppy waters find our San Francisco Bay Pelicans in their element. On a reach, these boats if allowed to heel, will develop a stiff weather helm, due to the lee bow wave. But as soon as the crew learn to move to the weather side of the roomy cockpit, thus putting the Pelican on an even keel (no hiking outside necessary) the lee bow wave subsides, and she speeds ahead noticeably, and scuds along without the stiff weather helm.

When sailed on or near an even keel, even in the stiff Bay wind, her sampan bow and her easy lift, or rocker forward, keeps her slipping along on top of any remaining lee bow wave. Running before the wind in the steep Bay chop, her sampan bow definitely saves her from burying, tripping, and broaching, and this is very important safety device indeed for a small boat in choppy seas. Also, to add to her seaworthiness when running, the sampan bow helps to create stability, for this type of bow provides greater forward buoyancy, and adds to total chine buoyancy. In a small, shallow draft boat this is very effective, and adds to her speed. Lastly, it provides much more space on the foredeck, and carrying capacity inside.

An article published several years ago in an American boating magazine was written by the owner of a Great Pelican, who, with his wife, sailed the west coast of Florida on extended cruises. This first hand account of their boat's performance, over a three week cruise included the following remarks:

On the subject of Pelican's transom bow, the owner reported, "When I drive her hard under reefed main and jib, the power of that standing lug is phenomenal, and she shoulders through the seas in grand style. The flat, sharply raked pram bow pounds very little, less indeed than some pointy-bow boats we've owned because the hull presents a "V" section to the sea when the boat heels. She slaps some when we motor to windward, or when we're anchored in a chop, but the great buoyancy of that pram bow is a plus. She never comes close to burying it, she simply rides easily over the seas."

Muriel Short, San Francisco Pelican Boats, 203 Hawthorne Ave., Larkspur, CA 94939.

The Sensuous Beauty of Bright-Finished Wood

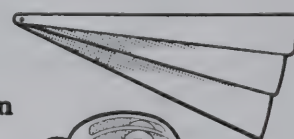


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Building My Simmons Sea Skiff

By John Longbottom

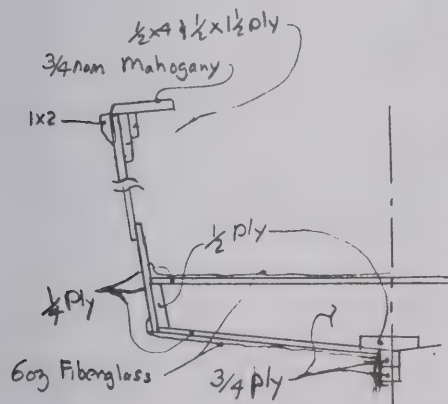
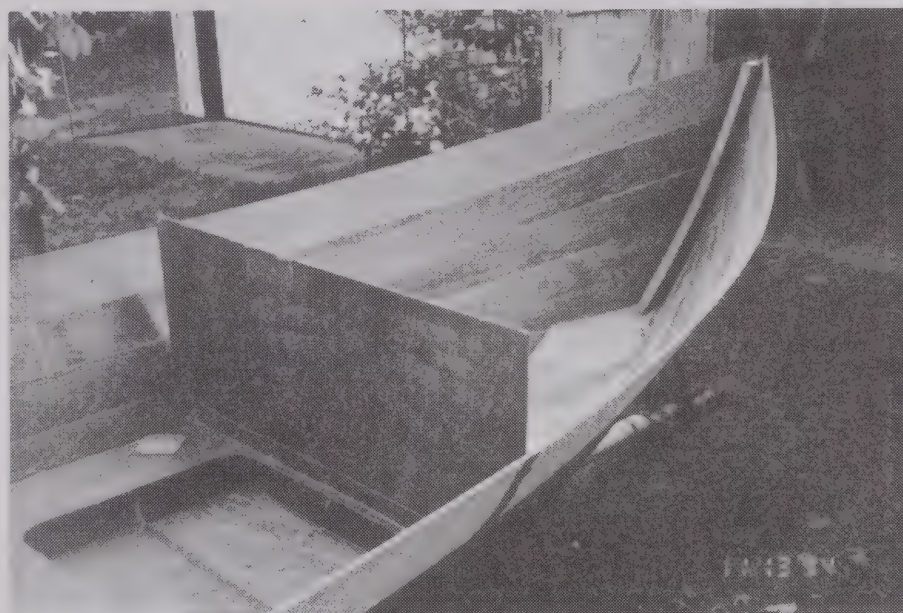
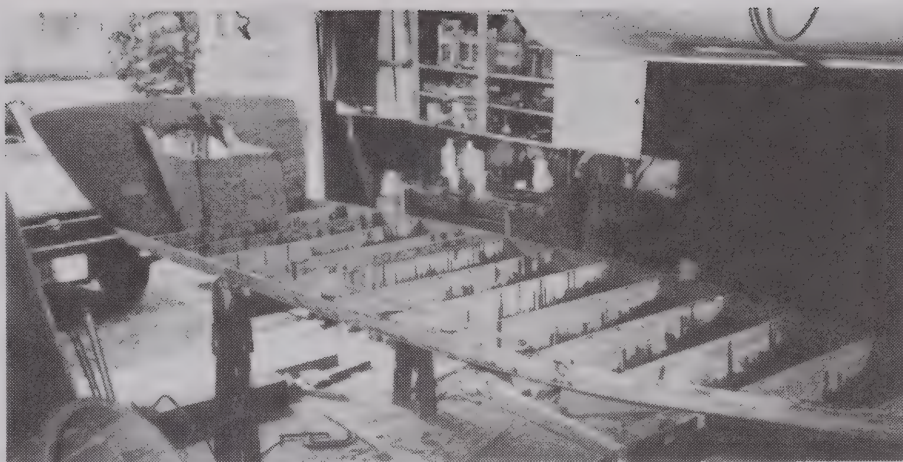
I would like to share with you my experiences with construction of a Simmons Sea Skiff 18 from plans purchased from the Cape Fear Museum. Plans were excellent for building the exact boat as built 30 years ago, but since I had experience with epoxy from building two Wee Lassies from Mac McCarthy plans, and being encouraged by comments on Sea Skiff plans by David Camell, I decided to build a boat better suited to my use.

I would like to interject here that both men mentioned above deserve a lot of credit for their knowledge and for their willingness to share it with people like me who could not have produced what I did without their help.

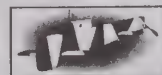
My completed boat should weigh no more than 350lbs and be very suited for river, creek and trailer use. The major part of the hull is 1/4" mahogany plywood. The sketch shows the cross section of the hull. All joints were epoxied, including laps, and were held together with sheet rock screws, some screws were removed and some were not. I could not be more pleased with results and will follow up with photos after launching.

I did not start my boat building until I was over 50 because I thought I did not have the skill. What a mistake. If any one would like to know more call me.

John Longbottom, (609) 428-7032.



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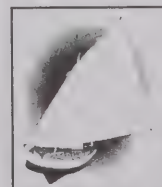
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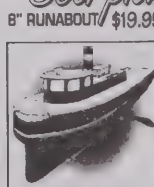
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POLYETHYLSAILS

by David N. Goodchild

I was very interested in Jim Michalek's article in the November 15th MAIB. For ninety days this summer I had a piece of re-inforced polyethylene under test for possible use as a sail material. As the photograph shows below, I made up a simple test rig and stretched the polyethylene over it. I placed a block of timber in the center to provide some stress and tension and fastened the poly around it.



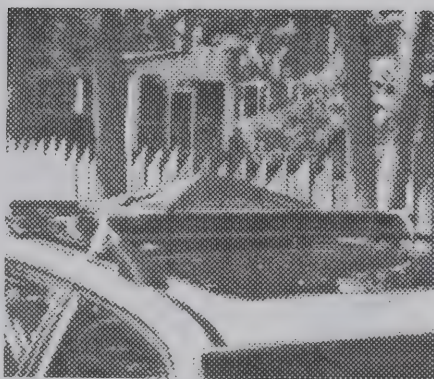
My intent was to determine how the material stood up to UV exposure and other weather-related influences. By attaching it to the roof of the car the material would receive full exposure to the sun and even more important would be exposed to severe stress by being subjected to continuing winds of up to 85 mph.—more wind than most of us would ever hope to experience.

While ninety days is not overly long in the life of a sail, it was sufficient to draw some initial conclusions.

While I don't think I will choose this material for sails for **TOAD HALL**, I do believe it has some merit for small boats sailed closer to home. The material is made up of interwoven strands of polyethylene covered with a polyethylene coating. It is similar to the blue poly tarps that are everywhere but this material comes in both black and white. Unless you're the Flying Dutchman, white would probably be the choice. I had no white on hand when I set up the test so I used the black. I subsequently got a roll of white to use as water tank liners, and from a distance of about 3-feet off the material looks just like a set of sparkling new Dacron® sails.

The material survived quite well up until the last week or two, when extensive highway travel subjected it to those hurricane force winds. At this point the polyethylene film which covers the polyethylene strands apparently abraded away, allowing the strands to separate. They didn't break or otherwise fail, but they could be easily separated.

Jim Michalek mentioned having difficulty getting tape to stick to the polyethylene. In another piece accompanying this one I report on using contact cement to glue together the poly. This was very successful. It may be possible to reduce the wear on the material by contact-cementing two layers together, but then again for a small boat, the



.006 thickness of a single layer would probably be enough. I would guess that you can make a simple sail out of this stuff and get a couple of years out of it anyway. The material also comes in a super-reinforced mode in off-white, but I have not tested this. In view of the low cost compared with Dacron®, it would be highly useful to use in test rigs and sail experimentation before making the final rig design out of the very expensive Dacron®.

Rolls are available in 100' lengths in widths of 4 feet to 40 feet wide. For a roll of 12' wide material I paid \$124.00, or .10 per foot.

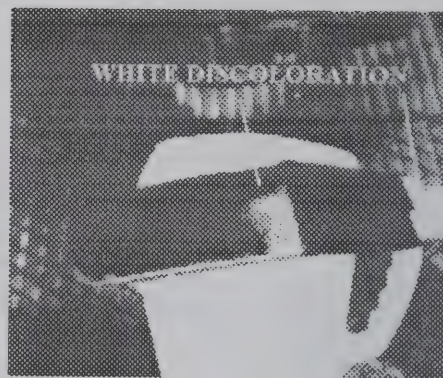
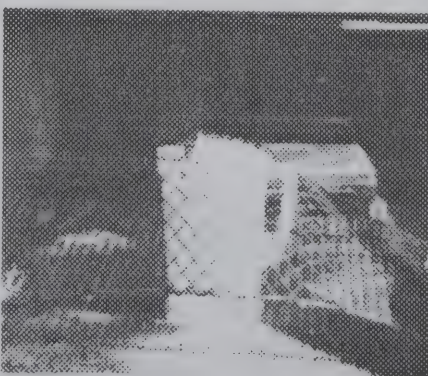
IT'S A MATTER OF TASTE!

by David N. Goodchild

There's not much argument that building integral water tanks into a small boat provides the best use of space and the greatest structural integrity for the tank. In a wooden boat the tanks are often built of plywood, with heavy sheathing in fiberglass and epoxy. In making modifications to a fiberglass boat to add integral water tanks, the tank is often constructed entirely of fiberglass.

All of these benefits aside however, there is one large demerit to these tanks. All who have built them agree that the epoxy/fiberglass laminate adds a very distinctive and unwelcome taste to the water. In spite of many flushings with water and other cleansing materials, some say that the bad taste never completely goes away.

The water tanks on **TOAD HALL** are integral and of fiberglass-sheathed plywood. The 53 gallons of fresh water carried in these



eight tanks are vital to a successful westward crossing of the Atlantic since **TOAD's** small size will generally mean slow passages on this longest leg of the voyage. However, while I would be able to survive with the water, I would not necessarily enjoy it if it tasted like a specimen from the epoxy arachnid. A solution was in order.

I have recently had under test a combination of plywood and re-inforced polyethylene. I cemented the polyethylene to the plywood with contact cement, then to test all aspects of the planned application, I further cemented another piece of poly to the poly. I submerged this test piece in a plastic water pitcher and secured this container under the cargo net in the back of the station wagon. (See picture above). I felt that the continual motion of the car together with the heat generated in the back on sunny summer days would subject the material to similar stresses that it would experience as the liner of the integral water tanks on the boat. I left it there for ninety days.

I was very pleased with the results. There was absolutely no hint of separation of the poly from the plywood, nor was there any separation of the poly from the poly. The exposed contact cement turned white while it was in the water, but upon removal the discoloration disappeared after a few hours.

This polyethylene is very tough stuff indeed. I bought a 100' X 12' roll to use as pool liners for two goldfish ponds and a connecting stream with three dams and waterfalls that my wife made me build this summer in the rear of the garden. I used the poly as pool liners. The usual stuff for this function is very heavy rubber at \$1.00 per square foot. The .006 poly costs \$124.00 for the roll or .10 cents per square foot! I've had the material in as liners all summer without any failure whatsoever and NO leakage. It is also made for heavy UV exposure and shows no deterioration here either. It is made of polyethylene ribbons covered in polyethylene and is similar in construction to the blue tarps that are so ubiquitous. (I've had one of those covering my Bug-Eye for three years and it looks nearly as good as new!) It comes in black or white however instead of shocking blue. I will use the white material on **TOAD** since I want to be able to see into the tanks through the inspection ports. The method of application will be the same contact cement that survived the test so well. I highly recommended it for the above use.

A No-Pour Concrete Boat Ramp

By Sam Overman

I am lucky to have access to tidal water from my back yard across a narrow strip of low land that lies between some high bank and some marshland. It could be a messy business launching a small boat over land that is regularly covered by water, though, and at low tide I was often separated from the water by a strip of goeey mud flat.

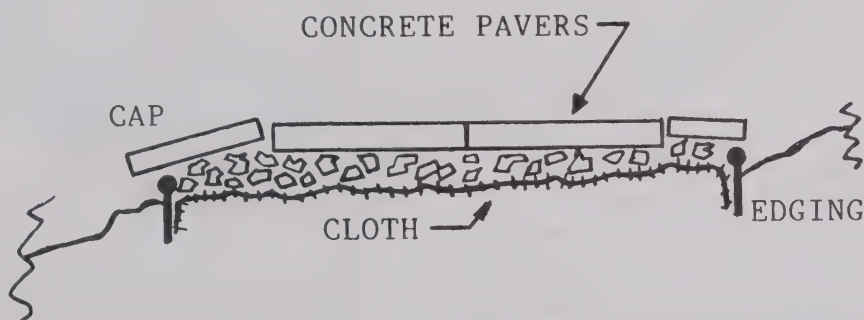
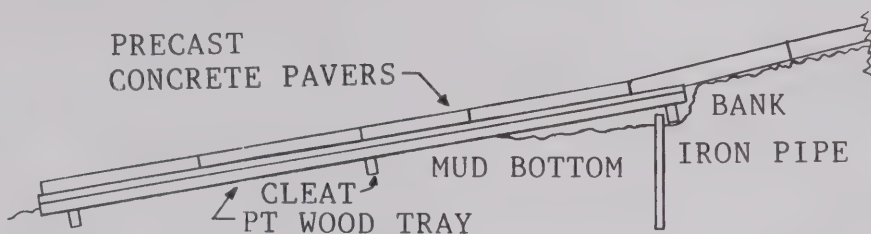
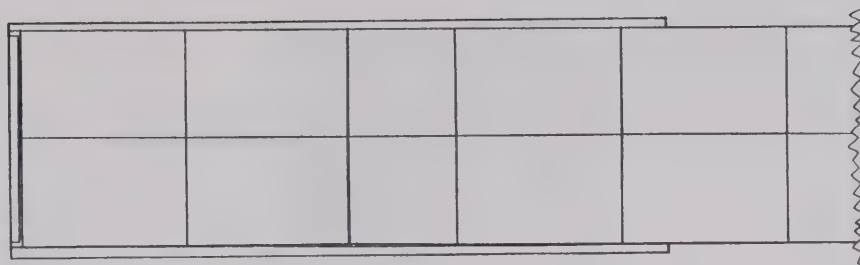
I prefer to remove my boats from the water whenever they are not in use. In addition, my boats are all small, so an expensive pier, whose deck would sometimes be many feet above the water level, was not my solution. A ramp seemed to suit my purpose, but I wanted to build one myself and without excavating the land and without pouring concrete. I built a tray out of pressure-treated wood and covered it with precast concrete pavers, and this ramp "floats" on the mud bottom.

The tray consists of 12' lengths of 2" thick wood treated to 1.5 pounds per cubic foot retention level. I used boards 8" and 6" wide to get the total width I needed. These boards were nailed to the edges of three cleats that were cut from another 8" board. This board also supplied 1" wide strips that border three edges of the tray as a means of restraining the pavers. Galvanized nails were used throughout.

The pressure-treated wood is extremely heavy, so I nailed the tray together on skids at the water's edge during low tide. As the tide returned, I slid the completed tray into the water and floated it into its final resting place. The landward cleat was fitted over the ends of two pieces of galvanized iron pipe that I had driven into the ground just off the bank. These pipes helped to locate the height of the ramp on the land end and to keep the ramp from sliding away from the bank. Pavers were carefully placed on the tray to sink it onto the bottom.

I used precast 3' by 2' concrete pavers, 2" thick, that were cast wet and which have a raised diamond non-slip pattern on one face. Each weighs 75 pounds, and I can get them, delivered to my house, for \$11 each. Dry-cast pavers this size are also available, but they do not stand up well to repeated immersion. My pavers are not reinforced, so this ramp would probably not be suitable for use by motor vehicles. The pavers are very strong once they are resting on a leveled surface, but they can be broken if they are handled carelessly.

I used the large pavers because they are less likely to be shifted by wave action and because they spread their weight and the weight of someone standing on them over a large surface area of ground. I used one pair of 2'x 2' pavers on the ramp tray so that the landward end of the tray could receive the ends of the two pavers that bridge between the bank and the ramp. I filled the gap between the bank and the landward end of the tray with stones. I also placed large stones on both sides of the tray where it meets the bank in order to prevent swirling water from undercutting the bank in that area.



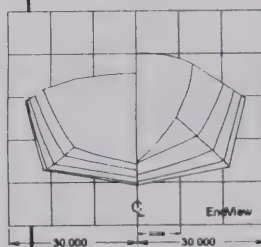
The pavers continue as a walkway up the slope from the water's edge. I used heavy plastic lawn edging material as a border several inches from each side of the walkway. Perforated plastic landscaping cloth was spread over the ground between the strips of edging, and crushed stone was added over the cloth. I used the edge of a 4' long board and a bubble level to tamp and spread the surface of the gravel until it was level across the walkway and flat for a running length of a little over 3'. Two pavers were carefully lowered in place side by side, and then another section of the gravel was leveled, and so forth.

This produced a walkway that was level side-to-side, but which followed the natural slope of the hill leading up from the water. The result looks as good as a

poured concrete sidewalk. The strips of gravel that were not covered by the pavers along the sides of the walkway were capped with 1" thick concrete building-block caps in order to keep wave action and heavy rain from washing away the gravel. Caps 2" thick were used at the edge of the bank because their heavier weight helps keep the water from shifting them.

This ramp was inexpensive and easy to build and has served its purpose well for over ten years. Every few years winter ice will move a couple of the pavers on the tray a few inches, but it is little trouble to slide them back into place. The ramp has not sunk into the mud, and it still looks as good and seems to be as sound as the day it was built.

Hard-Chine Boat Design with EasyCAD



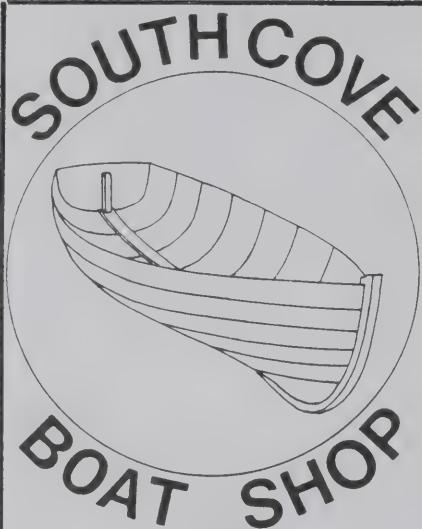
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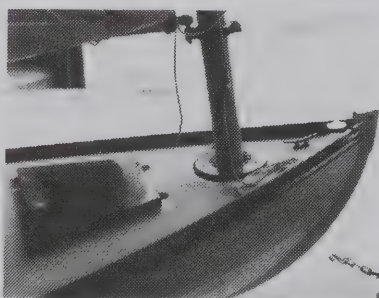
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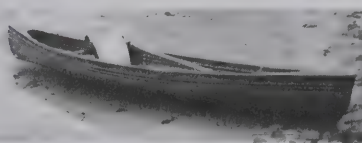
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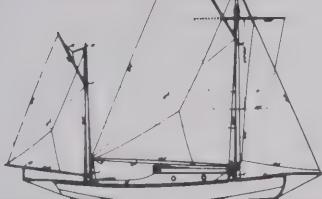
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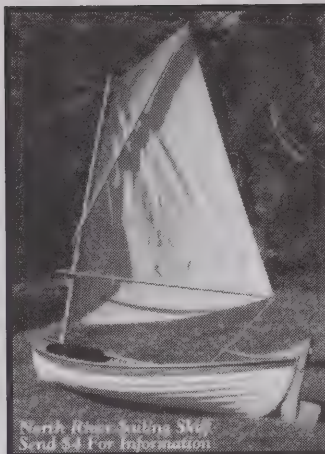
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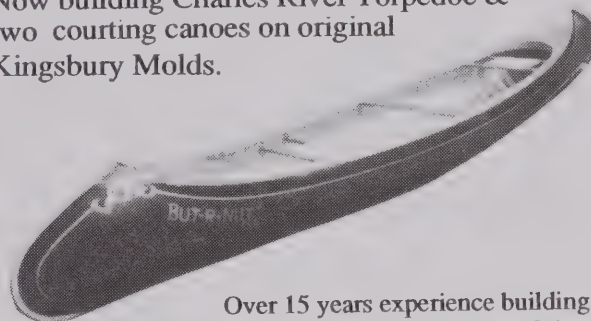
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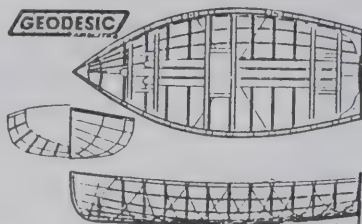
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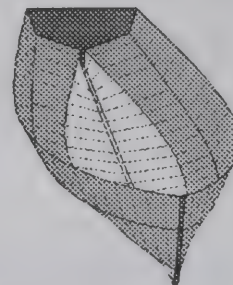
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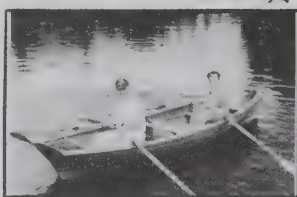
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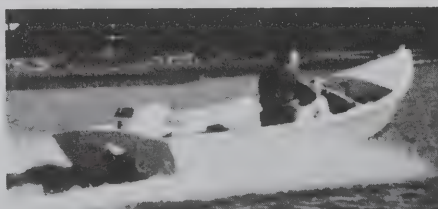
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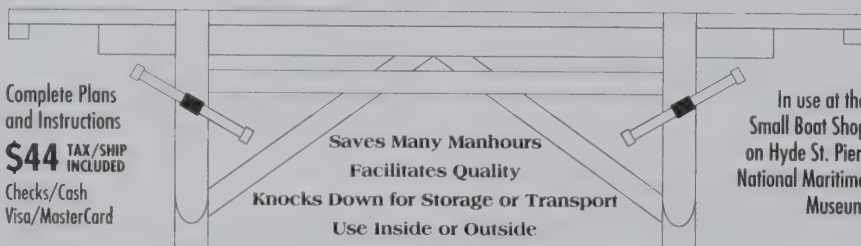
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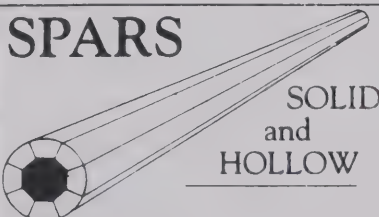
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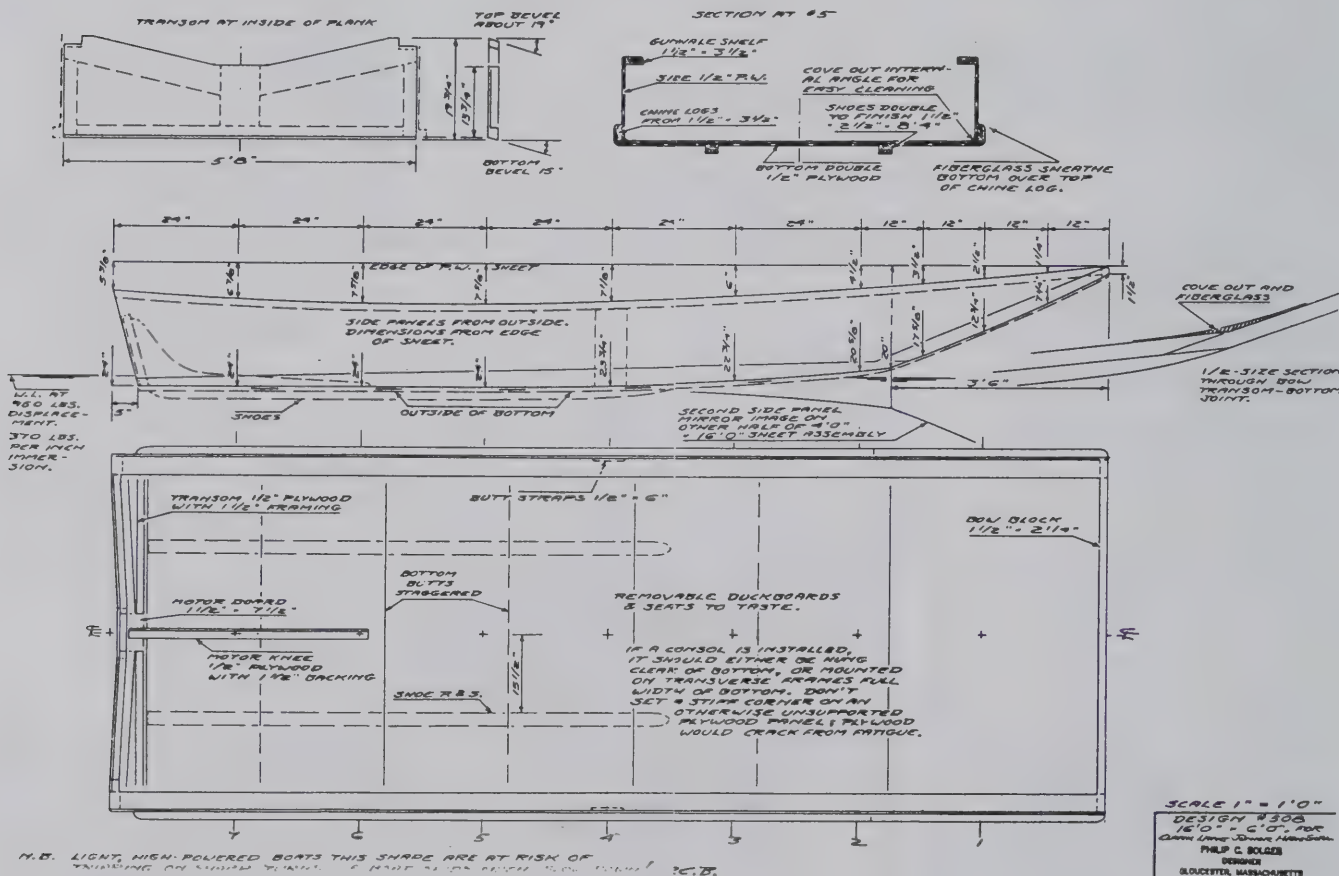
This was meant to be a useful boat that a class of Junior High School students could put together fast enough to see it in action before the school closes, but still

to stand out from a row of aluminum jon-boats. The sheer and the long rake of the bow give her some style. The sheer brings the straight sides high on each side of the motor where the risk of swamping is worst, but drops low amidships for working out of the water.

The gentle curve of the bow transom stiffens it against impacts, adds some buoyancy where it's most needed, and makes the knuckle at the bottom less harsh. I suppose that by strict definition

she's a scow rather than a garvey since there is a definable bow transom. With more rocker than most garveys toward the bow, this springs up after hitting the crest of a wave without being stopped as badly, or throwing out as much spray, as most boats of this type.

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Classified Marketplace

BOATS FOR SALE

17' Michicraft Canoe, ltwt alum, rigged for ACA class racing (sail #1146). Alum spars & kickup rudder, self-tending tiller. Compl in every way for ACA class racing or recreational sailing. 38" beam outside sponsors. \$700.

DON CLEVELAND, 10 Museum Rd., Beverly, MA 01915, (508) 922-7555. (22)

Alden Ocean Shell, blue & white, bought @ NY Boat Show in '78. Never used, pristine cond, compl \$750. M. HICKMAN, 32 Savin St., Arlington, MA 02174, (617) 641-2584. (22)

Gloucester Light Dory, compl late fall '94, used twice. Full length marine ply, all woodworking white oak, silicon bronze nails, screws & hrdwre. Exc cond. \$1,850.

BRIAN HAINER, East Haven, CT, (203) 469-4940 phone/fax. (22)

Rhodes Bounty Sloop, '40, 38'9"x27'6"x9'8"x5'8". SA 640, fuel 25 gal, water 60 gal. Mahogany on oak, epoxy saturated in & out, epoxy puttied seams. Bare hull w/all spars, rigging & hrdwre. Professionally done, experienced amateur or professional bldr should finish. Health forces sale @ \$10,000 OBO.

JOHN ABBOTT, S. Dennis, MA, (508) 432-7658. (22)

20' Sharpie, gaff rig CB w/bowsprit, jib & 2 different sized mains. Grt fun to sail, a real eye catcher. Asking \$2,000.

RICHARD BLAKE, E. Falmouth, MA, (508) 548-5586. (22)

24' Lyman, '61, 225hp Ford V-8 FWC new '76. 2 depth finders, 1 video w/speed & temp. Alum fuel tank. Grt boat, used every year. Asking \$3,000.

RICHARD BLAKE, E. Falmouth, MA, (508) 548-5586. (22)

12' SF Pelican, sailing pram in vy gd shape. \$850. FRED ZAPP, Toms River, NJ, (908) 270-4749. (22)

Old Town Canoe, new older stock 16' Guide custom blt w/outside stems, half ribs, mahogany seats, full stem & keelplate, diamond bolts. \$2,800.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (22)

17' Logan Dingo Sailboat, FG, nice lines, bluff bow, cuddy, ample cockpit, vy quick boat. Gd sails, alum mast & boom, new rudder. Clean, in exc cond. Will deliver any reasonable distance in ME from Boothbay Hbr. \$1,000.

RICHARD MAC DONALD, Boothbay Hbr, ME, (207) 633-4815. (22)

Cape Dory Typhoon Weekender, much loved *Storm Dancer*, \$3,500. **Culler Sampan**, unfinished, \$400. PAUL SCHWARTZ, Salem, MA, (508) 744-0445. (22)

15'4" Micro Cruiser, Phil Bolger design w/plans to compl. Marine ply, all frames, sides & bottom compl & installed, epoxy resin coated. Ballast incl, nds to be cast & mnted & cabin top compl. Change in plans, unable to compl. Free to 1st person w/truck or U-Haul.

JIM MILDENSTEIN, Bremerton, WA, (206) 479-3265. (22)

Klepper Folding Kayak, double, wood frame in fairly gd cond, compl. Make offer.

John Selmer-Larsen, Rockport, ME, (207) 872-1073, (207) 873-9165. (22)

20' Sailstar Corinthian Sailboat, slps 2, nds a little TLC, currently in New Haven CT area. Trade for 2 passenger Arrow Class iceboat.

STEVEN ROSSI, W. Bloomfield, MI, (810) 6820-7259. (22)

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.

20' O'Day Sailboat, w/trlr & 6hp longshaft Evinrude. New main, portable head, galley, berths for 4. Easy tow, easy launch. Exc cond, ready to sail, \$3,500.

DAVID FULLER, Franklin, NH, (603) 934-3296 eves. (22)

12' Fairly Firefly Racing Dinghy, molded mahogany hull, 2 sets sails, '92 trlr, beach launching trlr. Blt '55, w/paperwork. \$1,500 OBO.

JAMIE BOOTH, Reading, MA, (617) 942-9596. (22)

25' Frisco Flyer Sloop, Cheoy Lee '61, teak hull copper riveted, nds after decking & cosmetics, slps 4, spruce spar, exc capable sailer. \$4,000. **28' Samurai Sloop**, '58, husky roomy Eldridge-McInnes cruiser, dbl planked, slps 4, galley, Graymarine, vy gd cond. \$4,500. **24' Sharock Sloop**, (Cape Cod Sr.), Burgess keel/CB daysailer, lg open cockpit, fine lines, exc cond. \$3,500. **25' Amphibicon Sloop**, '57, keel/CB strip planked cruiser for 4, full galley, legal head & holding tank, compl redone structurally & cosmetically, 15hp '89 Evinrude (low hrs) in aft well, depth-sounder, speedometer, roller genoa. \$5,000.

FULL SEA, Greenport, NY, (516) 734-7409. (22)

7-1/2' Nutshell Sailing Pram, blt by Stebbins & Burnham Ltd. Compl w/original sail, dagger board, rudder & oars. Nds TLC. \$400.

FRED DESMOND, Beverly, MA, (508) 922-7907 aft 6pm. (22)

Luders L-24 Sloop, '47. 38'x24'x6'x5', 6,300 lbs displ. 400sf sail. Partner wanted, \$12,000.

FULL SEA, Greenpoint, NY, (516) 734-7409. (22)

20' Melges C Scow, '74, FG w/trlr. Gd cond, fast. Cat rigged, incl 2 sails. \$800 OBO.

LYLE FORBES, Beverly, MA, (508) 921-5443 aft 1800. (22P)



24' Cornish Crabber, Mark II, '87. FG gaff cutter, Sitka spars, tanbark sails, roller furling headsails, top-sail, dodger, Yanmar diesel, 2 batteries, Loran, autopilot, folding deck-stowed tender, exc cond. Superb seaworthy coastal cruiser.

ANDREW OLDMAN, Cambridge, MA, (617) 547-9061. (22)



Sea Pearl 21, w/all modern options incl conv top. Kept indrs. Classic teak rails, water ballast, marconi rig w/ leebeds & 2 suits sails, 1 brand new. Tlr like new. Transport can be arranged. \$6,300 or trade for Dovekie.

DON JANES, 13465 Marquette Blvd., Ft. Myers, FL 33905. (22)



Classic One-of-a-Kind, converted to power when Gran'ma could no longer handle sail. 27'x12'x3'. Lg stand up cabin w/galley & private head. Plenty storage room. Economical 4cyl IB, vy lg cockpit. If you liked the *African Queen* you'll love this one. Continuous compliments. Pre-season price \$2,950. JEREMIAH FISCHER, Box 2167, RD 1, Wall Twp., NJ 07719-9708, (908) 449-2799. (22)

'93 Sun Dolphin Pedal Boat. The ultimate in pedal boats. Super thick boat quality skin with aluminum propulsion wheel. Aux electr inblt motor w/gauges on dash. 1 to 5 passengers, fold down convertible top. Exc cond, a \$1,400 boat for \$550.

RICHARD MC COY, 1119 Michigan Ave., St. Joseph, MI 49085, (616) 983-4762 or (616) 429-1332, 1-5. (23)

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)

Bolger/Payson Cartopper, sprit rig, oars, motor, battery, trlr. \$1,000. See at Midwest Messabout.

LARRY APPLEBAUM, St. Louis, MO, (314) 544-2865. (23)

Sunfish, brand new in box. Retail \$2,300, will take \$1,500.

CHUCK FLETT, 9157 Colchester Ridge Rd., Knoxville, TN 37922, (615) 690-6416. (23)

Wooden Sea Kayaks, in exc shape. 18', \$625, 16', \$425, or trade both for old military jeep.

MATT HILLIER, Marshfield, MA, (617) 837-2268. (23)

21' Sea Pearl Cat Ketch, '90. 6" draft, canvas cabin encl, 10' sweeps, Johnson OB, tilt trlr. Lightly used & in brand new cond. \$5,700.

JOE WALLING, RR2 Box 590, North St., Yarmouth, ME 04096, (207) 846-4715. (23)

28' Chris Craft Sea Skiff, '64 wood cruiser. 200hp "Q" engine, holding tank, VHF, DS, Loran, swim platform, canvas top. Slps 4. Updated, always in fresh water. Vy gd cond. \$8,888.
CHARLIE BROWN, Cambridge, MA, (617) 876-4798. (23)

9' Achilles Inflatable, professionally restored '94 but not used enough. Takes max. 6hp OB. Max. wgt cap 550lbs. New pump, nds oars. \$565. **8' Dink**, not used last 2 yrs. Takes 2hp, wgt cap 455lbs, nds oars. \$450.
16' Alden Ocean Shell, single, exc cond, w/oars. \$1,350.
FRED WELLS, Ipswich, MA, (508) 356-2504. (23)

15' Delaware Ducker, classic dble-ended sailboat/rowboat. FG hull/ varnished wood deck. 3 yrs old, immaculate cond. Fully equipped w/ spritsail & spars, daggerboard, rudder, Shaw & Tenney oars, sea anchor, flotation bags, cover & trlr. Asking \$1500. Call (802) 229-4641."
GREG GRIFFIN, VT, (802) 229-4641. (23)

16'3" Stonington Pulling Boat, FG Whitehall w/ custom teak & bronze trim, Oarmaster sliding seat w/ 9'9" Piantedosi oars. Exquisite lines. \$1,400.
LARRY TYTLA, Waterford, CT, (203) 444-2538. (23)

18' Hobie Cat, lt blue hull, dual trapeze & harnesses, extra daggerboards, main & roller jib. \$1,200 OBO.
18' Small Craft Warning Rowing Shell, w/9'9" oars. \$950/bo.
MICHAEL MC MANUS, Hingham, MA, (617) 740-2523. (23)

17' Dirigo Sea Kayak, w/spray skirt & 8' Werner San Juan paddle, \$1,100. **VCP Selkie Sea Kayak**, expedition model w/skeg, Henderson deck pump, spray skirt, & Lendall Powermaster paddle, \$1,100.
WILSON HUGHES, Amherst, NH, (603) 673-1460. (23)

12' Bolger Bobcat, a fun boat! Vy gd cond on Cox trlr. \$1,200 OBO.
LYLE HASKINS, Newport, PA, 9717) 763-7365 days, (717) 567-9676 eves. (23)

Alden Single Ocean Shell, white hull, red deck, Oarmaster riggers, Douglas Feather rec oars. Current model, used twice, perf cond, sells for over \$2,100 today, take any offer over \$1,600. **Little River Seashell** double, recently refurbished w/many new parts, 2 pr carbon fiber racing oars. Oars alone worth over \$900, take any offer over \$1,200.
PAUL MOGAN, Scituate, MA, (617) 545-3423. (23)

19' Rhodes Mariner, by Stuart marine '87. Main, jib, boom vang, anchor & line, 4hp Mariner OB, compass, runing lights, berth cushions, fenders, fire extinguisher, galv trlr. \$4,880.
PETER VANDERWAART, 29 Friar Tuck Ln., Stamford, CT 06907, (203) 322-4721. (23)

17' Daysailer, new & compl, w/sail, jib & galv trlr. \$6,500.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (23)

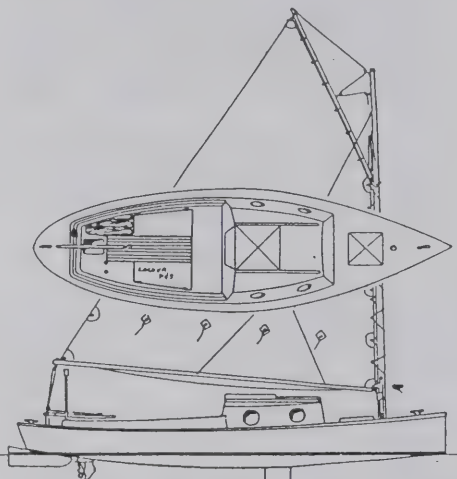
17' Swampscott Dory, finest kind, blt '94 w/OB well. Rigged & ready to go. Constr incl both traditional & modern mtls. Oars, mast, boom, mainsail, jib, rudder, tiller, yoke (interchangeable w/tiller), custom mooring cover, new galv trlr, all part of package for \$4,900.
NED COSTELLO, Middle Haddam, CT, (203) 267-6847. (23)

17' Arctic FG Sea Kayak, prototype model blt by eskimo family w/plans to capture US market. Super stable & strong w/high forward peaked deck to shed water & contain captured seal or wife below. Extraordinarily graceful lines. \$600, excl seal & wife.
ED ROGERS, Norwalk, CT, (203) 847-4041. (23)

17' Swampscott Dory, brand new sailing dory w/OB well, rigged & ready to go. Bldr's own boat being sold unexpectedly, a rare opportunity to own a classic design that incl both traditional & modern materials for ease of maintenance. Oars, mast, boom, mainsail, jib, rudder, tiller, yoke (interchangeable w/tiller) & custom mooring cover are parts of package for \$5,500. Tlr available.
NED COSTELLO, Middle Haddam, CT, (203) 267-6847. (23)

3 Meter Trimaran, (see 3/1/93 issue) & new trlr. \$1,800.
DOUG MAC NARY, 11305 Berry Hill Dr., Knoxville, TN 37931, (615) 927-6954. (23)

29' Friendship Sloop, Voyager, gaff rigged, 5 sails, full keel, lg cockpit. Slps 4.
ALEX MOIR, 116 Silver Lake Rd., Staten Isl, NY 10301, (718) 816-8752. (23)

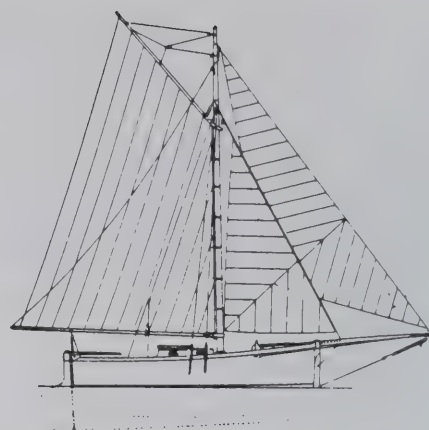


21' Bay Hen, '84 gaff rigged FG sharpie in gd cond w/trlr. Blt by Florida Bay Boat Co. Teak toerails & bowsprit, small cabin, spacious cockpit. Shallow draft (9" board up, 3'6" board down) makes this a grt daysailer or camp cruiser, especially gd for sneaking into shallow coves & inlets. Mast on tabernacle. Can be off trlr and fully rigged in 10 min. Weight 900lbs. \$4,400.
GREG STONE, 1346 Drift Rd., Westport, MA 02790, (508) 636-4291. (23)



18-1/2' Cape Dory Typhoon, '78 Weekender model. Exc Bristol cond, '85 Awlgripped topsides, '86 Mariner 4hp eng, roller furling genoa, single line reefing main, cruising & reaching spinnakers, alum trlr, compass, Danforth anchor, full cushions, fenders, etc. \$4,750 OBO.
RICHARD BERMAN, Portland, ME, (207) 772-3225 days, (207) 799-6412 ebves. (23)

15'7" MacGregor Sailing Canoe, '91 Oughtred designed, the *Greyhound* featured in *Messing About in Boats*. Decked version w/mahogany coaming & cedar floorboards. Sail rig w/main (2 positions for main), mizzen, leeboard, push-pull tiller. \$2,500.
TONY DIAS, Wallkill, NY, (914) 895-9165. (23)

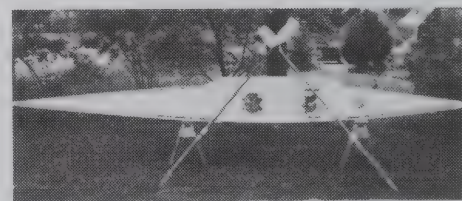


19' Itchen Ferry Cutter. 8'3" beam, 3'6" draft, 2-1/2 ton displ, cedar on oak. Replica of English fishing smack *Wonder* in *WoodenBoat* #14, but w/cabin & self-bailing cockpit. New, on trlr, could easily be finished by summer. \$3,000 OBO.
JOHN HUDSON, Stonington, CT, (203) 572-0711(work), (203) 535-2234 (home). (23)

10' Gardner Designed Pram, mahogany ply w/pine gunwales, FG sheathed, bronze oarlock sockets & oarlocks. White w/blue trim. \$600 firm.
15' Ken Swan Designed Chica Skiff, FG sheathed, cream & gray w/red boot top. Douglas fir ply, mahogany transom, oak stem, oarlocks & oars, trlr. Asing \$1,200.
DICK HARRINGTON, P.O. Box 445, Hancock, NH 03449, (603) 525-6644. (23)

15-1/2' Common Sense Skiff, (Bolger design) epoxy glass covered, exc cond. Galv Caulkins trlr, C.S. sails. \$2,300. Will consider trailering to Washington state in May.
ROBERT DE BEAUCHAMP, 10702 Del Rio, Yuma, AZ 85367, (520) 342-3184. (23)

Wayfarer, Fg, gd cond, w/spinnaker. \$1,300 w/tilt trlr.
DON ELLIOTT, Tomah WI, (608) 372-7675 days, (608) 463-7530 eves. (23)

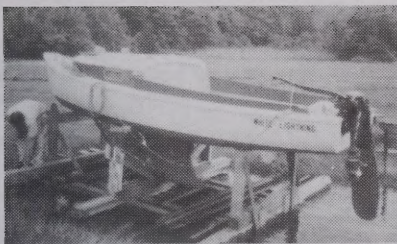


21' Small Craft Rowing Shell, FG in gd cond w/9' FG oars. \$2,200 new, must sell, \$800.
JAKE MILLAR, 612 Fisherman Pl., Brick, NJ 08724, (908) 295-0531. (23)

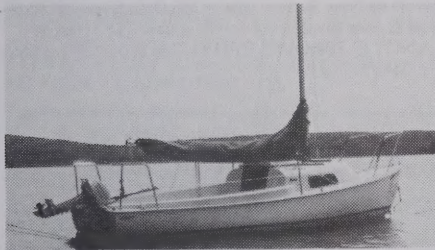
14' Chamberlain Dory Skiff, from Gardner book. Traditionally blt '88. Compl w/oars, CB, rudder & sprit rig. Exc rowing & sailing. Incl trlr, \$2,000 neg.
TOM PAPELL, 263 Pine Acre Blvd., Deer Park, NY 11729, (516) 242-2021. (23)



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)



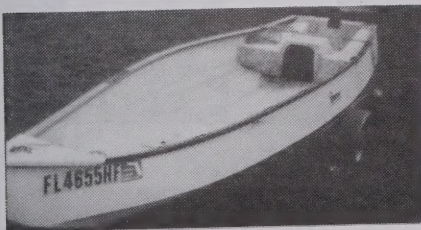
19' O'Day Mariner, FG keel sloop, gd cond. Main jib, fair genoa, exc spinnaker. Incl 4hp OB, compass, anchor & gear, life jackets, etc. Exc daysailer, personally proven grt pocket cruiser. Asing \$1,995. KERRY LANGE, Stony Creek, CT, (203) 488-2004 eves. (23)



19' Stuart Mariner, '91 w/galv trlr, bow pulpit, stern rail & lifelines, ventilator, hatch, cabin cushions, motor bracket, sail cover. All lk new. \$6,300. ART PETERSON, Asbury, NJ, (908) 735-5462. (23)



X-Dory, C.D. mower designed '05, decked racing Swampscott. Blt. '93, oars, cover, trlr. Attractive & fast. \$6,500. LARRY GILLEN, Kansas City, MO, (816) 454-1386. (23)



16' Ghee noe Classic, modified for camping. 3hp Minn Kota electr, ProLine trlr, all 1 yr old. \$1,375 (credit cards accepted). DONALD DUQUET, Mims, FL, (407) 264-0466 phone/fax days, (407) 264-4385 eves. (23) **PHOTO**

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)



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

18' Chris Craft Sea Skiff, '58, beautiful mahogany ceiling, decks, interior & transom. Orig KL 105hp Chris Craft engine in exc cond. Aqua Clear water filter system on eng, new cushions, canvas cover, top & side curtains. New HD EZ Loader trlr (never used). In storage 6 yrs. A solid, beautiful boat. \$5,500. BOB BLEILER, Mystic, CT, (203) 536-2854. (1)

17' O'Day Daysailer II, boat & sails in exc cond. Incl spinnaker & galv trlr. In storage for several yrs. Asking \$1,900. 12' Amesbury Skiff, '88 FG Sturdee Boat Co, w/'88 Suzuki 8hp oil injection OB. Vy few hrs on both, in exc cond. \$1,500. BOB BLEILER, Mystic, CT, (203) 536-2854. (1)

35' Endurance Ultimate Cruiser, half-completed to artisan standards. Many materials incl for completion. \$83,000 invested, asking \$45,000. JAMES NEAL, 3070 Harbor Dr., St. Augustine, FL 32095. (1P)

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, Shp 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)

BOATS WANTED

Bolger Tennessee or Trawler, builder wanted. GARY WHITLEY, 10626 Southall Dr., Charlotte, NC 28270, (704) 845-1716. (22)

Black Skimmer, in gd cond, pef in southeast. JACK DYKES, 4961 61st Ave. S., St. Petersburg, FL 33715, (813) 867-7568. (23)

Used Canoes, any cond, east/central IL area. ELAINE CHAPIN, Champaign IL, (217) 762-9320, e-chapin @ vivc.edu. (23)

Wooden Snipe, in MO, KS, OK, NE. Buy, or trade for wooden Lightning, 6/m mast or '59 Delta. RAY STOCKWELL, Lake Weatherby MO, (816) 741-3653. (23)

20-26' Twin Keel Sloop, Westerly Centaur, Hurley 22' w/trlr or similar boat from '60-'70's. ANDREW MOORE, Brooklyn, NY, (718) 486-8049. (23)

26' Parker Dawson Sloop, CB/ballast keel, center cockpit w/ stern cabin. Andrew Moore, Brooklyn, NY (718) 486-8049. (23)

Appledore Pod, by Alden, reasonable price w/w Oarmaster. ASAP. RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087 eves. (23)

Lightweight Folding Kayak. DONELLIOTT, Tomah, WI, (608) 372-7675 days, (608) 463-7530 eves. (23)

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

SAILS & RIGGING FOR SALE

Canoe Sail, 44sf lateen sleeve, ACA design for cruising, simple to use & store, w/plans for rig. \$205. MARILYN VOGEL, 2210 Finland Rd., Green Ln., PA 18054. (22)

Spring 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 SMALLCRAFT, Gloucester, MA, (508) 281-6530. (22)

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. (23)

Fast Traditional Sails, 1st, 2nd boats, Fleet A, WoodenBoat regta 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

Laser Sail, in gd cond, at least better than my current bedsheet. DAVID VIRTUE, 54 Chauncy Creek Rd., Kittery Point, ME 03905, (207) 439-8505. (23)

GEAR FOR SALE

9 Signal Flags, full size 36"x28" w/brass clips & rings. A, F, H, J, K, L, desig 3, desig Port, Code & Ans. Price reduced to \$4 ea, \$30 for all incl shipping. J.W. SIMS, Camden, ME, (207) 236-0652. (22)

Coventry Victor 9-11hp Diesel, \$350. Shipmate Stove, \$350. Walker Excelsior Log, \$300. PAUL SCHWARTZ, Salem, MA, (508) 744-0445. (22)

Perkins 4-108 Diesel, long block assy, zero hrs on total rbltd. Incl rblt starter, alternator, injector pump & injectors. Documented. \$2,400. JOHN ABBOTT, S. Dennis, MA, (508) 432-7658. (22)

New Cummins 4BT3.9M Turbo Diesel, never wet. 150hp, 3.9 litre, perf, fully marinized. \$5,500 or trade for ? JOHN MC DANIEL, Columbus, IN, (317) 889-1957, (812) 378-4236 eves. (22)

18hp Fiat Whitehead OB, only 50 hrs, stored 15 yrs. Grt parts source, gd running cond (but no promises made). Free for taking. DAVE GETCHELL SR., RR 1 Box 3355, Appleton, ME 04862, (207) 785-4079. (23)

Mirror Dinghy Rig, mast, boom, rudder, sail, gd cond, \$100. **Wetsuit Top**, 1/4" med/lg, gd cond. \$10. **Perception Solo Canoe Saddle**, \$35. **Spring Creek Canoe Seat/Yoke**, \$20.

BERT LUSTIG, Berkeley Springs, WV, (304) 258-1195. (23)

Yanmar Diesel, Model SB12, cast iron 12hp, reverse reduction gear, electric start, instrument panel. In storage 10 yrs. Brand new, never started. \$2,100 OBO. CHET GREENBERG, Lindenhurst, NY, (516) 226-0898. (23)

OB Collectors: '67 Johnson 3hp twin w/manual. Lks new. \$500. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (23)

Volvo MD7A, w/110 Saildrive, exc cond, \$1,500. JIM BREESE, Guilford, CT, (203) 453-4236 eves. (23)

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

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Unbuilt Boat Plans: 15' Wittholtz catboat *Corrus*, \$25; 18' Tracy O'Brien cuddy cabin sharpie *Kayleigh*, \$25; 16' Clark-Craft plywood Swampscott-like dory, \$15. Ken Hankinson stitch & glue dinghy *Sabotina*, \$15.

LARRY APPLEBAUM, 4646 Spring Dr., St. Louis, MO 63123, (314) 544-2865, fax (314) 544-7877. (22)

Books: *Beachcruising* by Doug Alvord, \$15. *The Gaff Rog Handbook* by John Leather (imported from England), \$25.

LARRY APPLEBAUM, 4646 Spring Dr., St. Louis, MO 63123, (314) 544-2865, fax (314) 544-7877. (22)

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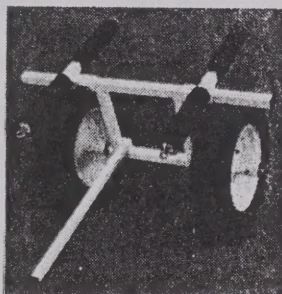
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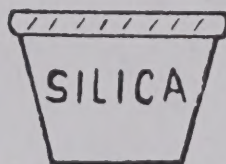
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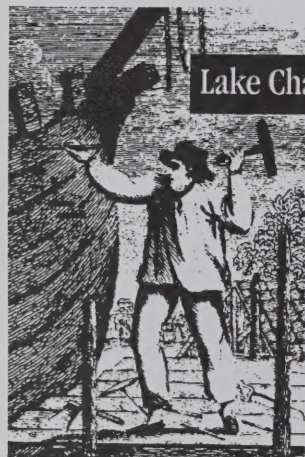
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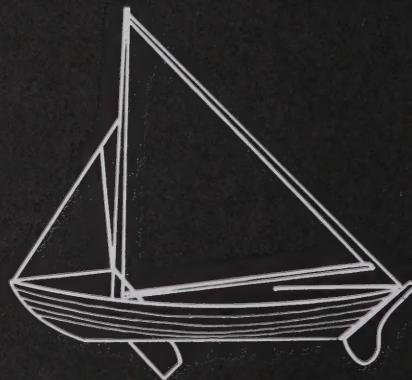
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