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Special Features This Issue
Maine Boatbuilders' Show
Bahama Honeymoon & Thoughts of Cedar Key

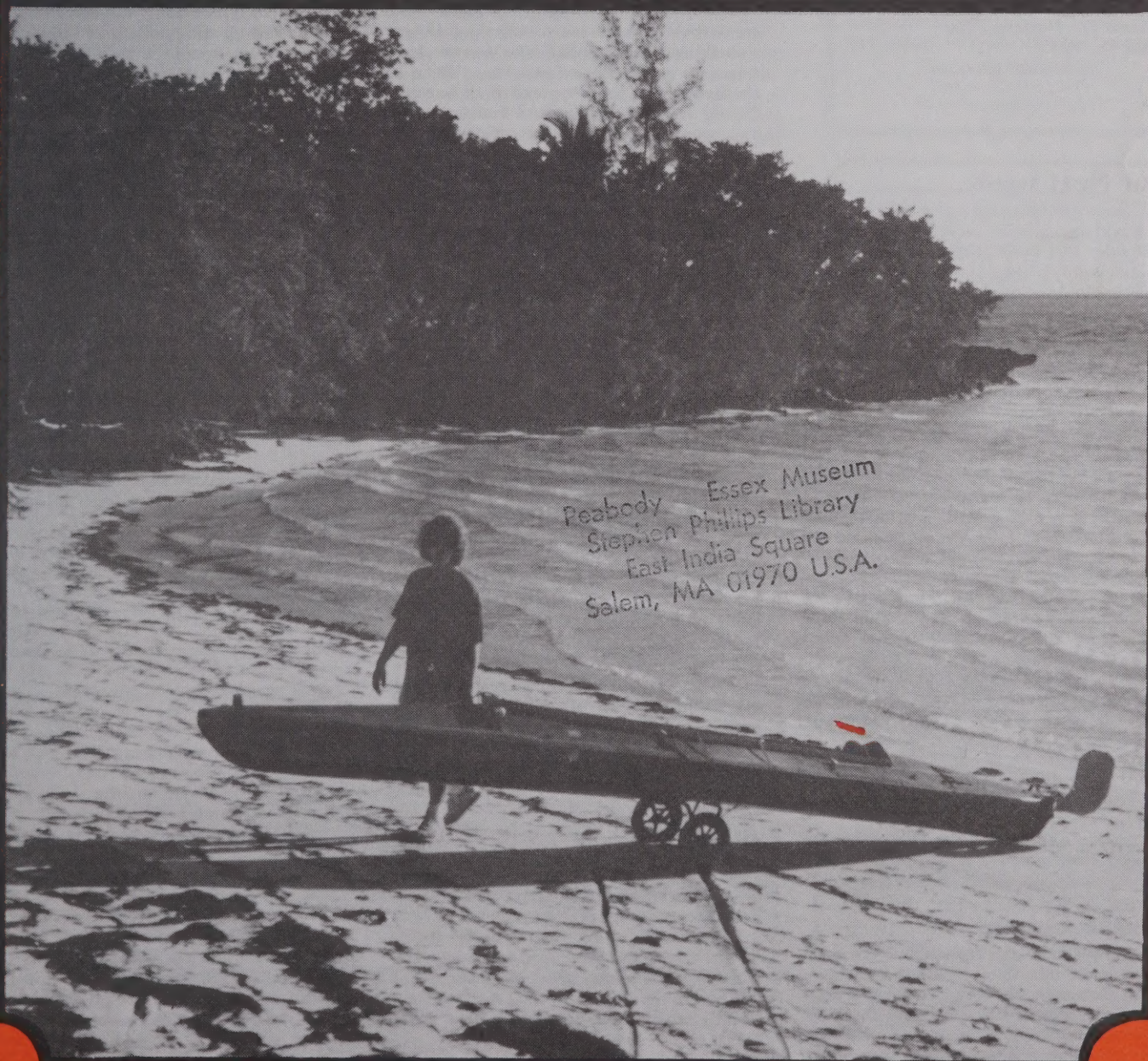


messing about in BOATS

Volume 12 - Number 23

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

April 15, 1995



messing
about in

BOATS



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Our Next Issue...

Seems to be coming together as a sort of workboat special including some tugboat tales that have piled up here, some I inconceivably thought would fit into this issue you're looking at now. But even with the four extra pages, no way.

So, we'll have Hendrik Gideonse's "Bringing Sarah to Brooklyn" and Walt Chandler's "First Voyage of the *Southwind*", respectively a tugboat and a Chesapeake Bay crabber.

Hugh Ware brings us "A Fireman Builds a Tugboat" and more photos of "Progress on Crocker's Yard Tug"; Roland Evans has some great sequential photos in "Launching the Tug *King Phillip*"; and Dynamite Payson tells about saving an old lobstering skiff in "Burn Her, They Said".

Berk Eastman presents two toy tug designs, "Candu EZ" and "Perfect 10"; we have a unique photo of "A Floating Bulldozer"; and Phil Bolger features his "Gulf of Mexico Charter Cruiser".

Ron Ginger reviews Stan Grayson's updated *Old Marine Engines*, and I'll look at the *Complete Guide to Boat Plans and Kits*.

And we'll launch the serialized adventure that we had no room for in this issue, Peter Johanson's "Pete & Raskur's Maiden Voyage".

Looks like we may be stuck with the new 36 page size for a while, especially with 6 (count 'em) pages of classified ads!

On the Cover...

Peripatetic Hugh Horton was off again this winter, this time on his honeymoon in the Bahamas, and some looking around in Belize, all the while dreaming about the upcoming Cedar Key meet in Florida the first weekend in May. Nice winter in the tropics boating photos he sends us.

Commentary

Spending three days at the Maine Boatbuilders' Show is something of a "total immersion" experience. We go into the cavernous old brick mill building about 9am and come out at 6pm Friday and Saturday, the day outside having passed by without notice as we staff our booth or take off to wander the show in search of material for our follow-up report in this issue. By Sunday afternoon, the 4pm closing has become a yearned-for goal. We're just plain tired of talk, talk, talk, talk.

This is not to imply that we resent this, it's what we're there for. But unlike those of you who visit the show for a day, we just keep on coming back. And each day it's new faces to greet, explain to, or socialize with. The toll on the vocal chords mounts and patience with the inevitable uninformed remarks and long winded anecdotes wears thinner as time passes.

We have a nice location on the second floor at the head of the main staircase, so we get a maximum flow of people passing by. And directly across from us is the food concession, where people line up to get something to eat midday. The cast of characters we get to see is fascinating. There is no such person as a "typical small boater". Young and old, singles and families, men and women, conventional attire and bizarre.

Not all stop to look over our little display of magazines and the modest sign that announces subscriptions at \$24 a year and show copies at \$1. We set out a half dozen trays of recent back issues offered as samples at \$1 each. We used to give them away, they are leftovers, but found that giving away 500 or more at a show didn't result in any significant number of subsequent subscriptions. So now we figure that if your curiosity is sufficiently aroused you'll give us a buck for a copy to take home to read to see if you want more. We get about the same number of follow-up subscriptions and a couple of hundred \$1 copies helps cover the cost of being there.

There's an ebb and flow to the traffic at our booth, like the tides. We often sit there with nobody at all, passers-by glancing over briefly as they head for more interesting displays yet to be seen. Then a few begin to stop, and at times the table is lined with several browsing through the sample copies, with others talking to us at one end or the other of the table.

The browsers fascinate me, we have been able to differentiate amongst several basic types. The least interested is the one who stops by, looks over the array of half a dozen covers, opens one in place still in its tray, ruffles through several pages, turns and says something to his companion, and walks on. We wonder what he expected to find in so cursory a look.

At the other end of the attention span is the long term reader, who will pick up and examine at length not one, but several copies, often getting caught up in something he sees and reading it in its entirety. A half hour is not an uncommon period for this one to spend, and we feel that here is a serious prospect. Some agonizing goes on at last and a copy will be purchased.

We don't offer current issues as many subscribers may not yet have received

theirs, and to drop by and see a new issue they haven't yet received is disappointing to a loyal subscriber. But we get asked if we have the current issue, and when we point out why we don't, the inquirer walks on, even though I point out the magazine isn't really time sensitive. Jane eventually came up with the reason. Watching some people peruse the classifieds for minutes at a time, obviously looking for something, she realized that the requests for the current issue are focussed on wanting to see current classified ads.

Amongst those who stop by are the ones who ask us which issues have articles in them about whatever it is that they are interested in, and of course I am unable to tell them. I don't remember which issue had articles about what, too much goes through here every month to retain that sort of information. On occasion I can recall some subject for some reason and direct them to a possible choice of issues on the table.

Our favorite customer this year was the guy who crested the stairs, looked over at us, and flinging his arms wide, cried out, "At last, I've found you!" He was so happy, and scooped up the half-dozen samples on the table and bought a subscription. We are an obscure publication, with no newsstand circulation, and people hear vague rumors about this funky little small boat magazine out there somewhere but cannot pin down an address.

Other favorites include those who walk up, glance at the array, and take one of each, without even a glance inside. Faith indeed, or is it intuitive recognition that this somehow has to be what they are looking for?

Of course, those who buy subscriptions are tops in our books. "You must have sold a lot of subscriptions," is often offered up by readers we meet. The answer to this is, "No, not a lot." People don't seem geared to buying subscriptions at a show, we signed up about twenty, from hundreds who stopped by of thousands who were at the show. We also do get renewals from readers who figure they'll see us at the show and save having to mail in their checks.

The most personally satisfying interactions are those we have with those of you who are already readers, you stop by to say hello and often visit a bit. We really enjoy meeting you and hearing something about what you are currently up to. And, of course, those of you who walk up and say, "I just wanted to tell you what a great magazine this is, keep it coming," certainly are our best salesmen, as the browsers look up upon hearing this, and then go back with renewed interest, searching for whatever it is on the pages that brought your enthusiastic approval.

Both Jane and I are happy to report no unpleasant encounters, it seems that people who find this sort of boat show of interest are good sorts. The nearest thing this year was when a woman reached through between two browsers to pick up a copy, then turned and walked off with it. I saw her do it but let it pass, she probably thought it was just another giveaway catalogue she should have because so many people seemed interested. Hey, maybe she's bought a subscription since! We never know.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw

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

One Examiner's Memories

It had been an unusually hot summer in southeastern North Carolina with less than optimum weather for manning Courtesy Marine Examination stations at the local boat ramps. It had also been an unusually rewarding summer. My son (also an Examiner) and I had examined some 850 boats in 1993 and it had been well worth the effort as a few incidents may illustrate.

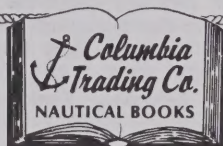
In June we saw an out-of-state 20' in-board. It had been neglected for years. Among the problems were a paper "back-fire flame arrester", a broken bilge blower, a discharged fire extinguisher and out-of-date flares. In September we were hailed by the owner. "Come look", he said, I've got it all fixed." And indeed he had. The boat was still pretty scruffy, but it met all of our Auxiliary standards and it was a genuine pleasure to put a "Seal of Safety" on the port windscreen.

In July we were asked to check a twin engined 30' footer. The owner had never heard of the "sniff test" for gasoline vapors in the bilge and since his first act on coming aboard was to turn the stereo to "loud", he was blissfully unaware that neither bilge blower worked. He was an accident waiting for a time to happen. Unfortunately, we did not see the boat again, but we like to think that the "failing" CME just possibly saved the owner's and his guests lives.

Giving us the greatest pleasure were the owners of boats who had not passed but who came back to us a week or so later with "everything fixed". Another joy came from those who said, "I just bought this boat. What do I need to do to make it safe?" A third major satisfaction came from boaters who said, in effect, "I didn't know that. How can I learn more?" It was fun to meet them again in the Boating Skills and Seamanship class and even more fun to work with them in the Basic Qualification class as they prepared to join the Auxiliary.

Then there was the "PFD Panda" program given to children seen wearing their PFDs. As a grandfather, I'm a sucker for the shy smile on the face of the child who has won his or her "Panda Award", but I'm even more gratified by the reaction of the parents who find the Panda program a real help to them as they insist on a child wearing a PFD all the time. Not at all incidentally, when you give a child a "PFD Panda" award, parents find it hard to resist when you ask, "How about a free safety check of your boat?" When there is a deficiency, they correct it promptly!

Near the ramp where I spent a lot of hot summer days, there is a shady spot which always seems to have a breeze and a group of "regulars" gather there each day, much as old men used to gather at the country store. I was surprised one August afternoon when one of the regulars detached himself from the group and approached me. "We have a bet", he said, "Do you get paid for what you are doing?" I laughed and told him that my work was strictly voluntary, but I was not telling the whole truth. I do get paid, very well paid, not in dollars but in satisfaction. As they say in baseball, "Just wait til next season".



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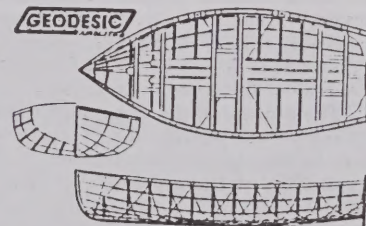
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Gundalow Goes to Strawberry Banke

The Piscataqua Gundalow Project has become the responsibility of Strawberry Banke Museum in a move designed to perpetuate and extend the teaching of maritime history in the Piscataqua River area.

Trustees of both organizations agreed to transfer ownership and operation of the 70' reproduction of a Piscataqua gundalow on January 1st.

The Piscataqua Gundalow Project has owned and operated the reproduction vessel *Captain Edward H. Adams* since it was launched at Prescott Park in 1982. In making the transfer, the Piscataqua Gundalow Project was dissolved.

Gundalows were the freight carriers of northern New England coast waters from the late 1600's until early in the 20th century. They were common on swift tidal rivers and carried marsh hay, bricks, lumber, firewood, and cloth from mills.

Strawberry Banke Museum is a 10-acre historic house museum that teaches the way ordinary people lived during the 300 year history of Portsmouth's Puddle Dock neighborhood. It is located on Marcy Street, close to the banks of the Piscataqua River.

"We are delighted that the gundalow has become part of Strawberry Banke," said Strawberry Banke executive director Dennis O'Toole. "This will assist Strawberry Banke to work with schools, museums, marine organizations and communities in Maine and New Hampshire to keep alive the river's rich history."

"The transfer of the Piscataqua Gundalow Project will provide the exposure and resources the gundalow deserves," said Peter Griffin of Portsmouth, president of the Gundalow Project. "It will also greatly enhance Strawberry Banke's maritime programs."

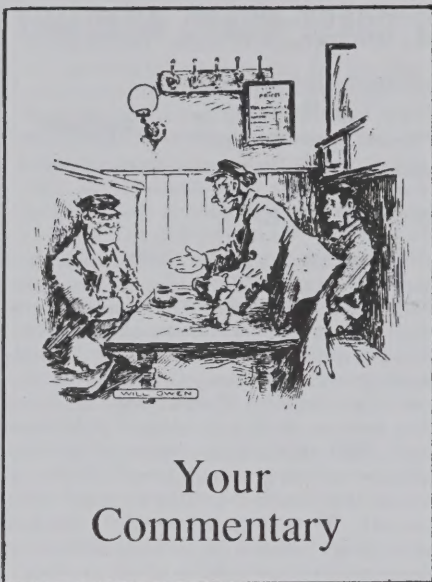
Mike Gowell, a maritime historian who has worked with the gundalow since its inception, will join the Strawberry Banke staff. "Mike will add an important new dimension to our professional staff," O'Toole said. "He is the heart of the Gundalow."

Last summer, Strawberry Banke expanded its exhibits to include historic boat building at Prescott Park. Using the historic Sheafe Warehouse as their base, three boat builders built a Piscataqua wherry under the eyes of thousands of visitors.

In cooperation with the Trustees of Prescott Park, Strawberry Banke and Portsmouth officials, the gundalow was open to visitors last summer in a nearby slip at the park.

The *Captain Edward Adams* is an accurate reproduction of the *Fanny M.*, which was launched in 1886. For the replica, which was built at Strawberry Banke, natural tree shapes were used for the curved bow and stern timbers. Planks were joined together with some 5000 locust "tree nails", or trunnels.

The *Captain Edward Adams* will continue to spend the winters moored at the Old York Historical Society's John Hancock Warehouse on the York River in York, Maine.



Your Commentary

Right On

Your commentary in the February 1st issue about National Park Service plans to build a \$5 million replica of the *Friendship* at its Salem, Massachusetts National Maritime Historic Site was right on. I'm afraid the nuts are going to overpower us.

Cold molding is no answer to anything, you get a vessel that you literally cannot repair. The resin cracks, the waters seeps in, rot, more cracks, delamination, the whole nine yards.

I won't discuss all the falling apart wrecks they have on the west coast other than to say let's not spend the money on them. I hope the financial constraint of the present Congress may contribute to some sanity.

Robert Douglas, Vineyard Haven, MA.

Disregard Cheap Power Tools

Do yourself a favor and disregard the article on hand power tools by Scott White in the February 1st issue. Cheap throwaway tools often foster cheap throwaway work.

In his quest to find a cheap jigsaw that would hold up, he admitted to spending \$90 before accepting an old Craftsman that didn't work too well as a gift. If he had coughed up \$150 to begin with he could have bought the industry standard, a Bosch, and saved himself the trouble of having the cheap saw give out in the middle of a job.

A quality tool will enhance your skills and probably last a lifetime. Save up and buy a Milwaukee grinder or Porter Cable drill. Used ones at the tool shop are no more costly than a new cheap Black & Decker and are much better values. You won't be sorry.

Sandy Mitchell, Southport, NC.

The Fun of the Moment

"Pictures of a Lifetime" by Ken Murphy in the March 15th issue was an excellent piece of writing. How many times we've lost the fun of the moment by fiddling with the camera! If one must tote a camera, I suggest two things: Carry the smallest one available, and shoot the pictures and then put the damn thing away!

Ted Bailey, Amesbury, MA.

Utah Messing About

Jim Thayer's "Kokapelli Meet" in the February 15 issue was particularly interesting to me. In 1956 I was on a survey crew that camped for several months at Hite, Utah, near the ferry that Jim describes, and I believe that the domed formation in the background in the Farley Canyon picture overlooks the old settlement of Hite, now under many feet of water.

Work was just beginning then on the Glen Canyon dam which created Lake Powell. It would have been impossible, however, to convince me that the desolate, arid canyon land that we were surveying on foot and on horseback would someday be used for messing about in boats.

Michael Young, Rockville, MD.

Back Where the Boating Is

After three years of teaching architecture and living in Eugene, Oregon, and having extremely limited small boating opportunities of the type I enjoyed, I was finding it almost unbearable to read about all these people who were out there doing what I wanted to be doing so I let my subscription lapse.

Now I'm back on the east coast for at least a year, living right on the water in Norwalk, Connecticut, with my double-paddle canoe on the dock, and my Bill Clements-built Yankee Tender almost ready to drop in for the season, and I want to get back in touch with all the small boat stuff going on in this part of the world. Please renew my subscription.

Peter A. Keyes Norwalk, CT.

Publisher Denies Demise of Paper Boater

As the editor and publisher of the prestigious naval architectural and historical journal, *The Paper Boater*, I want to respond to rumors that the publication was going belly up by stating, "I think that dropping down to zero issues a year should not be considered a termination of publication. We're still in business, we're just not planning on publishing anything."

I prefer to say that *The Paper Boater* is still in publication but has reduced its regular publication schedule to a very specific zero issues per year.

Ken Cupery, Rochester, NY.

Baywood Navy Growing

Our group has been unusual in that it has had no dues, no officers and no formal meetings since it came together in April, 1993. In spite of this lack of structure a program of boating events and local civic duties has taken place.

Now this seagoing monster has evolved to the point of, heaven forbid, needing to be structured. I'll keep you posted on this, and in the meantime we welcome inquiries about joining with us from interested small boat sailors and paddlers in our area.

Jack Moore, The Baywood Navy ("We don't sail in water deeper than we can stand in!"), The Second Street Pier, Baywood Park, CA 93402.

I'm Really a Slow Worker

In response to Dick Damon's comments in the March 15th issue about the low number of hours claimed for the construction of *Toad Hall*, I offer the following:

A complete and accurate log of all work expended to date on *Toad Hall* has been kept and the total is published with each chapter where appropriate. At the end of the series I hope to do an epilogue of things learned and mistakes made and at that time I will publish the complete log. Each day's work is noted together with the work performed and the number of hours expended.

I think perhaps the number of hours appears low because this is such a very fast method of building. How else to account for apparently low man-hours by someone who is in reality a very slow worker.

I appreciate Dick's comments and I hope I can visit with him on my way through Massachusetts. Perhaps we can have a cup of tea together on board *Toad Hall*.

David N. Goodchild, Philadelphia, PA

Likes Those Reader Stories

Messing About in Boats is my favorite magazine. I like it the way it has been these past four years that I have been a subscriber. I think it's great that you use so much material from your readers, this assures me of getting to read what I enjoy.

Larry Applebaum, St. Louis, MO.

Looking for Strange Owners

As the only registered member of the Albert Strange Association (UK) in Massachusetts I want to request that anyone knowing the whereabouts of any owners of Strange designs contact me so I can be sure the Association Register is up to date. This would include anyone building the "Wenda" design offered by *Wooden Boat* magazine.

Bob Patterson, 3 Shawnee Cir., Billerica, MA 01821, (508) 663-2724.

Looking for Herreshoff "Prudence" Owners

I'm seeking to contact owners of Herreshoff "Prudence" sloops (also known as the "Cay" design), built by Glander boats of Tavernier, Florida.

John Chandler, P.O. Box 2656, S. Hamilton, MA 01982-0656, (508) 468-4415.

Has Anyone Built a Gardner Peapod?

I'd like to build a 13-14' peapod this summer but I'm a little bit daunted by doing everything from scratch with nothing but John Gardner's plans in his *Building Classic Small Craft*. If anybody has built a peapod from Mr. Gardner's plans I sure would appreciate hearing any tips or advice that they picked up in the process. Better yet would be if somebody knew where I can buy a set of plans. This would be my third boatbuilding project and by far the most traditional.

Nelson A. Rooker, P.O. Box 582, Norwich, VT 05055.

Just Because...

I would like to join the chorus of those writers concerned about the recent subscription price increase.

Just because each issue still costs only a dollar; and just because even the worst day at the office is soothed by finding your latest issue in my mailbox; and just because the best weeks are often those where, for one reason or another, two issues of *Messing About in Boats* arrive around the same time, it's still not good enough for me!

Just because I read every issue cover-to-cover, often twice, and spend many enjoyable hours doing so; and just because you expect to earn a reasonable profit; and just because postal rates have gone up along with everything else; and just because the slick sailing mags don't address my interests, it's still not good enough.

Even the complaint letters are unsatisfactory. Take this one, for instance. It sounds more like praise for a job well done, a request that you keep up the good work, and a suggestion that you not change a thing. As I see it, there's no reason to fret over an occasional price increase. My renewal check is happily enclosed.

Kent Mittedorf, Nashville, TN.

Colored Duct Tape for Poly Sails

Something to consider for poly-tarp sail making is colored duct tape. I've found the stuff in hardware stores and large home centers. It comes in many colors such as white, blue, orange, red, black, green, and maybe some others I've forgotten. It even comes in grey! The tape is called "cloth tape," but it is the same stuff as duct tape. This can be much more attractive than using the grey stuff. Now let's see... if I could only get a poly tarp in tanbark color...

Ernest J. Murphy Coram, NY.

Spending Those Golden Years

I am now, again, retired from the boat business. Going onto 68 I am going to spend my golden years messing about in the seven small boats I kept for myself. One needs four sea kayaks, two rowing shells and a small sailboat. Doesn't one?

Ed Rogers, Norwalk, CT.

World's Greatest Invention

I have no doubt that one of the world's greatest inventions is the Grumman aluminum canoe. Yesterday my 17' Eagle was ready. Spring prep consisted of flipping it over. Out of the garage came the Shaw & Tenney oars and down to the lake we went.

My Eagle has a Grumman rowing rig mounted aboard fulltime which has proven to be a super setup. In a moment we were off, with the lake to ourselves. My spring exercise program is off to a wonderful start, thanks to Grumman.

Steven Rossi W. Bloomfield, MI.

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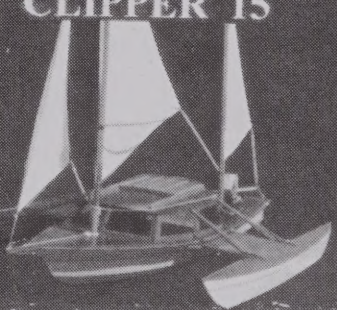
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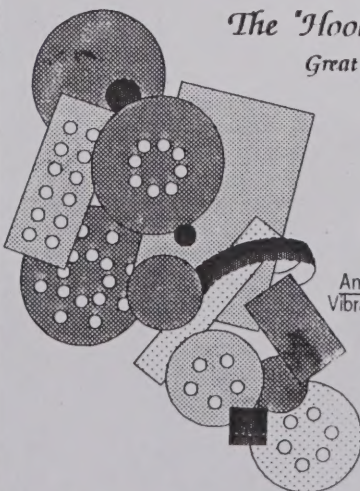
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A week or so after the Maine Boatbuilders' Show in Portland in mid-March, a note arrived in our mail from Ralph Johnson of Pert Lowell Co. It read, "Sold a boat because of the Portland Show!! There is hope!!" (Ralph builds the 16' Town Class sloop).

Hope indeed. It springs eternal in the hearts of small boatbuilders who would earn a living building boats. They flock to this show now every March. Just prior to this year's show another correspondent commented to us in a note, "See you at the family gathering in Portland." An accurate description.

The hope for sales, the reassurance of gathering together with fellow builders in common cause to bring their work to the public eye, these are driving forces that have made this show, in a complex of old waterfront factory buildings that once housed a locomotive works, such a success. Again this year some 7,000 true believers came to see, and as Ralph stated jubilantly, to buy.

Ralph was not alone. Another note came in the end of March from Tim Mayer

Maine Boatbuilders' Show

of Boatworks, Ltd. "We had an excellent response. We sold the white boat at the show, and the week following two people came up from Massachusetts to try out boats and they ended up buying the black one, and we took an order for another 13'6" "deluxe" model. Three boat sales as a direct result of the show!!" (Tim elegantly finishes out fiberglass Whitehall hulls built by Jim Thayer).

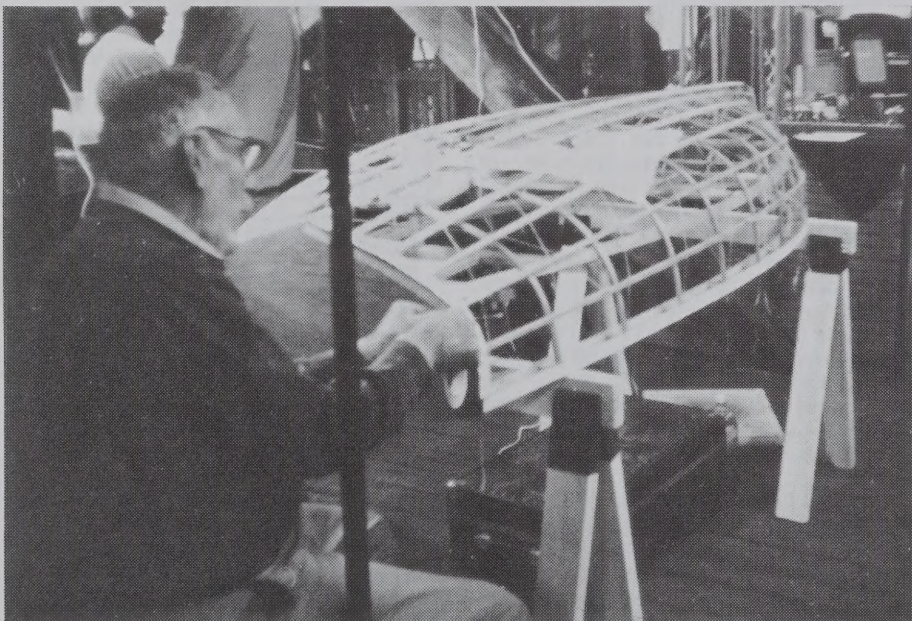
The show has always been a good feeling affair with boat exhibitors limited to the builders and/or their employees, no dealers to pressure anyone. The people who come are not the consumer boaters who go to the glitzy plastic and chrome show in the Portland downtown Civic

Center on the same weekend. They are real boat people at Phin and Joanna Sprague's show.

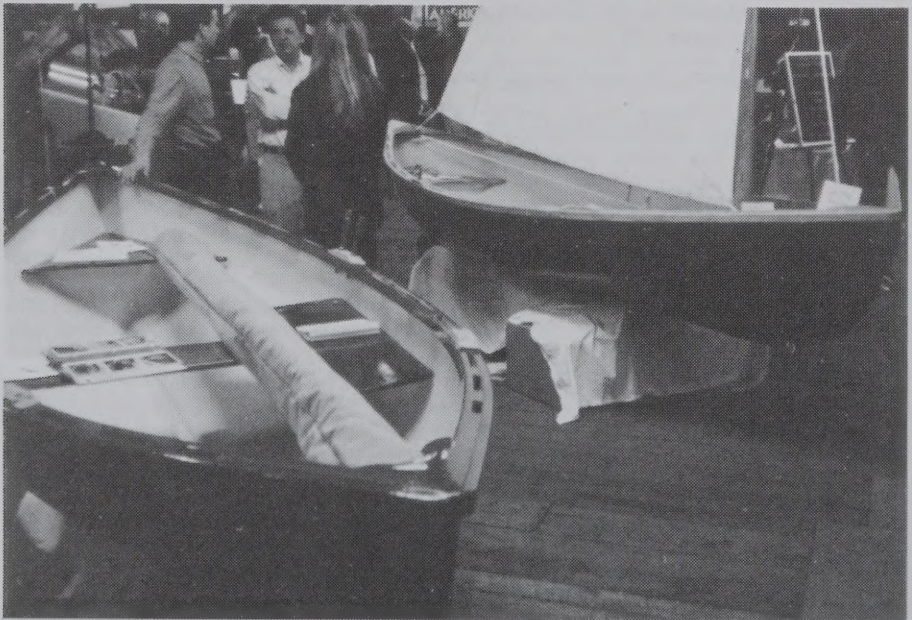
One more letter: Doug Scott of Parker River Boatworks wrote, "Although we didn't sell the Amesbury Skiff, nor take any orders, the enthusiasm displayed by the people was heartening. We all felt the exposure this show offered was very important for our new business."

As usual, we had a grand time meeting hundreds of you, and introducing the magazine to the uninitiated, who often comment, "I've never seen this before, are you new?" When we tell them they have in their hands the 283rd issue put out over nearly 12 years now, they realize how long they've been missing out.

Over 180 exhibitors were on hand this year, all directly marine related if not boatbuilders. No trinket people, no arts people, no clothing people, no saladmaster man demos. Just solid boat folks, power and sail, wood and fiberglass, 10 footers to 50 footers. I did manage to take a few photos of boats that caught my eye, and chat with many of the builders.

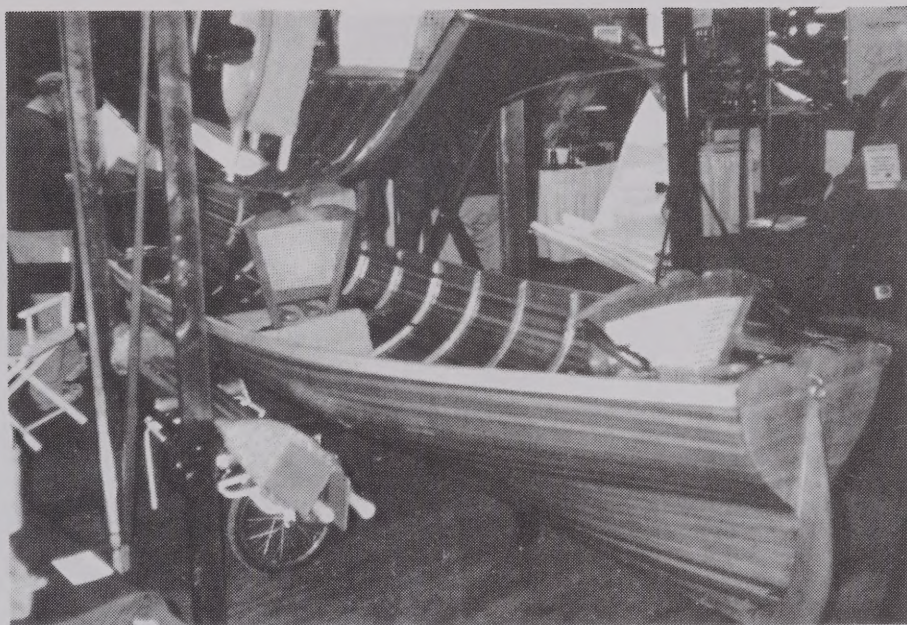


Platt Monfort decided to rent space this year and spent the three days working on, and explaining, his latest creation, the "Westport 8 Dinghy Quick Build Kit", an assembled hull ready for the heat shrink covering and inside finishing off. Monfort Associates, RFD #2 Box 416, Wiscasset, ME 04578.



The Ram Island Peapod in fiberglass, is built in Alton Bay, NH. Alton Bay? Home of mahogany runabouts? Well, yes, but builder Don Zappone moved there from coastal Maine, and to prove his enduring saltwater connections, showed us photos of his rusty 60' steel schooner undergoing refurbishing. And, Don says he sprinkles salt daily into Lake Winnepesaukee in hopes... Don D. Zappone, Rt. #11, Boat Cove, Alton Bay, NH 03810.

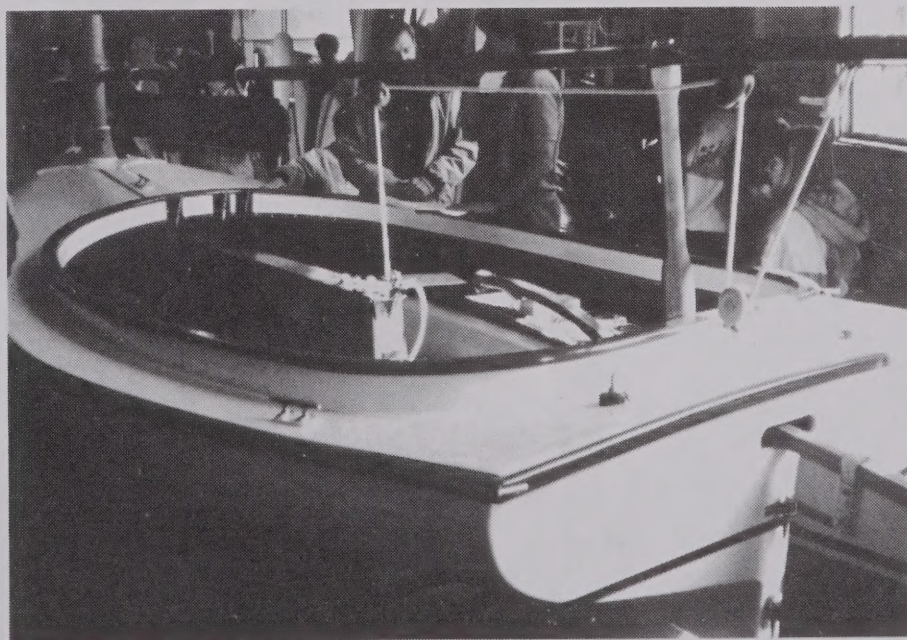
Gard Callanan displayed a gorgeous woodstrip Adirondack Guideboat along with an array of the historically correct accessories he offers. Gard builds a range of guideboats in both wood and fiberglass, all from original plans. He and his wife Donna drove 18 hours from the Pittsburgh area for their first appearance at the show. Indian Point Guideboat Co., 73 Midland Ave., Midland, PA 15059.

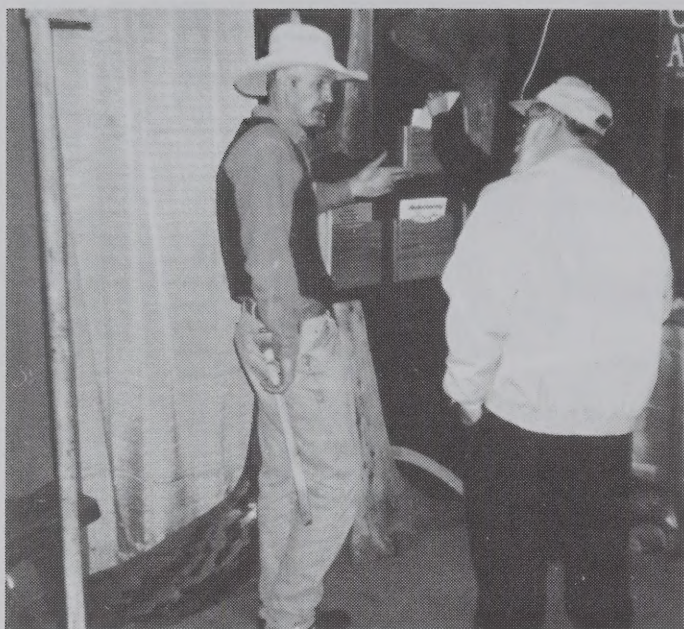


John Shelley was promoting the opening of his Maine Watercraft Museum in South Thomaston, scheduled for late May. John has collected close to a hundred traditional small boats in all states of repair, the Rangeley he displayed was painted up but not "restored" and ready to go to work in the livery which is a "hands on" part of the museum. Maine Watercraft Museum, 4 Knox St., Thomaston, ME 04861.



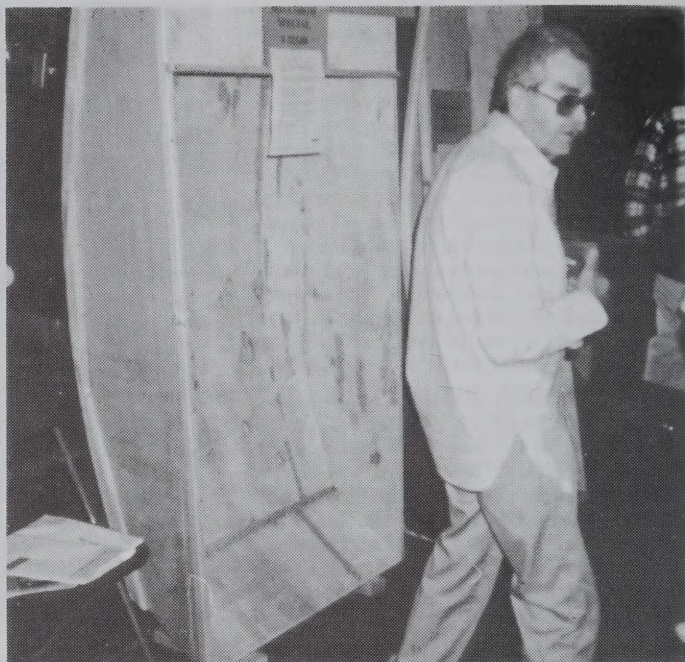
Tony Davis has made a successful transition from traditional wooden boat construction to fiberglass with his beautifully built Arey's Pond catboats. Tony still builds in wood too, his Arno Day skiff a good example. Arey's Pond Boatyard, P.O. Box 222, S. Orleans, MA 02662.





Newman Gee isn't really a cowboy living in Maine, but his attire certainly is unique in the Maine coast environment. His Lucky G Farms offers hackmatack (also called larch and tamarack) knees with the urging, "Use your imagination. See what the hack knees can do for you!" Lucky G Farms, RFD #1, Hartland, ME 04943.

It was unfinished and impressive, Hadden & Stevens' big traditional Whitehall being custom built for a customer. With planking yet to be faired, the boat somehow caught the fancy of many wooden boat lovers, who just couldn't get enough of all that raw planking. Hadden & Stevens, Boatbuilders, HCR 32, Box 301, Small Point, ME 04567.



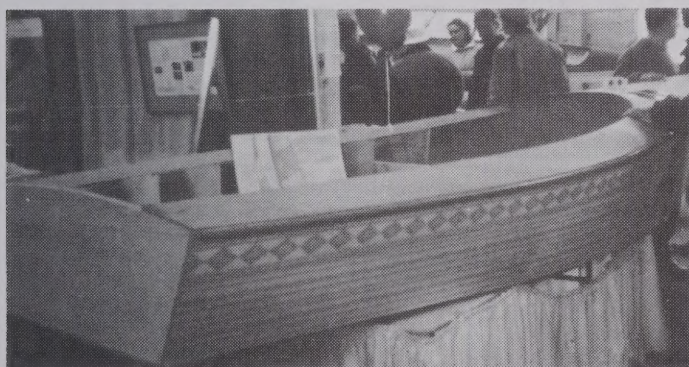
Show bargains were the Cliff Island Boat Doctors' unfinished skiffs. Here Dr. Hans Waecker, who builds the boats on Cliff Island, steps aside so we may view his "Cliff Island Ugly Duckling", offered at a show price of \$225. He also offered the more elegant "Cliff Island Punt" ready for owner finishing. The Cliff Island Boat Doctors, Cliff Island, ME 04019.

Bill Clements restored this 100 year old skiff for a family using the environmentally friendly finishes from Target Industries, for which firm he is a dealer. Bill's sold on the products, not only for the easy application of the water-based sealer, varnish and stripper, but also for their enduring qualities afloat. William Clements, Boat Builder, P.O. Box 87, N. Billerica, MA 01862.





"Rainbow" is Merv Hammatt's fiberglass version of a well known 13' Cape Cod catboat, now offered by his Compass Yachts, along with his 18' "Baybird" sloop. Merv said he'd actually built the first "Rainbow" 13 years ago as his original fiberglass molding project for himself. Compass Classic Yachts, Inc. P.O. Box 143, S. Orleans, MA 02662.

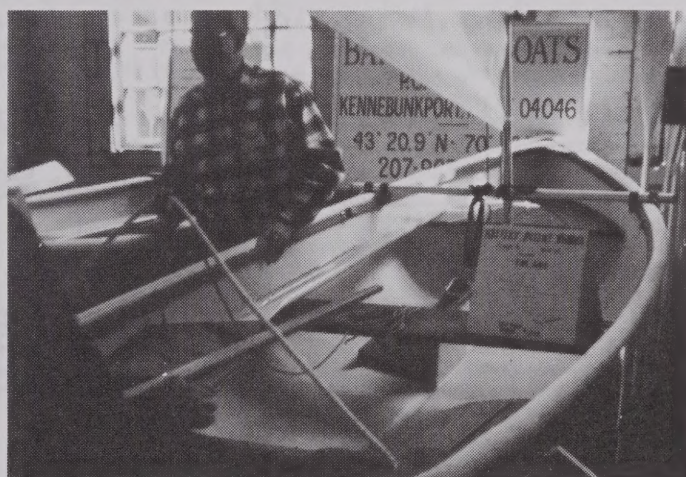


The wallpapered hull of the "Quick E" was an eyecatcher. The incomplete 15' high performance daysailer is the brainchild of yacht designer Art Paine and the irrepressible John Hanson, publisher/editor of *Maine Boats & Harbors*. John claims it can be sailing for under \$200. It's "a little bit of Maine skiff, a little Clark Mills designed Windmill, a little International 14 and a lot of simplicity." *Maine Boats & Harbors*, P.O. Box 758, Camden, ME 04843.

Meanwhile, on the way in...or out, a few builders opted for less expensive outdoor space and lucked in with decent weekend weather. Chris Stickney was one, with his nice traditional 1890's designed 10' lapstrake yacht tender. Chris Stickney, Boatbuilder, Box 146, St. George, ME 04857.

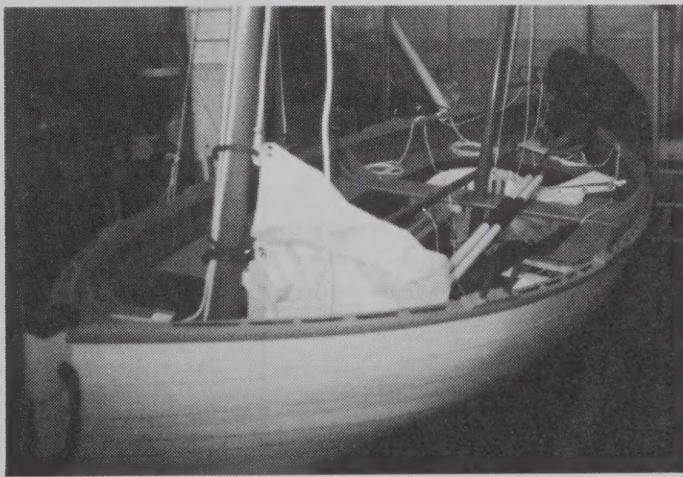


Doug Scott of Parker River Boatworks displayed this 17' traditionally built workboat finished Swampscott dory, along with a more modernly fitted out Amesbury outboard powered skiff. Doug's comments on the show are part of this report's introductory text. Parker River Boatworks, 21 Newman Rd. Newbury, MA 01951.



Michael Severance of Bay of Maine Boats had something new to show, his Kittery Point Tender. For years he has been offering his Piscataqua River Wherry, but interest in a yacht tender prompted a collaboration with designer Doug Martin, who came up with a hull design that's all traditional above the waterline and ultra-modern below, achieving superb towing and rowing characteristics according to Doug. The fiberglass 10 footer is offered for both rowing and sailing. Bay of Maine Boats, P.O. Box 631, Kennebunkport, ME 04046.

Thad Danielson of Redd's Pond Boatworks in Marblehead, MA had finished off the Nomans Land boat he had partially completed at the Wooden Boat Show last summer. Typical of Thad's true-to-traditional construction, it was a nice workboat finished craft. Redd's Pond Boatworks, 5 Norman St., Marblehead, MA 01945.

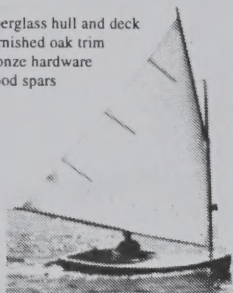




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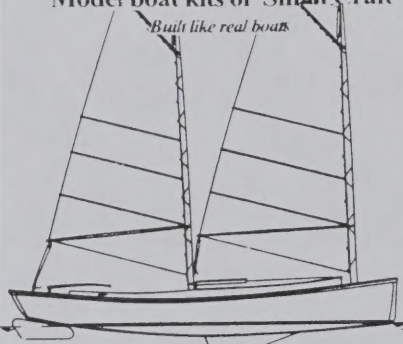


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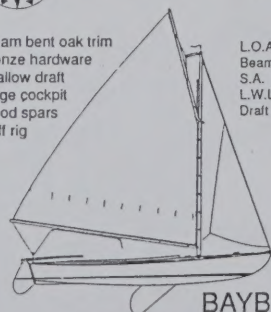
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November Sail

By Roger Rodibaugh

My letter of congratulations to the builder of a boat I saw in *WoodenBoat's* "Launchings" column eventually resulted in a very enjoyable November sail aboard *Angelique*, Mark Launer's Bolger Bobcat. The listing and photograph in "Launchings" caught my eye not only because of the handsome little catboat, but because Mark's home is only 40 miles away. He built *Angelique* himself over the winter and sailed her all last summer.

In response to my letter Mark suggested a rendezvous before winter set in. A few weeks later, we set aside a Saturday afternoon for a sail. I trailed *Alacrity*, my Melonseed Skiff, to the town of Waveland and met Mark at his shop.

Angelique sat on an oversized trailer on the street in front of Mark's shop. At first glimpse, I found it hard to believe this boat was only twelve feet long. She looked considerably bigger than that sitting there on the trailer. Mark stepped out of his shop and introductions were made. He is an artist and inside his shop were examples of his work. I was taken by one of several painted sea gull silhouettes and asked him if they were available for sale. He generously gave me one.

We adjourned to the ramp after winding our way over several miles of country roads. The ramp was a sort of backwater affair, used by locals. Back a long, muddy

lane between corn fields, the remains of a road sloped into the lake. To our dismay, a hunter's truck blocked the ramp and prevented our use of it. Mark's 4X4 truck allowed him to launch his boat by dropping down a foot high clay bank and paralleling the lake in soggy sand and mud a hundred feet to the old road that served as the ramp.

I couldn't duplicate that feat in my car and we decided to leave *Alacrity* ashore and sail together in his boat. At first I was a bit disappointed. I had been looking forward to comparing our boats under sail but I was glad of the opportunity to sail with Mark in his boat.

The reservoir had been lowered for winter and a muddy rim surrounded the lake between the water and firm ground. I was glad I brought my knee boots. Mark rigged the catboat and soon we had her launched. *Angelique's* red masthead pennant snapped in the breeze as Mark set up on the pigstick halyard. I steadied the boat in boot-sucking muck while he hoisted sail. It was nice to see the gaff slide up the smooth, varnished mast. Rattling the luffing sail, the cool 12-15 knot breeze held the promise of some good sailing.

After the halyards were coiled and Mark gave the word, I pushed the bow off to port and got aboard, bringing along

a minimum of mud. We lowered the board a bit and short tacked our way off the lee shore shallows. *Angelique* didn't shrink when she was in the water as small boats are apt to do. With true catboat dimensions of a beam one-half her length, she still seemed much bigger than her twelve feet. The sprawling room was amazing and my weight on the rail as I climbed aboard had surprisingly little effect on her trim.

As we tacked our way down the lake, heeling to the gusts, she had a safe, predictable feel. Mark had the helm; my job was to lift the centerboard if we touched near the mud flats. And we did so frequently. Working to windward in this narrow end of the lake, skirted by shallows edging the mud, required that we try to make the most of it. Often we tacked as the board just touched.

The wintry sky was unrelieved by cloud formations, it looked as if someone had painted the overhead with dull, flat, grey primer. The steady southwesterly swirled the musty, fallen leaves and carried the damp, earthy aroma of the surrounding harvestbarren fields over the deserted lake. *Angelique* was the only boat on the lake and we were the only people.

I inhaled the cold, autumn redolence and concentrated on my senses. I could hear the bow wave chuckle, the mast creak in its partner and various other soft sounds of a wooden boat under sail. Over a nearby field a few geese flew in ragged formation. In almost shocking contrast the white sail stretched out against the dull grey of sky and lake. The muddy shore looked damp and porous in the soft light.

This was a very quiet, pleasant place to be. With all the black mud along the banks we could have been in some tidal estuary at low water. It reminded me of some Norfolk Broads scene described in Arthur Ransome's *Coot Club*. I imagined crossing tacks mid-channel with a handsome lapstrake dinghy crewed by adventuresome children.

Mark turned the helm over to me about halfway down the lake. The big, shallow rudder had a surprisingly weighty feel to it. Bolger's trademark end plates gripped the water as we heeled and conveyed the feeling of an effective rudder taking a big bite. I could feel the persistent tug of weather helm as we dipped to the gusts, but she answered small adjustments to her helm beautifully and seemed to track straight with ease, having the feel of a much heavier boat.

The gaff rig was new to me and the array of sail-handling lines impressive for a twelve footer: Peak and throat halyards, topping lift, lazy jacks, downhaul and sheet. I'm sure that it would take at least a season to learn the fine points, but it seemed straightforward once the lines were deciphered. It was wonderful to be at the helm of this fine little boat tacking down a narrow, deserted lake. As we worked to windward with water creaming at her bow, *Angelique* seemed alive and eager.

Mark and I frequently had grins on our faces as we sailed along. Suitable sailing days are scarce here after October. To be on the water in the middle of November is a real treat and contributes to the delicious feeling of "putting one over on Mother Nature." And we were savoring every min-

ute.

While sailing along well in a smart little catboat with her builder, conversation naturally turns to boats. A thermos of hot coffee warmed us as we talked of small boats, designs and designers. We toasted Phil Bolger's genius. And I must say that Mark did him proud, too. *Angelique* is a handsome little boat with cream colored topsides and bright finished decks.

I suspect she is one of the few twelve footers sporting a figurehead, but right there at the stem piece is a small, carved woman of buxom proportions, "*Angelique*." The tiller ends in a beautifully carved serpent. Mark says that when the wind dies, the serpent at the stern, chasing the maiden at the bow, ensures that the boat has some mystical motive power.

In the wider southern end of the lake we altered course to reach back and forth several times. With her big gaff sail, *Angelique* loves a reach. The lights of a small country restaurant on the other side of the low, earthen dam twinkled in the distance. We speculated that we made a pretty sight for the diners: A stark white sail reaching briskly across the backdrop of grey water and sky. I only wish I could have seen her myself.

We ran back up the lake, grateful for the reduction in apparent wind. Our noses were red and hands a bit chilled. It felt good to be going downwind now. With the big gaff sail trimmed out to make the best

of the following breeze, I experimented with sail shape by holding down on the boom. It seemed the sail shape improved when the twist in the upper portion was reduced by my vanging efforts. We got a taste of a little rhythmic rolling, not enough to be scary in this breeze, but enough to be reminded that it could be unnerving in stronger air.

By the time we got the boat back on the trailer and unrigged it was dusk. The breeze showed no signs of softening and we hated to call it quits, but we were chilled, it was getting dark and it was time to go. I overstepped my boot tops when we were retrieving the boat and was very glad it happened at the end of our sail and not the beginning. The car heater felt extremely good as it toasted my feet.

It was a real treat to meet Mark and sail with him. I was just as happy that *Alacrity* stayed ashore because our enjoyable companionship and stimulating conversation had just as much to do with messing about in boats as the use of them. Sailing separately would have been fun and informative, but the discussion would have suffered. We said our goodbyes and I departed with my seagull memento of the afternoon. I yawned my way home, overcome by that healthy fatigue brought on by lots of fresh, cool air. It was a wonderful afternoon of messing about and one that I will recollect with pleasure through the years to come.



The day had finally come, even though I wasn't real sure that today was going to be the day. It was Friday, August 26th that I actually got the license for my trailer. This was a glorious day, my sailboat could be legally towed to and from the water. It was early enough that by the time I affixed the new plate to the trailer it was only 9 am (I have Friday and Saturday as my off days) so I began the task of loading all the necessities for sailing *T-Squared*.

David might be a little mad at me, for taking her out alone, but I had to do it some time or another. Perish the thought that she might go down. I alone would want to be on her. She needs a lot of paint, some new rub railing, and some more work on the rudder if I want it to be a kick-up rudder.

The launch went smoother than I had expected and the only thing I lacked was an anchor. Her maiden voyage was at Lake Houston. Terri & I went, the lake is close by the house (30 min). The wind was light to minimal but when there was a puff of air, the old 1963 Super Satellite, now *T-Squared*, came to life. I was at a loss at first having been used to managing only one sail, but got the hang of it in light air.

Terri watched from the shoreline as I made a nice long triangle around the lake. I found myself wishing for some stronger wind, so as to test myself and the boat. Finally after about three hours of sailing, I pulled her out and we went home.

Just as we backed the boat into the driveway, my son's schoolbus was letting him off. I was very surprised when he asked if we could go out again that

Andrew Come Sailing Again

By Andy Petrisko

evening. I couldn't resist. Terri, my very understanding wife said, "Give me enough time to pack some sandwiches, and a cooler," and off to the lake all three of us went.

Since she now floats, we launched her a second time in the same day. Andrew was having a lot of fun and commented on how peaceful and quiet it was out on the lake. He even enjoyed some helm time and really was pretty good at keeping the sails full of air for such a light winded day. The day was a complete success. Andrew was even asking if we could go again tomorrow. Of course I said yes, seeings how it's our only day off together.

Saturday began with light winds, then broke into thunder storms. We had loaded everything, I thought, but I reluctantly admit that we forgot the boom. Of course, the second trip was timed just right, so I thought. A storm had just passed and the wind was blowing.

We had put her in with no trouble, but getting the sails up was a chore. Before I knew it we were still not completely rigged out but halfway across the lake. Andrew was a trooper, scared at times, but so was I. The mainsail had been forced out of the mast slot, and when we came about to head back to the shore our troubles began. The jib sheet on one side came out of its traveler, then the other side. This

meant that I had lost control of the jib completely. I turned us into the wind in hopes of getting a hold on the jib sheets, the crack-slapping noise that the jib was making was adding to the fear factor.

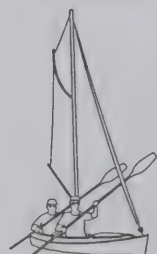
I grabbed the jib sheets only to haul in a knotted glob. Andrew was steady at the helm. At this point I tried to go toward the bow and pull the jib in, but as fate would have it the wind shifted, a power boater roared by and I had to get to the tiller to turn the bow into his wake. This was not the type of wind I had wished for.

Now more than ever the rigging was rattling, the jib and main popped, and the bow was bobbing, slapping each wake with a thunderous thud. I looked my son in the eye and said, "You have to go forward and pull in the jib." His eyes big as saucers, welling but never spilling a tear. He looked at me and said "OK, Daddy," and proceeded bravely forward and released the tension on the jib. But it didn't drop. I then had to ask a whole lot more of my brave nine year old. He had to lean out onto the foredeck and physically pull down on the jib to get it back into the boat.

We tried to make our way back to my wife, who was sitting sewing calmly on shore, but the wind would not allow us to take a tack straight back. Andrew was visibly shaken, my nerves were just about rattled enough when I saw another thunderhead moving in our direction. The power boaters were hastening towards shore. We had to make two more tacks to get in but when we did we were sure glad. Andrew swore he would never go out again; he and I have not been out since. I have gone to Galveston with David since then.

Andrew, you performed bravely in the face of danger, and I am sorry about taking us out in such unfavorable conditions. Please come sailing with me again. I am sure that with experience we will get better at using the wind wisely to make our sailboating more pleasurable.

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Author: Mate. Dateline: Chesapeake Bay and Annapolis, third week of August 1994, on a Jeanneau Sun Chaser, bare charter.

Please don't misunderstand. I'm not a religious nut. I do believe in God, but Moses (the writer of Genesis) is wrong.

There was no morning and no evening on the first day, for all was without form and was void and dark gray. And some firmament is not dividing the seas; it is still under the waters of the Chesapeake, and it comes very close to the bottom of the ark.

And Noah, who did all that the Lord commanded him without a depth finder, wasn't bright. Well, maybe he just didn't give a damn because the Lord does not have any lawyers to sue Noah for His \$120,000 ark if Noah ran it aground. Um. Second thought, he did run it aground. Someday, not real soon, I got to check out the rest of that story.

And pitch is not only the stuff with which Noah sealed the ark; it is what the ark does along squall lines. Not to mention yaw, sway, reel, gyrate, and swirl. Pitch is also what the mate does onto the deck while trying to reef the sail. Maybe it is that Noah didn't have sails?

And Moses says nothing about Noah having 60' of aluminum stick pointing up into the gray where the spitzen-sparken made noise heard over the tattletale in the rigging.

And nowhere does it say what Noah did about cleaning up the mess. Find out before you leave the dock about the bilge pump in the all-in-one head-shower, because when the holding tank connection leaks, it is highly desirable to get that brown water out of the boat.

And the "let there be light and there was light" part comes only at the end of the first day in St Michael's, after the crew nearly mutinies about continuing to Cambridge, and after the ark is firmly tied to the pier for \$56.00.

See, I told you so. Moses was wrong. Okay, so it's only anecdotal proof, 3500 years too late. Doesn't mean it isn't true.

This next part is either etymology or entomology. One has something to do with bugs. This is the other one. Tropical depression is a weather term derived from the associated mental state. Depression is also where all the water goes, especially the insoles. The guy who named rain gear had better not identify himself. I've been drier in a bathtub. A rain suit has two purposes; one is to keep the rain off, the other is to keep 85 degree dewpoint sweat in.

And the guy on the marine radio weather channel (that's like cable TV weather channel with a very short piece of cable and no pictures) who says the wind is coming out of the southwest at 10-20 needs a new wind vane and anemometer. And he'd better not identify himself either.

Right after the sun came out at St Michael's, we had free entertainment. But first, we learned an immutable fact: The sound a body makes hitting the water is independent of the person. After skipper (the other man on board) and mate (me) did the man-overboard scramble (this is harder on the body than any western line-dance move), the overboard sober sailor from the next boat turned out to have a better

Moses was Wrong

By Roger H. Dilmore

sense of humor about the ordeal than we did. I'd never seen a man's undies flown from a stay. Strange crew on that boat.

Back to the entertainment. Music coming from something other than a boombox. There was a real fireman's parade with high school bands and dozens of fire trucks and clowns and balloons and hundreds of kids. They still know how to live on the Eastern Shore.

On the second day the light of the sky did shine between the gray, and the winds did blow the darkest gray away from us, and the boat heeled favorably, and, even with main and genoa reefed to keep the crew from further threats of mutiny (and spewing chunks,) that boat GOES! Made it back to Annapolis in fine fashion. And the skipper and the mate called the voyage good.

The Navy has lots of boats in Annapolis that go about all in a funny line in the bay. We'll inquire about that the next time, along with maybe asking why the Academy does not rescue Cadets who run their sailboat into the "spider." The official man on the marine radio said something like "Sailors from Iowa gotta learn." Must be another Navy tradition.

Apparently the weather guy on the marine radio died. They just replay his last weather forecast. SW 10-20. Or else he's sitting in a tall building overlooking the bay with a pitcher of gin and tonic laughing at the sailors.

About crab cakes. Must be a tourist thing. They're OK, but at \$14 for two of 'em and a baked potato, we went to the wrong best restaurant in Annapolis.

And on the third day the weather channel played the same tape, SW 10-20. The sky was bright deep blue, and the SW wind direction was 100% wrong because there was no wind. Not even any silly apparent wind from power boats going by. I told you it's a tape. Skipper and crew enjoyed a beautiful day looking around Annapolis and northbay for the SW 10-20. Mate (me) stayed in the back of the van at the dock of the bay with antibiotic

and inhaler. I did not know that I was that allergic to the chlorinated hydrocarbons that brand new boats offgas, adhesives, resins. At 0100 constricted throat convinced the sensible part of the brain to make legs move body into fresh air. One disadvantage to a 37' boat; there are too many slow small steps from the V berth out the companionway. Annapolis ER Doctor knew the malady quickly. Bronchitis and pleurisy from the allergic reaction. There are no OSHA indoor air standards for belowdecks of brand new boats. Hillary Clinton failed. But don't tell her. I like the medical service I get. "Live free or die." And sail in old boats.



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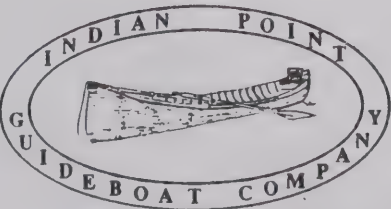
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New Life for a New Generation

By Bill Clements

I have recently completed the restoration of a 10-1/2' cedar rowboat owned by Douglas and Candace Wight of Concord, Massachusetts. The boat, *Just So*, speculatively named after Rudyard Kipling's *Just So Stories* has been in Mrs. Wight's family since 1904 when it was purchased by her great grandfather, Samuel Valentine Lane, of Eastchester, New York, and St. Augustine, Florida. Mr. Lane, an avid boating enthusiast, purchased the used boat for his sons, Lionel age 12, and Val age 8. Shortly before his death, he requested the boat be shipped back to Eastchester New York where his boys could continue to use it on the Hudson River.

In 1906 *Just So* was shipped north to New York, where it has remained in storage for over eighty years. Two years ago, with the assistance of Mrs. Wight's mother, Katherine L. Collins, Doug and Candace Wight, thirty-something parents with young children, retrieved the boat from its latest storage site, intent upon having it restored and available for their three young sons.

Wight family records indicate that at one time the boat was rigged for sailing.

However, I could find no evidence that the boat ever had a centerboard. I did find physical evidence that *Just So* had been fitted with a very early outboard motor. Based on the history I was given, I was surprised to find so much wear and tear on a boat that the family only actively used for two years. My assumption is that *Just So* had seen considerable use prior to Mr. Lane's purchase, indicating it was built before the turn of the century. Family records also indicate that *Just So* came from "up north" and based upon my familiarity with Mystic Seaport's collection of similar boats, I believe it was built in New England.

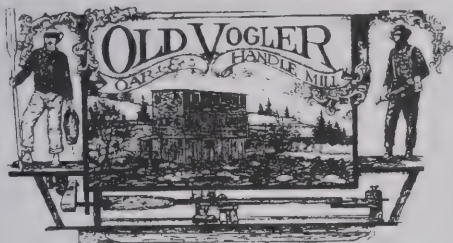
Despite the wear and tear, the restored *Just So* retains most of its original wood. Only parts of two planks have been replaced plus the skeg and keel. And so the circle remains unbroken. A boat purchased one hundred years ago by an older man for two young boys is now reborn for the enjoyment of a new generation of this family's children.

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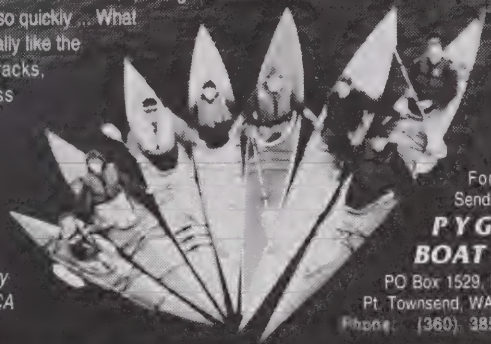
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I got back to my real favorite paradise on a very short jaunt. I left New Paltz after work one day about 6pm, had supper in a diner in Schenectady and was backing down a ramp in Bolton Landing (Lake George) at 9:30. The night was pitch black and the cold wind blew as a caution to me.

I sailed out of the harbor and realized I had forgotten my charts. The buoys winked in different quarters of the wide lake but I thought better of making for the islands with their rock necklaces in this obscurity. I just didn't think I would remember where I could make a landing safely. In no way would I chance spending the night doing the doggie paddle. One thing I knew, the lake would be churned up nasty as soon as I left shelter of Bolton.

As I shined my hand light around the few remaining moored boats I saw the town park, with its basketball court where

My Real Favorite Paradise

By Andre Venables

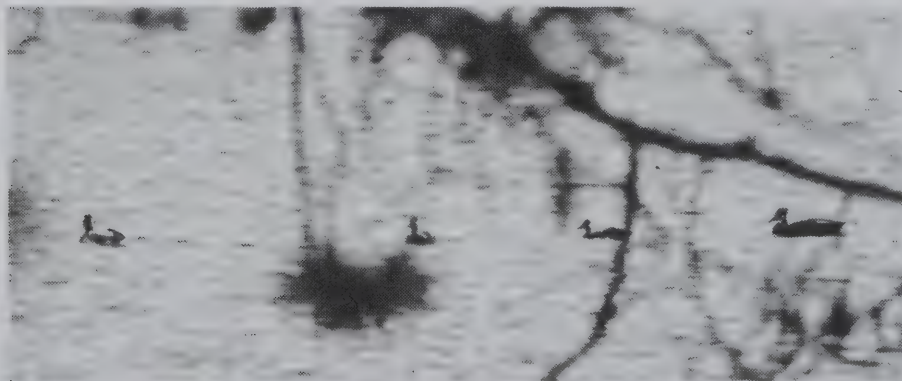
my daughter and I shot hoops in the summer, now leaf strewn, and the long town dock, deserted near the swimming area. A good place to spend the night. I could set my watch alarm for 5:30 and sail off into the rising sun tomorrow. I realized, as I fell off to sleep safe at the dock, that if I had tried to sail across in the night it would be after 2 am if and when I reached one of the islands. Better to stay put. Yes, sir, zzzzzzzzz.

The alarm went off and I splashed some ice water on my face as I motored out. Sails up and a brisk wind on the beam had me on a single tack to Glen Island. Last night I would have been beating in the darkness. Sun lit a fire in the sky over the eastern mountains.

The day stayed bright and the air crisp. By early afternoon the wind was gusting over 25 knots and would shift 180 degrees in midgust! It blew the waves toward the north then toward the south. On one little venture out of camp in the afternoon I reefed so short that I couldn't make any headway. But at least I kept my feet down and my head up. Finally I motored back to camp having wrapped the sails tight around the masts. (A couple of years back Dana Gunerson and I experienced winds worse than these, but in warm weather.)

I explored the island, Fork Island with its beaver dam and campsites. Crows and hawks cavorted above. Migrating ducks, not the tame camp beggars of the summer, flushed from the brush when I approached the shore. Spent much of the time in a contemplative kind of stare, trying to memorize the colors and the slants of light down Black Mountain and the whole rim of mountains surrounding the lake. Thank God for a place like this.

Rangers had pulled most of the docks up on land for the winter. One or two were left. I made supper and turned in just after dark. In the morning I motored back to Bolton Landing on an absolutely still and flat lake. Drove home.



Bahama Honeymoon & Thoughts of Cedar Key

By Hugh Horton

Here in SW Michigan, fifteen feet out our window snow whips across the ice on the Clinton River. Last night was 12 degrees. This afternoon we're expecting a heat wave. Upper 30's if one were away from the ice on the River or Lake St. Clair. I'm looking at last year's photos of the 10th Annual Cedar Key Meet and comparing them with this winter's of the Bahamas and Belize. Cedar Key still looks good.

On Green Turtle Cay

In early December Kayann and I honeymooned in the Abacos on Green Turtle Cay. It was sultry, so we sweated along with the thousand or so others on this verdant, two square mile, limestone cay. Unsettled SE trades, among other effects, lifted a pair of yellow and blue macaws cruising and squawking above the coconut palms. Macaws aren't indigenous, just spectacular.

One calm morning we paddled our Klepper double SE across Gillam Bay to the reef and Pelican Cay. Sand and coral were covered by azure and aqua-marine. Dolphins splashed. We dawdled along the islets' edges, drawn by the current within feet of miniature hanging gardens spilling from Lilliputian karst, like a fantasy model train set.

While we were snorkeling in the lee, we didn't heed the increasingly sighing Australian pines (casuarinas). A 15+ knot breeze grew. We'd carefully donned our dry sun gear, but were soon doused. This cold, wet touch added spice, of course, to paddling back downhill, rolling heartily before a hissing, quickly building, steep little sea.

Green Turtle Cay is civilized and filled with creature comforts, just the place for the first half of our honeymoon. One such comfort was lightly fried (cracked) conch with pidgeon peas and rice at Laura's Kitchen. We had cool, white wine in the air conditioning and good conversation with Tina & Topper. They were returning to St. Augustine from a voyage to the Falklands in their steel hulled, aluminum decked sloop. We discovered the pleasant coincidence that Tina, the artist, had illustrated a shirt of mine from Cedar Key.

Outside, a samba-like throbbing of street percussion and metal whistles erupted, fizzled and burst into holiday Junkanoo music practice. The mosquitoes slept this time on the walk back along the mangroves, around the tip of Black Sound.

Down in the south Bahamas, seldom visited Crooked Island District's 260 square miles, a small boat paradise, has less than a thousand people. They are as kind and friendly, as warm and hospitable as one could want. Daily, the winter trades blew a solid NE 15-20 over this dryer region.



Kayann and Klepper on Gillam Bay, Green Turtle Cay.

Robby Gibson's V-hulled, open fishboat with a V-6 Evinrude took us 35 miles, clockwise, around Long Cay's mangroves, low limey cliffs, and miles of beaches, empty but for a goat or two. Snorkeling was fantastic. Above water, one of the

most stunningly colored, natural scenes of my life, wild flamingoes flashing over turquoise shallows, socked us in the eyes. Fresh conch (skosh), salad's limes, peppers, and onions pummeled our noses and smote our hunger.

A local fish boat on the north shore of Crooked Island.





An able canoe near Punta Gorda.

On to Belize

In February Howard Rice was beginning another season as Slickrock Expeditions' head guide in Belize, so he and I jetted to Belize City, and then hopped another hundred miles down to the comfortable village of Punta Gorda.

A day trip in Memo's Mexican skiff brought us to a lovely looking key with a crescent sand-spit, some so-so snorkeling, and, even at midday, as gluttonous a bunch of noseums as I've hosted. But the other keys nearby weren't so plagued. And Memo said it's always been. People have tried for decades to live on the gorgeous bugged key, but all have been driven off.

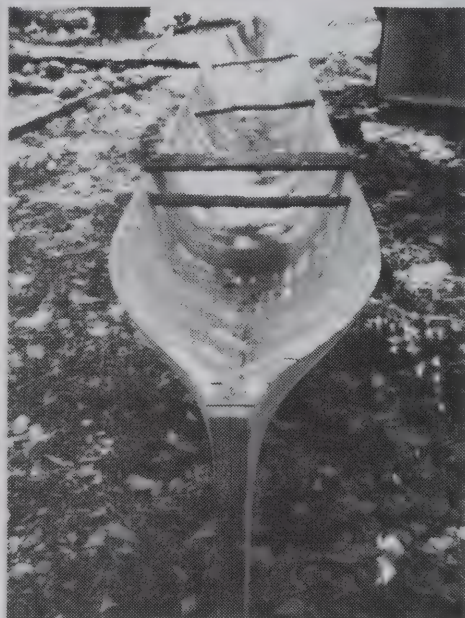
On another key a friend of Memo's was a canoe carver. This smiling, polite fellow patiently adzed logs into full, graceful shapes. He used a chalkline centerline and carefully penciled guide lines at the stems and along the gun'ls. To check the hull's thickness, he had bored half inch holes 3 feet apart along each

bilge. What a beautifully simple way to build a boat! And how I envied his shop and methods here in the trees' shade, free of noseums, with a view of blue-green sea, islands and mountains.

Near the coast full-sized karst foothills, named the Seven Hills on the chart, looked more like breasts than the Grand Tetons. Up in the mountains the day before, we'd dined in a Mayan family's home. The exquisite meal was toasted corn tortillas, brown rice and beans with little peppers' heat, all grown in Leonardo's family garden. Howard added another meal to his list of "This has been my best fed Belize trip!"

Down on the key with the canoe carver, lunch was fried barracuda steaks, 4 inches in diameter, by far the biggest barracuda I'd eaten. It took a millisecond to decide these gents wouldn't exist if the barracudas had ciguatera poison. Howard grinned and reached for the barracuda.

Canoe carver at work in ideal boatbuilding surroundings. The logs are not spiced but a sort of medium/low density generic Honduran mahogany or tropical cedar of some kind. Square stem version is meant for outboard power.





The boat shaped object on the conch shells is a floating wet well for fish caught when diving, sort of a pet barge creel. Memo's skiff has a 40hp Evinrude fitted.

And now, we happily look forward to the Cedar Key Meet. Cedar Key continues as the birdiest spot any of us have seen, albeit not so colorful. Local fish and shell-fish are great at Cook's Cafe. And we'll match our mosquitoes and no-see-ums with anyone's. Snorkeling is said to be fine on Seahorse Reef, 4 miles SW of Seahorse Key. Maybe this year we'll sail *Kaselehria* out there.

At last year's Meet on Sunday, the NW

Scenes from Cedar Key '94. Below left: The fleet on the beach, Chris Harkness cooling off. Below right: Dick Groves' Force 5 in the foreground. Ashore on Atsena Otie Key, with Grassy Key, Deadman Key, the halves of North Key and the southwest corner of Cedar Key.

Thoughts of Cedar Key

corner of Snake Key could not have been more pleasant, more humanly warm, more splendidly boaty. Chris Harkness began this get together in 1984. Watching him loll in the shallows brought memories of Cedar Key and times and people, some now lost in the mist.

Readers are invited to sample Cedar Key's allure and isolation. Remember,

Memo's freshly painted Mexican skiff at "Bugged Key".

Cedar Key is 100 miles N of Tampa, on the Gulf, 55 miles WSW of Gainesville. The Meet has no organized events. It is an informal gathering. Bring, or perhaps just think about, a tiny canoe, a big botter, or anything in between.

The ice and sky here in Michigan are still grey. The bird feeder is empty again. I hope to see you, some new folks, and all friends of other years the first weekend in May.



by David N. Goodchild

THE ACCOMMODATION



THE VALUE OF MOCKING UP!

Last winter I built an absolutely wonderful chart table for *TOAD*. I was immensely proud of it. It was nicely varnished and beautifully brass-bound. It was unique. It was innovative. It didn't fit!

I knew the chart table was large, but I had planned to have it also function as the cabin table. It would be big enough to seat two and would swing up against the hull on the port side when

At least I found this out the easy way. I had decided, before lugging the table out to the garage building area from the basement workshop, to construct a mock-up to decide just how to handle the complex system of pivots and slides which would enable the table to swing up against the hull, and to further decide just how I would arrange the rest of the cabin furniture. I already knew that the bunk would be to starboard, but as for the rest of the dimensions, I could only speculate. Two things conspired to lay the beautiful chart table to rest.

I had already decided to modify the cabin top from Stevens' original design and bring the sides out to the edge of the deck because I wanted to have full sitting head-room at the deck edge. In order not to have too high a top however, I had decided to give a substantial crown to the roof while keeping the height of the cabin sides modest. I wanted just enough room at the deck edge to allow me to sit back on the bunk and have about 1/2" head-room over.

To achieve this, the bunk had to be at a certain height from the sole. I experimented with plastic crates and blocks of wood to determine the proper height. When I had determined this and also mocked up the cabin top, I discovered that there would be insufficient room below the bunk to install the toilet (1). (I had originally planned to have a Porta-Potti type unit). Since the toilet would no longer fit under the bunk it had to go elsewhere. The only other possible location was on the starboard side where it is now shown on the *Cabin Plan* below. To locate it here meant that the magnificent chart table had to go!

In building the mock-up for the accommodation I have discovered that this is by far the most complex and difficult of all the functions that I have attempted thus far in building *TOAD*. A change in dimension of just a couple of inches in one spot can have profound effects in another location or in a series of other locations. For example, two inches greater height of the bunk would have meant that I could have installed the toilet underneath and used my wonderful chart table. BUT, if I raised the bunk two inches, I would no longer have comfortable sitting head room at the deck edge. AND, if I raised the cabin top sides by another two inches to preserve the sitting head room, I ran the risk of having a traditional hull with a condo on top! No good! The chart table had to go! I have an even greater respect now for designers such as Jay Benford who are able to handle accommodations so adroitly.

The final layout upon which I decided is shown in the *Cabin Plan* below. Stevens' original design was primarily for that of a weekender, but I have substantially greater requirements. It is in this layout that we can see the enormous benefit of minimiz-

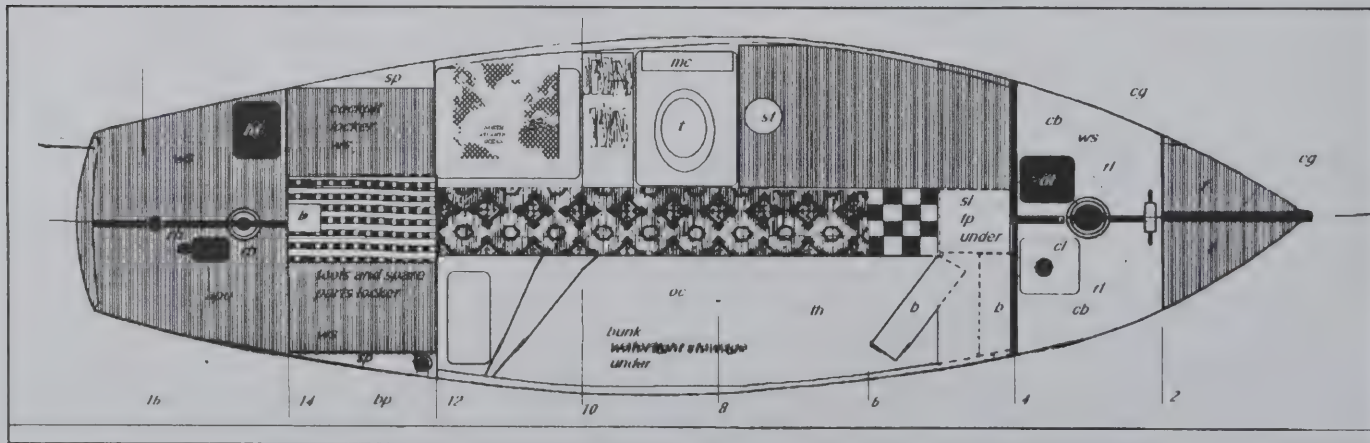


Figure 2 - CABIN PLAN

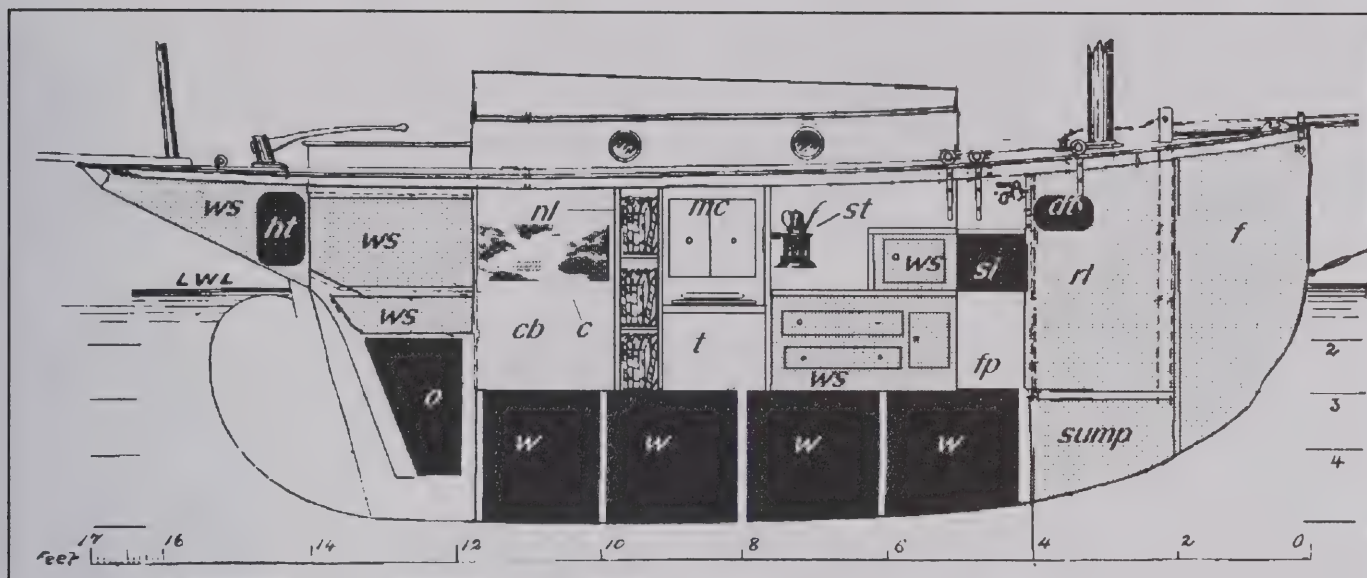


Figure 3 - PORT SIDE OF ACCOMODATION

ing the number of bunks on board small boats. In a boat the length of *TOAD HALL* (about 17'9") a second bunk would place impossible demands upon the interior layout. It is easy to see from the *Cabin Plan* that the entire port side layout would have to go away.

Starting from the foot of the companionway in the *Port Side Accommodation View*, we can see from the drawings and the photograph of the mock-up that the chart desk (*c*) occupies an area of 28" X 19". This is sufficient to hold the largest NOAA chart folded in half and many of the smaller charts opened fully. The top and bottom edges of the chart fall behind the desk and under a brass rod at the front of the desk respectively. Not what I wanted, (the original chart table held the largest NOAA chart fully open) but it will work. Best of all, the new navigation library (*nl*) next to the chart table (not in the previous plan) can hold forty volumes of the large *Defense Mapping Agency Sailing Directions and Planning Guides* as well as the requisite *Light Lists and Pilots*. The volumes are carried two deep on three shelves. This is the most efficient use of space. Above the chart table are the radios, a second compass and the GPS and Loran.

Forward of the navigation station is the head. Located here is a compact marine toilet (*t*) which pumps to the holding tank

(*ht*) shown in the Port Side Lazarette. A Porta-Potti type is not possible due to its square overall dimension and correspondingly large demand for sole area. The compact marine toilet has a much smaller footprint. Behind the toilet is a medicine cabinet (*mc*).

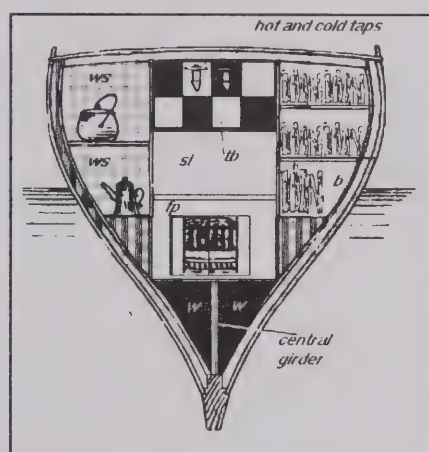


Figure 4 - LOOKING FORWARD FROM STATION 4

Forward of the head is the galley. This encompasses a Force-10-type, single burner kerosene stove (*st*) and several watertight stowage (*ws*) cabinets. There is considerable stowage in this area. If we refer now to *Figure 4* we see this area looking forward. This shows the watertight stowage just

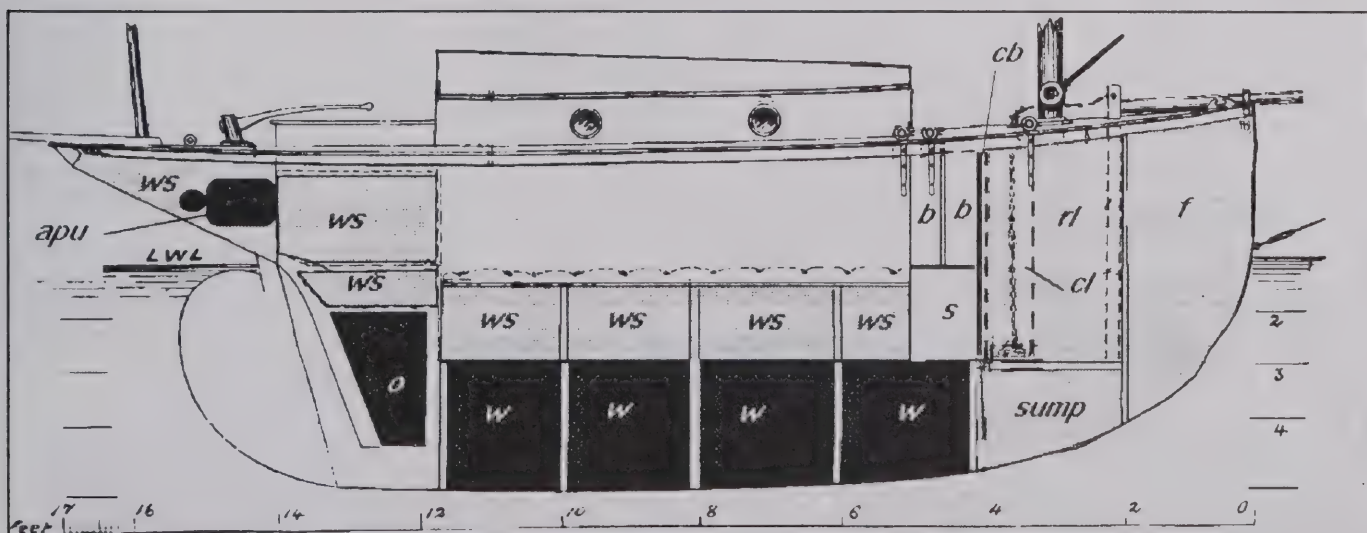


Figure 5 - STARBOARD SIDE ACCOMODATION

mentioned and also the location of the sink (*si*) and the fireplace/cabin stove (*fp*). The sink sits just under the foredeck and the two taps are placed high up to allow the insertion of large pans or buckets and are fed by two 1-gallon (*one cold, one hot*) day tanks (*dt*) in the Port Side rope locker (*rl*). These are filled daily from the main water tankage (*w*) (shown on both accommodation views since they occupy both sides of the central girder) and provide an accurate accounting of water usage. These eight tanks hold 53 gallons of fresh water.

Below the sink is the fireplace/cabin stove. This will be welded up from steel plate and insulated on *four* sides (bottom, two sides and back) but not on the top. The sink sits directly on the top of the stove and with the addition of a chopping-board top to the sink it then becomes a warming cabinet to keep food and drinks warm in colder climates when the fireplace is most likely to be lit. In front of the fireplace is a tile hearth made from blue Delft tiles and the same tiles line the area in back of the sink as a splash-back.

To starboard of the sink/fireplace combination is the recreational library. As can be seen from the *Cabin Plan*, these bookcases (*b*) are doubled and the after one can swing out via a sturdy piano hinge attached to its forward edge, to allow access to the forward one. This maximizes the use of space for this library. One bookcase holds my 40-volume Yale Shakespeare with a little bit of space to spare. The other holds such novel-sized books as *Wind in the Willows* as well as paperbacks and CD's.

The remainder of the Starboard Side accommodation is taken up by the bunk/settee. This is about 24" wide at its widest point and will have a six-inch cushion under and a three-inch cushion rising up the back to the level of the deck-edge. It will be made from a wine-red fabric yet to be selected and will be button-tufted. On the floor is an oriental carpet (*oc*) made from a stair runner.

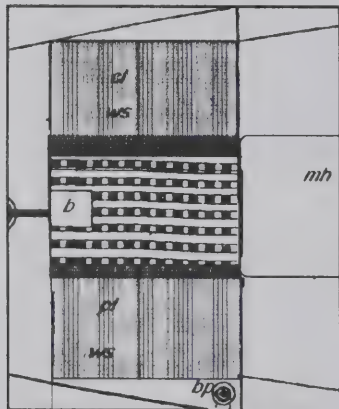


Figure 6 - THE COCKPIT

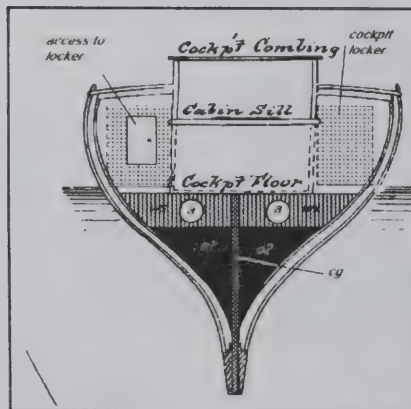


Figure 7 - VIEW AFT FROM ABOUT STATION 12

THE COCKPIT

The cockpit is both smaller and larger than in Stevens' original design. The entire cockpit is larger since it carries out to the sheer but the footwell is much smaller. The space is taken up by the two lockers on either side (*cl*) and (*pl*) which provide seating. The footwell measures just 18" X 24".

Only the port-side locker (*cl*) is accessible from the cockpit. It is watertight. The starboard-side locker is intended for instrument stowage and spare parts and is accessible from the cabin through the watertight hatch (*a*) shown in Figure 7. Line stowage is in the lazarettes in addition to the single cockpit locker.

The compass is located in a small brass binnacle (*b*) to the rear of the cockpit, right under the helmsman's eye and beneath the tiller. Beneath the cockpit are two additional water-

tight stowage (*ws*) compartments accessible (*a*) only from within the cabin.

Beneath these two lockers are two tanks, one for lamp oil (*ol*) and one for kerosene (*o2*). As with the water tanks, these have been filled and tested. They hold exactly three gallons each. They take up the odd space in the deadwood to which I referred in *Part 2*. The spigots for each are in the cockpit, *not* in the cabin, to prevent in-cabin spillages. These tanks can be seen in the view of the *Starboard Accommodation View*, Figure 5, and in Figure 7, *View Aft from Station 12*.

COMPANIONWAY

The companionway is small with a high sill. Below the sill is the step. This is hinged in such a way that the athwartship portion can be reduced and the fore-and-aft portion enlarged so that the navigator has a comfortable seat (*ns*) for work at the chart desk.

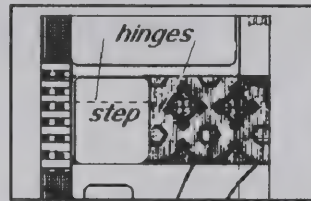


Figure 8 - STEP DETAIL

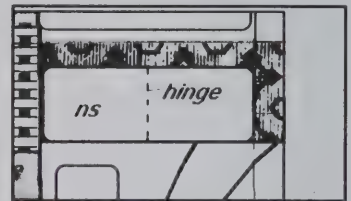


Figure 9 - SEAT DETAIL

CABIN TABLE

The cabin table (*ct*) is simply a flat piece of ply covered with formica which stows under the bunk when not in use. To dine,

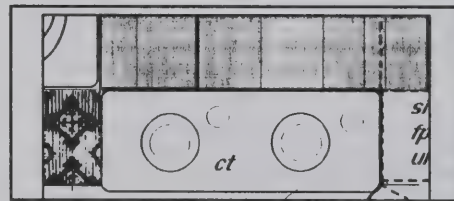


Figure 10 - CABIN TABLE

the table is brought out and placed on two cleats located on the front of the sink and the galley cabinets respectively, and also on a third slide-out support which ap-

pears from the foremost wall of the head bulkhead. This can be seen in the photograph of the mockup in Figure 1. This minimal arrangement suits me very well and two can use it if a folding camp stool is placed in the passageway at the end of the table.

CONCLUSION

In addition to the time spent planning and mocking up the accommodation I spent a night on board with the fully functional mock-up to test out the locations and spacings. I cooked dinner and breakfast, performed ablutions and, in short tested all functions, both body and ship. Everything was highly satisfactory. The only modifications I made from the initial mock-up was to raise the companionway step slightly and to plan for a couple of handholds above the bunk. These will be incorporated into a couple of hanging knees to further strengthen the cabin top.

I spent a total of 10 hours planning and building the mock-up from scrap materials. I believe it was ten hours very well spent and I strongly recommend the investment to anyone contemplating the design of interior accommodations without a detailed designer's plan from which to work. It is a lot easier to rip out scrap and throw it away than it is to discard beautifully varnished and brass-bound chart tables. Oh well!

NEXT

Now that the mock-up has been tested successfully, I am busy actually building the furniture. Most items can be fabricated in the shop and installed as modular pieces. The results will appear in the conclusion to *Part 10*.

Wanted For TOAD HALL

BINNACLE Small yellow-metal yacht bin-nacle, preferably octagonal, with Cardinal and inter-cardinal point compass card. Oil or electric illumination ok.

VERY PISTOL Bronze Very pistol, (flare gun) preferably Webley & Scott model.

BELL Small bronze yacht bell.

LAMPS Small, copper, oil, (or combination oil/electric) port & starboard navigation lamps. Yellow metal anchor lantern. Small, brass, oil, gimballled, cabin lamps.

SIGNAL FLAGS One complete set of signal flags, no larger than 18".

ENSIGNS Courtesy ensigns for any country on the North Atlantic Rim, no larger than 18". (Note: These should be the commercial maritime *ENSIGN* of the country, *NOT* the national flag.)

CHARTS Large and small scale charts (U.S. Government only) for the Arctic and North Atlantic Oceans and all coastlines of the North Atlantic Rim. I wish only to copy these and will pay \$1.00 plus postage both ways for each chart as a copying fee. The chart will be returned after it is duplicated. (Note: All U.S. Government charts are copyright free and may be copied since they are produced through the use of taxpayer funds.)

ANCHORS 30-35-pound fisherman type anchor, preferably Herreshoff pattern. 35-pound Danforth anchor, high-tensile only. 30-pound plough anchor, (CQR brand only).

OLD ROPE Any old rope in lengths of at least 20' and diameters of minimum 3/4". Manila or Nylon preferred. To be used to make fenders. No money for old rope here but I will pay for shipping.

STOVE Sea-Swing®-type, gimballled, single-burner stove. Kerosene only, NO propane.

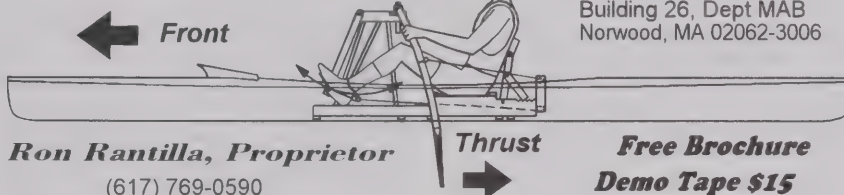
INSTRUMENTS Brass, one-handed dividers. Hand-bearing compass.

MISC Got any traditional yacht hardware, fittings or devices you no longer need and would like to see on *TOAD HALL*? Send me a list. All traditional items considered.

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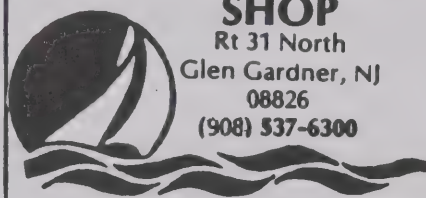
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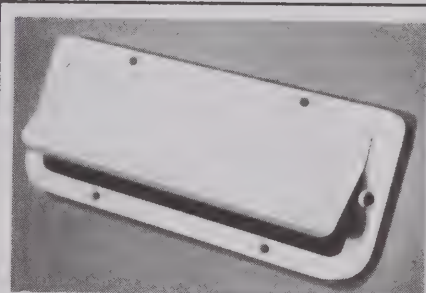


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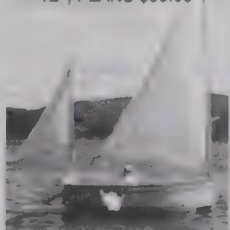
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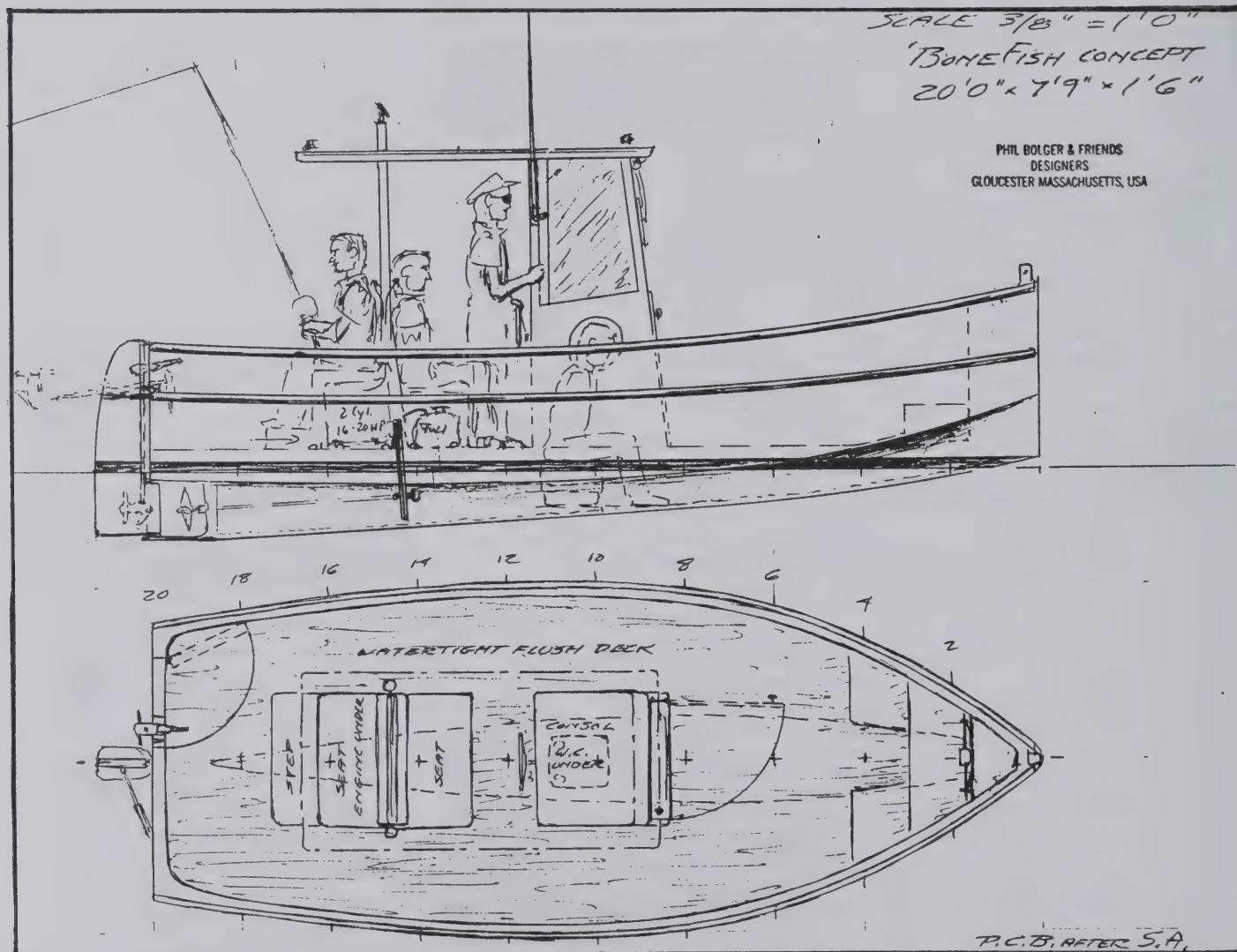
We made this cartoon in response to a wish list that centered on using a 16-20hp industrial air-cooled engine in a dayrental sportfishing boat. The proposed motor sells for about \$700 with electric start, 15-amp alternator, with four-stroke economy

and 3600rpm longevity. We proposed to use a stock electric clutch (no reverse gear), a belt drive to the prop, and a dry exhaust. Trolling and docking would be done with an electric outboard motor, steerable and reversible. One of the first boats ever built to plans of mine, in about 1949, had a much cruder arrangement of a motor like this, with a manual cone clutch and oars for reversing; the boat planed beautifully.

The hull is a flattie skiff, but with a

box cutwater built under the bow to keep the blunt upper part from digging into waves. The flat hull is steady and dry-running as well as cheap, and shapes like this plane at good speed with very small motors by current standards.

Shade from the sun and some shelter from showers is provided. The enclosed toilet will be appreciated by some. Overall watertight deck would allow a fleet of these to be kept afloat without concern about rainwater.



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Techniques, Tools, Materials: Your Ideas & Needs

Epoxy Curing & Panel Springing

By Dave McCullough

Curing Epoxy: Back in 1960 I sealed the inner box of a harpsichord with epoxy to keep moisture from changing its shape and thus changing the tension of the wire strings. Despite very careful mixing and temperature control, the epoxy remained tacky.

Faced with having to heat the epoxy and scrape it off with a putty knife as advised by the manufacturer's chemist, I mixed up a thick slurry of detergent Tide and scrubbed the tacky surface. The epoxy went on to harden and has remained hard. In a later conversation with the surprised chemist we concluded that the detergent acted as a polymerizing agent.

I had no trouble with modern epoxies until recently when I varnished over well hardened, sanded epoxy (Schooner varnish over West epoxy), thinking that I had removed all the amine, but the varnish remained tacky. I washed the varnish off with thinner and scrubbed the epoxy with acetone and let it dry completely. A second coat of varnish then repeated the earlier experience, remaining tacky. Rather than go through the removal again, I scrubbed the tacky varnish with a paste of Tide and it hardened up glossy. I have since surface sanded this varnish and applied another layer successfully.

Springing Panels: After cutting plywood panels for a stitch and glue sailing dinghy and wiring them loosely together I found that I could not hold them sprung to shape for taping without using two molds on a ladder frame. To force bends into the panels and pull them down onto the molds, I drilled holes through the panels where they joined at the keel at each mold station, and with a line through the holes to wood scraps on the outside of the hull I was able to pull the panels down onto the molds and screw them to the molds.

Originally I did not want to use molds because I wanted to tape the inner seams first, but by cutting away the molds at the keel and chines I was able to hang the boat right-side-up by the ladder and then tape the inside joints.

Dave McCulloch, 18 Rowland Rd., Old Lyme, CT 06371.

Replacement Oarmaster Bearings

Readers may be interested in a source of small ball bearings, including a line of all-stainless steel bearings. Boca Bearings Company was able to supply me with an exact replacement, in stainless steel, for the skateboard bearing I originally used for the modification of my Oarmaster sliding seat (see April 15, 1994). They sell via direct mail and in small quantities, and their catalogs are available by writing for them at 7040 W. Palmetto Park Road, Suite 2304, Boca Raton, FL, 33433, or by phoning (407) 998-0004.

Sam Overman, Dahlgren, VA

Boatwork Line

By Scott White

Nylon 3-strand line is the best all around line aboard a small boat. Except for specialised usage such as halliards and standing rigging (if you for some reason do not want to use wire) or roping a sail, nylon's springy stretchiness combined with its enormous strength and abrasion resistance make it preferable to dacron even if it were not considerably less expensive.

Buy a lot of it. Buy a 600' roll for economy's sake. Get 1/2" diameter. It is easier on the hands when pulling and in this size you have useful stretch without the rubber-band effect the smaller diameters display. One-half inch nylon has a breaking strength of over 6000 pounds. I could lift my boat with it with strength to spare!

It is impossible to have too much line. It weighs almost nothing and takes little space. Nylon (and dacron too for that matter) will not rot and stores forever. You never know when a couple of hundred feet of extra reach will get you or someone else out of trouble. When a hurricane approaches you will want to tie off with plenty of extra lines, plus slack ones already in place for storm surge high water. You will also find a great desire to secure those unattended boats nearby lest they drift down on you. Happiness is knowing that you have 1000' of spare nylon as hurricane season approaches.

My only comment on splicing is that it is easier than I had thought, once Jerry T. showed me his trick. This is to tape the ends of the strands with masking tape wide enough to extend one inch past the end and be twisted to a point, rather like the point of a needle. This makes it simplicity itself to pass the end between strands as you make the splice.

For years I have looked at the little helpful-hint sheets that come in packages of rope and, when I saw the illustration showing the use of scissors to cut the stuff, decided that they didn't know what they were talking about. They didn't really mean that scissors would work better than my knife.

I was wrong. They really did mean that, and they were right. Scissors do cut line much better than a knife. Even one inch diameter line. Try it yourself.

My most recent line discovery pleased me as much as using the scissors did. When you cut synthetic line wrap it beforehand with masking tape and cut in the center of the tape. Use a butane lighter to heat fuse the ends. The masking tape does not melt and deform like vinyl electrical tape does. Masking tape burns, heating and melting the line to a greater depth for a faster and much superior result. It even works with a breeze's little gusts reaching around your body as you hunch on deck.

Belt & Suspenders

This is a principle of design and construction. It is not a method or a thing to

do so much as it is a sort of category of things to do. Call it submission to Mr. Murphy and his Law.

What it means is double up. Use, as far as possible, two independent systems for anything important. Remember that if it were not important you would probably not be building it.

There are those who say that a through deck fastener should be sealed with epoxy. Others would opt for 5200. Use both! A bolt, a fitting, a whole section of the cabin can experience an unplanned force. It has been a real pain at times but of the dozens of bolts through deck, cabin-sides, and coach-roof, not one has ever leaked a drop of water. I do my best work and then assume that some part will fail. A back-up at time of installation is superior to the best repair.

A tight fit and epoxy resin will seal the edges where two planks or sheets of ply are joined. So will a covering of fiberglass. Use both!

A tightly sealed bottom will keep the boat afloat. So will a righteous installation of flotation foam. Use both!

I lined the inside of my steel hull with epoxy fiberglass before pouring in the foam. It is rather like an international form-fitting surfboard in there. Could you magically remove twenty square feet of steel I might not even notice!

Ask yourself of each job: "What will happen when this fails?" This question is basic to equipping for a long voyage. It is asked about the mast and rig, engine and lighting system, water supply, even about the boat itself (that's why they sell life rafts).

Ask this question about design and construction methods and you will sleep better in a safer and dryer boat, one which you are building, not re-building.

Longtail Power

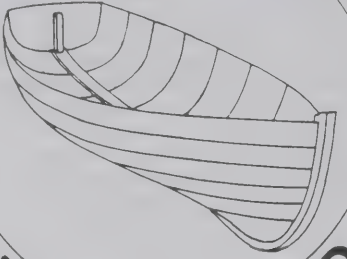
In a few of your issues you have mentioned small boat power, i.e. fin power in the Feb. 15th issue. One that I haven't seen covered was around the Western Pacific islands when the Navy took me there shortly after WWII. These were what appeared to be small single cylinder gas engines with long drive shafts going through notches in the stern to the propeller, maybe 5'-10' out from the stern. I'm sure that they were air cooled and seemed to do a good job. With this configuration they eliminated the problems of stuffing boxes, water cooling, etc. I have one fellow who claims to have seen them in the Amazon area also.

I would like to try this system but it would be a big time saver to read up on it if anything has been written about it.

One other question. During WWII I spent many hours going from my ship to shore in a motor launch. These were probably 30'-40' long open boats powered by a diesel engine and controlled by a open arm rudder. Any articles on these? Who made them? Where?

Joseph W. Mott, 42 Trafford Rd., Binghamton, N.Y. 13901

SOUTH COVE



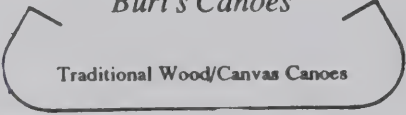
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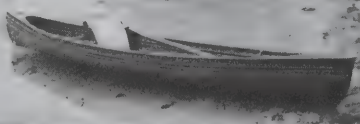
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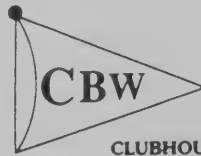
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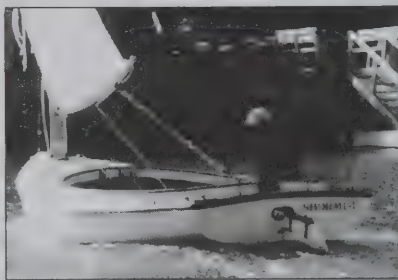
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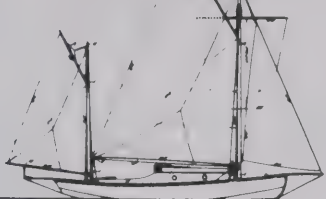


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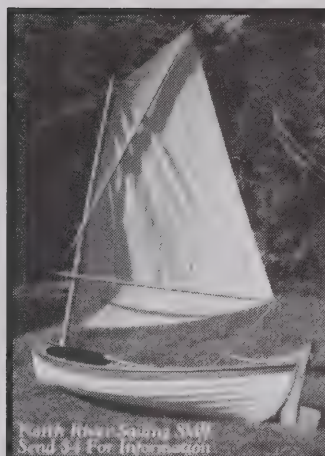
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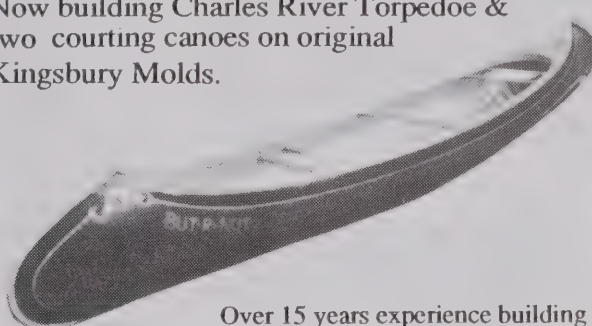
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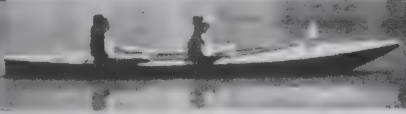


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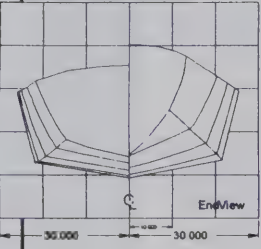
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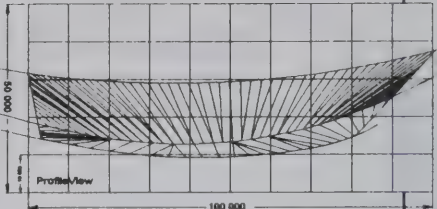
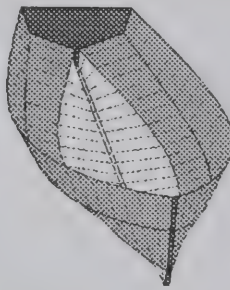
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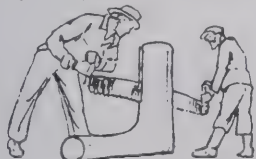
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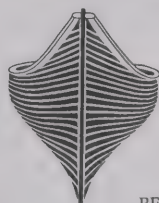
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9' Achilles Inflatable, professionally restored '94 but not used enough. Takes max. 6hp OB. Max. wgt cap 550lbs. New pump, nds oars. \$565. **8' Dink**, not used last 2 yrs. Takes 2hp, wgt cap 455lbs, nds oars. \$450. **16' Alden Ocean Shell**, single,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

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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."

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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)

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)

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 Sea-shell 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)

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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)

3 Meter Trimaran, (see 3/1/93 issue) & new trlr. \$1,800.

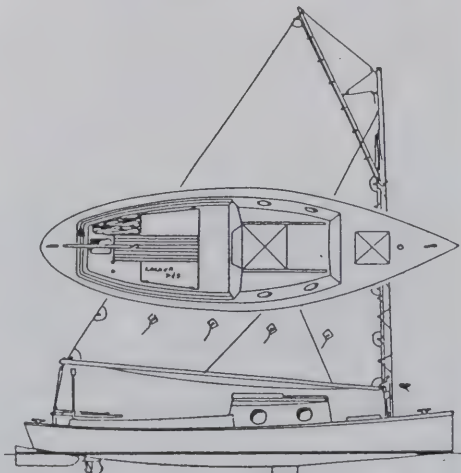
DOUG MAC NARY, 11305 Berry Hill Dr., Knoxville, TN 37931, (615) 927-6954. (23)

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)

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LARRY TYTLA, Waterford, CT, (203) 444-2538. (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)



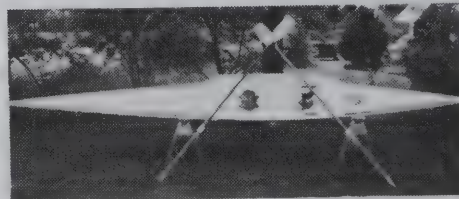
18-1/2' Cape Dory Typhoon, '78 Weekender model. Exc Bristol cond, '85 Awlgrippped topsides, '86 Mariner 4hp eng, roller furling genoa, single line reefing main, cruising & reaching spinnakers, alum trlr, compass, Danforth anchor, full cushions, fenders, etc. \$4,750 OBO.

RICHARD BERMAN, Portland, ME, (207) 772-3225 days, (207) 799-6412 eves. (23)



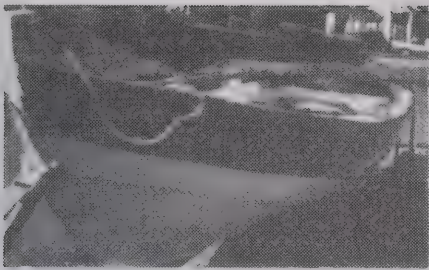
19' Ichen Ferry Cutter. 8'3" beam, 3'6" draft, 2-1/2 ton displ, cedar on oak. Replica of English fishing smack *Wonder* in *Wooden Boat* #14, but w/cabin & self-bailing cockpit. New, on trlr, could easily be finished by summer. \$3,000 OBO.

JOHN HUDSON, Stonington, CT, (203) 572-0711(work), (203) 535-2234 (home). (23)

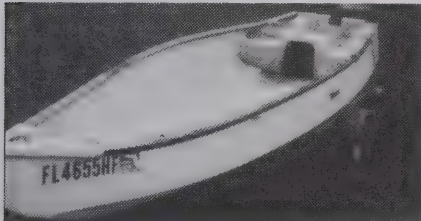


21' Small Craft Rowing Shell, FG in gd cond w/9' FG oars. \$2,200 new, must sell, \$800.

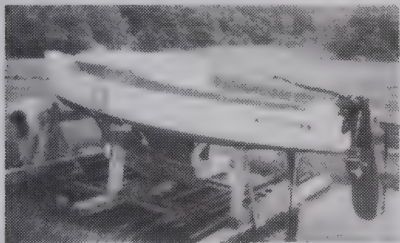
JAKE MILLAR, 612 Fisherman Pl., Brick, NJ 08724, (908) 295-0531. (23)



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)



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)



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)



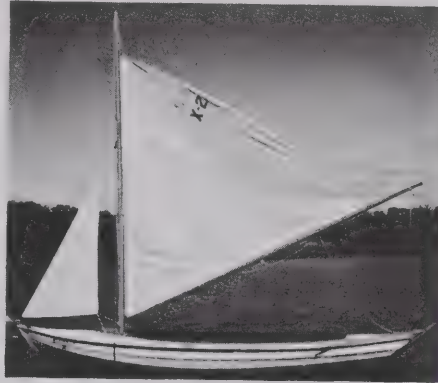
19' Stuart Mariner, '91 w/galv trlr, bow pulpit, stern rail & lifelines, ventilator, hatch, cabin cushions, motor bracket, sail cover. All lk new. \$6,300. ART PETERSON, Asbury, NJ, (908) 735-5462. (23)

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)

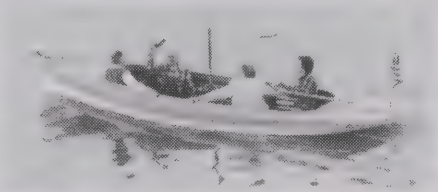
15-1/2' Common Sense Skiff, (Bolger design) epoxy glass covered, exc cond. Galv Caulkins trlr, C.S. sails. \$2,300. Will consider trailering to Washington state in May. ROBERT DE BEAUCHAMP, 10702 Del Rio, Yuma, AZ 85367, (520) 342-3184. (23)

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

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)



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)



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Fleet Sale. 17-1/2' Swampscott Dory blt by Doug Scott, w/trlr, boat show cond. \$4,000. **14' Bay of Maine Wherry**, FG, floorboards & cover, boat show cond. \$2,000. **17-1/2' Folbot Super**, rigid, gd cond. \$300.

BILL SWEET, Greenland, NH, (603) 433-5582. (24)

15'6" Gloucester Light Dory, epoxy & glass cloth, bronze nails & screws. \$650. RICHARD DOWNES, Weymouth, MA, (617) 335-6677. (24)

13.5' Good Little Skiff, plans, station molds, ready-made CB & rudder, mast, sprit, cotton sail (nds to be roped), CB box bed logs, etc. Maybe you'll have better luck than I did! Make me an offer I can't refuse. DAVID WITBECK, Providence, RI, (401) 274-9118. (24)

'87 Sea Pearl 21, w/trailer, tanbark sails, second set of yellow sails, oars, motor mount, convertible cabin, ballast tanks, leeboards, anchor and many extras. Dark blue, gd cond. \$4,500 or reasonable offer. ROGER HEIDER, 3423 Barstow Ave. S., Toledo, Ohio 43623, (419) 474-1593. (24)

'75 Bristol 24, barrier coated, blister free, CSC painted bottom. '88 Johnson 9.9, shop maintained, rarely used, raisable inside custom lazarette. New mainsail & SS rigging w/internal halyards & reefing. Extras incl Barient winches, VHF radio, knotmeter, lighted compass, anchors, jackets & prepaid launching. Cradle designed to become a trlr. Full hdrm, slps 5. Literature available. \$6200.

CHARLES SCHMITT, (516) 676-2158 or GARY SCHMITT, (516) 759-2225. (24)

15' West Wight Potter, micro cruiser slps 2, w/ tilt trlr, Muncie Neptune OB, M,J,G, w/jiffy reefing, bow pulpit & side rails, cabin & cockpit cushions, many extras, exc cond. \$2,950.00. BRIAN P. KEARNEY, Lake Bluff, IL, (708) 234-2159. (24)

12' Geodesic Nimrod Canoe, Platt Monfort design. Mahogany inner keel, inner & outer gunwales; ash ribs & keel; fir stringers. Weighs nothing. Barely used. Dark Green. \$750.

JONAH WARD, Rockport, MA, (508) 546-7679. (24)

18' Marshall Sanderling Catboat, '70, well equipped, gd cond, used day sailing & cruising. \$8,500. PHIL ENZIE, Duxbury, Ma. (617) 934-5720 (H), (617) 749-1258 (B). (24)

Spring Clearance, at the South Cove Boat Shop! Gd boats, gd deals. **15' Dory Skiff**, cedar on oak, elegant, fast rowing boat, nearly new, a vy special boat, \$4,000. **9' Dinghy Skiff**, cedar on oak, sailing rig, cute & pretty, vy gd cond, \$900. **GP-14 English Daysailer/Racer**, professionally glassed plywood hull, spinnaker, trailer, \$1,500. **19' Maine Guide Wood Canvas Canoe**, E.M. White design blt by Jerry Stelmok, exc shape, vy beautiful, \$2,000. **17' Glen-L Sculling Skiff**, used once, stitch & glue, no rowing rig, use w/ Row-Wing or Alden Oarmaster, \$200. **Valley Canoe Selkie Kayak**, red FG, adjustable skeg, gd cond, \$900. ROB BARKER, South Cove Boat Shop, Easton, PA, (610) 253-9210, lv message. (24)

Spring Cleaning! 12' Penn Yan Cartopper, gd orig cond. \$950. **18' Old Town Canoe**, HW model, nds compl restoration. \$150. **13' Sailing Dory**, decked, sprit rig. \$1,200. **14' Adirondack Rowboat**, lapstrake, blt by John Boyce of Speculator, NY. Has guideboat bottom & oars, but heavier. Nds restoration. \$800. **12' Penn Yan Kingfisher Canoe**, sq stern, recanvassed. \$800. **10-1/2' Wee Lassie Canoe**, lapstrake, nds 1 or 2 plank sections replaced (I can do this for you). Many more unusual canoes and small boats.

KEVIN MARTIN, Epping, NH, (603) 679-5153. (24)

12' Old Shoe, exc cond, epoxy in & out, wishbone boom, cuddy modified to look like Micro. All running lights, compass, custom trlr & electric motor \$1,250.

JIM GIESEY, Box 3042, Morgantown WV 26503, (304) 292-9596 eves. (24)

Alden Ocean Shell, older model (before Oarmaster), much repaired, w/sliding seat, outriggers, \$100. W/ English-made spoon oars, \$250. WARD BELL, Sea Cliff, NY, (516) 671-2634. (24)

Luger 21 Windward, compl w/rig & sails used 2 seasons. Slps 2-4. Swing Keel, full flotation. Nds paint. Too many boats. \$850.

JOSHUA MAYO, Wells, ME, (207) 646-1197. (24)

Montgomery 15, trailerable cruiser. M,J,G & S, 2hp OB, HD trlr. VG cond. \$2,950 or trade for Cape Dory Typhoon or other small shoal draft cruiser. BOB ESTES, 2978 Valley View Rd., Annapolis, MD 21401, (410) 573-5289. (24)

Alden Ocean Shell, white/white, 6yrs, compl w/ Oarmaster & Ciolli oars. Exc cond. \$900. IRWIN SCHUSTER, Lynnfield, MA, (617) 334-5009. (24)

Crawford Melonseed, black hull, teak trim, tanbark sail. Beautiful boat in exc cond. \$3,350. **15' Kaulback Guideboat**, dark green hull, caned seats. \$800. T.R. MAYER, Brunswick, ME, (207) 729-4980. (24)

18'6" Wenonah Odyssee FG Canoe, nearly new, fast. \$700.

ERNST HEINCKE, Croton, NY, (914) 271-5387. (24)

18'6" Cape Dory Typhoon, FG, '78. Main, jib, genoa all exc cond. Seagull Silver Century Plus OB, Danforth 3-1/2" comp. Bunk & cockpit cushions, Guzzler bilge pump, running lights (not installed), porta potti, fire extinguisher, 4 fenders, new cradle, winter cover, 35lb 1 man ply pram. \$3,200.

JOHN VIERA, Townsend, MA, (508) 597-534. (24)

10' Herreshoff Pram, cedar on oak, mahogany transoms & thwarts, copper & bronze fastened. Tows & rows well. **9'3" Lawley Tender**, cedar on oak, mahogany transom, thwarts & sheer strake. Copper & bronze fastened. Tows & rows well. GEORGE OVERBAUGH, 69 S. Stonybrook Dr., Marlborough, CT 06447, (203) 295-0693. (24)

Alden Ocean Shell Single, w/Oarmaster, X-Oarcizer attachment & graphite comp oars. All in exc shape. Used few times in 5 yrs. \$1,400.
C. HART, Concord, NH, (603) 225-3013. (24)



16' Richardson Canoe, '94 cedar strip, West epoxy, custom made, cane seats, custom made paddles. Used 1/2 hour, Paid \$1,500, sell \$995.
J.D. WATT, Winter Haven, FL, (813) 293-3408. (24)



15' Ensign Dory, 6'4" beam, '87. Exc cond, yard maintained. Mahogany rub rails, painted wood seat covers, long shaft transom w/15hp Honda 4 stroke OB new in '94. Yr-old galv trlr. Sold as package for \$4,500 but w/o blonde pictured! Ready for water in Newbury @ Pert Lowell Co.
JOEL PLASTRIDGE, Gloucester, MA, (508) 282-0454 anytime. (24)



Lowell 19, 19'6" fast & able FG sailing dory, decked lapstrake (mistaken for wooden boat). Sloop rig, Sitka mast, 9' oars, motor mount, winter rafter system. Gd cond. Dual axle trlr fair cond. Marked down to \$2,500. Will send photos. Located at Fay's in Gilford, NH.
MIKE DRISCOLL, Boston, MA, (617) 437-0446 days, (603) 463-7707 eves. (24)



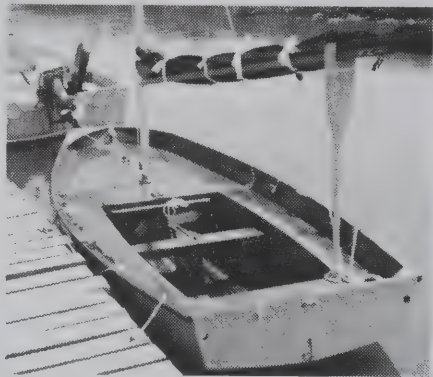
29' Custom Trunk Cabin Cruiser, mahogany & FG. Powered by 185hp FWC Chris Craft. Monel fuel tanks. Slps 4, galley, dinette, enclosed head, lg cockpit, many extras. Exc cond. \$13,500.
JOHN SPOONER, Greenlawn, NY, (516) 261-1358. (24)

17' Lowell Atlantic Rowing Skiff, w/sail rig, 2 prs S&T oars, sliding rowing seat w/Piantedosi oars. \$1,100.
ED SIKURA, Warwick, NY, (914) 986-8625. (24)

Alden Single Ocean Rowing Shell, w/Oarmaster & oars. Exc cond. Priced to sell.
ED GALLEGHER, Newburgh, NY, (800) MAGIC 17, XT 302 days. (24)



20' Open CB Sailboat, WoodenBoat design #82, blt '90 of finest mtl's, wood, glass & epoxy. 11" draft w/ CB up. Sprit rigged, dacron sails, oars, compass. A pleasure to sail. W/trlr & cover. \$4,900.
KARL WEINERT, Pompano Beach, FL, (305) 946-1428. (24)



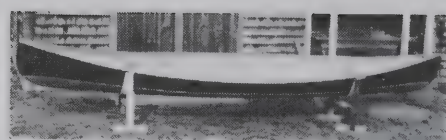
10'10" Mirror Dinghy, 4'7" beam. Blt '93 by boatbuilder. Gaff rig, red jib & main. Hull blue, varnished inside, looks great. Weighs 100lbs. Sailed 1 yr, bought another boat. Asking \$1,000 OBO.
RICHARD NICOLL, Guilford, CT, (203) 453-4230. (24)



27' Friendship Sloop, pine over oak frames, blt '71 by Phil Nichols, Round Pond, ME. New topsails & jib '93. Atomic 4. 1 owner last 14 yrs. Much TLC. Stored indrs winters. FSS #112, *Secret*. \$8,500 OBO. Dinghy & electronics available.
BOB MONK, Burlington, MA, (617) 272-9658. (24)

17'6" Jersey Seabright Skiff, FG bare hull, 6' beam, featured in *SBJ* Nov '80. As new. Hollow garboard box for IB. \$800. Consider LS OB for displ boat in trade.
BOB GRAMER, P.O. Box 597, Linden, MI 48451, (810) 735-9720 office, (810) 735-7115 home. (24)

7'4" Bolger Nymph, ply, epoxy, a gd tender. \$250.
9' Race Boat, tunnel hull, ply, epoxy. Blt from Clark Craft plans, takes 25hp OB. \$600.
WALT KAHLHAMER, 628 Florida Ave., N. FondduLac, WI 54937, (414) 923-1922. (24)



19'10" Fast Tripping Canoe, kev/glass on wood strip core. Graphite bottom, spruce trim, ash thwarts & seats. \$1,200. **29' St. Pierre Dory Hull**, 1"x1" pine-strip-built, \$200.
MALCOLM MEHLDAHL, Truro, MA, (508) 349-3286. (24)



18' Marshall Sanderling, '69, cat ketch conversion, 6hp Evinrude, sails, cushions, assorted gear & accessories. Asking \$5,500.

JOE KEOUGH, Marion, MA, (508) 758-2743. (24)

Clearing the Decks (Ways?). 14' Peapod, decked for rowing, no oars, \$650. **16' Great Pelican**, full red & 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. (24)

Tursiops Sea kayaks (2), blt for own use by boatbuilder. Nearly new cond, w/skirts & paddles. \$750 ea. **11'3" Susan Skiff**, new, blt '94, cedar on oak, beautiful, sturdy, bright inside, white hull, blue bottom. \$1,000.

CHRIS MULLEN, Denver, NY, (607) 326-3025. (24)

Alden Ocean Shell, older model (before Oarmaster), much repaired, w/sliding seat, outriggers, \$100. W/ English-made spoon oars, \$250.
WARD BELL, Sea Cliff, NY, (516) 671-2634. (24)

17' Amesbury Dory/Workboat, mahogany rowing type blt by Hiram Lowell approx 20 yrs ago for service as workboat in sea-mossing industry. Performed valiantly in that capacity for over 10 yrs, then semi-retired to rowing only. Capable of being rowed solo or double, solo rower should weigh 170lbs or more & be in exc shape. Comes w/8-1/2' oars & thole pins, no trlr. Having Grand Banks dory blt & nd cash. Asking \$800 OBO.
PAUL HICKMAN, 46 Eames Way, Marshfield, MA 02050, (617) 834-8904. (24)

16' Matinicus Double Ender, by Walt Simmons '87. Cedar/oak, mahog decks, 2 sets spoon oars, spritsail rig, canvas cover, anchor, life jackets. See *SBJ* article May '80. Beautiful boat in exc cond. \$3,500.
JIM BAUMAN, S. China, ME, (207) 445-3004. (24)

Beetle Cat, compl refinished by Beetle last yr. 2 sails, new mooring cover. \$3,800. **Galv Trlr**, \$250. **Diablo**, w/20hp Merc, freshwater, runs super, w/galv trlr. Asking \$1,250.
RON SILLIMAN, P.O. Box 1516, New London, NH 03257. (24)

15'4" Cheemaun Canoe, new, never used. Crowned mahogany decks, thwart, hand caned seats, mahogany outwales, northern white cedar ribs, plank-ing, half-ribs. \$1,800. **16' Chestnut Prospector Canoe**, V-stern, compl restored, exc cond. \$1,000. TOM TOMPkins, Virginia Beach, VA, (804) 427-3454. (24)

16' Glen-L Cabin Skiff, '91. 40hp Evinrude, low hrs, still on 1st tank of oil. Trunk cabin, poured flotation under V-berth. Windshield & hardtop over helm. Big little boat. Towed by my Corolla. See why I named her *Humdinger*. \$3,800. JERRY NOLAN, Newington, CT, (203) 666-2856. (24)

Pearson Triton, '63, V-berth fwd, head, locker, berth each side of saloon. Atomic 4, 12-1/2gal fuel tank, 27gal H2O tank. Gd sails. Awlgrip '92. \$8,800. GEORGE EVANS, Isleboro Marine, Isleboro, ME, (207) 734-6433. (24P)

Bolger/Payson Cartopper, sprit rig, oars, motor, battery, trlr. \$1,000. See at Midwest Messabout. LARRY APPLEBAUM, St. Louis, MO, (314) 544-2865. (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)

12' Gazelle FG Dinghy, new '93, vy gd cond, sail, row, power. Offered w/lateen rig, oars. \$550. BOB PATTERSON, 3 Shawnee Cir., Billerica, MA 01821, (508) 663-2724 before 5pm. (2)

Wenonah Canoes, FG & kevlar, exc values for recreation, touring, racing. All models available, 15% off list. No sales tax. RAY DANFORTH, Shelburne, NH, (603) 466-2621 eves & wknds. (2P)

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

BOATS WANTED

Black Skimmer, in gd cond, pref 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.

DON ELLIOTT, Tomah, WI, (608) 372-7675 days, (608) 463-7530 eves. (23)

DN Iceboat, in any cond.

DICK MARTIN, Newbury, NH, (603) 763-2464. (24)

16' Swampscott Dory, by Roger Crawford. Sailing version.

DAVID A. SOLTESZ, 5N3 Arbor Green, 275 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (24)

Boats Wanted, for registered non-profit sailing school. Most interested in Boston Whaler type w/ 25-35hp engine for use as safety boat. Can't afford to spend much, but can offer a tax deduction for compl or partial donations. Also interested in any sailboat in usable cond.

DAVID WITBECK, c/o Edgewood Sailing School, Foot of Shaw Avenue, Cranston, RI, 02905, (401) 274-9118 or Bill Grenga, (401) 949-5447. (24)

Wood Lapstrake Runabout, at least 18', shld have sound hull for renovation/fishing. Not looking for a showpiece.

JIM FREEMAN, Alexandria, VA, (703) 243-5460 eves. (24)

Drascombe Coaster, longboat or lugger.

PETER SCHWIERZKE, Somerset, CA, (916) 626-8647. (24)

MacKenzie Cuttyhunk Bassboat, restorable or for parts & lines. Any length.

BILL CULLINANE, Westerly, RI, (401) 596-4250. (24)

Maurice Griffiths Designs, Eventide, Athaena, Waterwitch? Shoal draft, bilge keels.

ANDREW MOORE, Brooklyn, NY (718) 486-8049. (TF)

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DABBLER SAILS, P.O. Box 235, Wicomico Church, VA, 22579, (804) 580-8723. (6P)

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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)

Windsurfing Rig, vy small. Lost my 3 meter sail, mast & boom used on old Bic Wing. Needed for community free sailing lessons for kids.

WARD BELL, Sea Cliff, NY, (516) 671-2634. (24).

Barlow Winch, #15 bronze. Could use 2.

ALBERT HABERLE, Noank, CT, (203) 536-6656. (24)

Sail & Related Fittings, suitable for rigging 8' skiff for 8 yr old boy.

GORDON GEASLAND, Box 159, Staten Island, NY 10301, (718) 987-8342. (24)

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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)

Brownell Sailboat Stands, 2 pr, brand new, never used. Incl chains. \$250.

JOHN CHANDLER, Box 2656, S. Hamilton, MA 01982-0656, (508) 468-4415. (24)

Piantadosi Sliding Seat, w/hollow 9'8" oars. \$450. T.R. Mayer, Brunswick, ME, (207) 729-4980. (24)

Westerbeke/BUKH Marine Diesel Engine, Model 7 single cyl 10hp, compl w/gear, panel, harness, etc. Probably nds valve job. Can deliver. \$1,195.

JAY FOLEY, Worcester, MA, (508) 753-2979 days, (508) 791-3933 eves. (24)

Evinrude Twin OB, 4.5hp LS w/remote tank. Runs beautifully. \$350.

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Wolter Water Heater, propane fired, tankless, for boat, camper or home. Over \$400 new. \$250.

JOHN BAHRT, Portsmouth, NH, (603) 964-7310. (24)

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BOB GRAMER, P.O. Box 597, Linden, MI 48451, (810) 735-9720 office, (810) 735-7115 home. (24)

Lotsa Gear! Eska OB, 3hp aircooled, runs well, fresh water, asking \$95. **Bottomkote**, 1-1/2 gal red FG, \$50. **Weldwood Glue**, plastic resin, 4-1/2lb tub, \$10. **Comealong**, new 4 ton, \$25. **Jacks**, 2 highlift, new, \$50 pr. **Bronze Prop**, new 14x15 RH, \$50. **Bronze Prop**, 9x9 RH, \$20. **Bronze Strut & Shaft**, \$20. **Bronze Shaft Log & Stuffing Box**, \$35. **Wilcox Head**, \$25. **Depthfinder/Fishflasher**, new Hummingbird, \$50. **Electric OB**, new 4hp 24 volt Minkota primary power, \$350. **Blocks**, many new lg for sailboats. **Ratchet**, double, bargains. **Old Runabout Parts**, nice split windshield brackets, step pads, shift handle, steering wheel column & box. Offer for package.

RON SILLIMAN, P.O. Box 1516, New London, NH 03257. (24)

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

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

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Beetle Cat Parts, particularly nd boom & rudder, will consider anything. ROY TERWILLIGER, Harwich, MA, (508) 432-0549. (23)

One Lungers, 2,3,4 cyl Lathrop & make & break types made in Mystic, CT. ANTHONY GOODRUM, 14069 Ole Rd., Coden, AL 36523, (334) 824-4871. (23)

Pierce Simpson Bearcat 85 OB, for parts. Pre-'65 OB's, nd not run but should be compl. JIM FREEMAN, Alexandria, VA, (703) 243-5460 eves. (24)

Deltor Oars, 1 pr. ALBERT HABELE, Noank, CT, (203) 536-6656. (24)

Bruce Anchor, 16.5lbs, w/wo roller. Adjustable OB bracket for 6hp motor. BOB SILVIUS, 20 Wolfe's Neck Rd., Freeport, ME 04032, (207) 865-3947. (24)

Decked Sailing Canoe Hrdwre, 1880-1920. Vy serious abt any period fittings for hull or rig, especially any tiller assemblies. DOUGLAS FOWLER, Sailmaker, Ithaca, NY, (607) 277-0041 collect. (1)

BOOKS & PLANS FOR SALE

Magic of the Swatches, 1st edition in new cond. Well thumbd copy of *Dream Ships*. 1st edition of *The First of Tide*. All by Maurice Griffiths. \$30 for lot ppd. ROBERT REIBEL, 99 Mount Airy Rd., Croton-on-Hudson, NY 10520. (23)

Canoe magazine '83-'93, \$25. **River Runner** magazine '84-'88, \$10. **Popular Science** magazine '68-'85 (50 issues) \$30. BERT LUSTIG, Berkeley Springs, WV, (304) 258-195. (23)

National Fisherman, 67 back issues, '62-'68. **National Fisherman Yearbook**, 5 back issues, '69-'74. \$125 + shipping. DICK LILLIE, 204 Lakeshore Dr., Duluth, GA 30136, (404) 448-2248. (24)

17'7" Culler Daysailer Plans, unused. \$15. RON SILLIMAN, P.O. Box 1516, New London, NH 03257. (24)

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. LARRY APPLEBAUM, 4646 Spring Dr., St.Louis, MO 63123, (314) 544-2865, fax (314) 544-7877. (24)

10 Small Boats File, compl plans w/stitch & glue bldg instructions for 10 boats between 7' & 16', sail,oar, OB. Total 64 detailed sheets + 50 pgs instructions. Full size patterns available. File \$35, info \$2. MERTENS-GOOSSENS NA, 434 23rd St. SE, Vero Beach, FL 32962 or jmg2@aol.com. (24P)



Building Plans. Fiddlehead, 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive building manuals. Send for details. H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (2P)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15th issue. \$12 postpaid. NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (4P)

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

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

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



Sea Kayak Plans. "Seguin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual. ROB BRYAN, P.O. Box 475, Woolwich, ME 04579-0475. (TFP)

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Books by English Author Bob Roberts: A Slice of Suffolk, Rough & Tumble, Coasting Bargemaster, Last of the Sailormen.. Also further information about this author.

RICHARD SIMS, 93 Union Rd., Northfield, NH 03276, (603) 934-4021. (23)

Messing About in Boats. I will give a gd home to yr back issues. I will gladly pay shipping and would like to have a nearly complete set. ANTHONY GOODRUM, 14069 Ole Rd., Coden, AL 36523, (334) 824-4871. (23)

Small Boat Journal, #1 to #30. DON ELLIOTT, 1109 Superior Ave., Tomah, WI 54660, (608) 372-7675 days, (608) 463-7530 eves. (23)

Ice Boating Books, I have *Iceboating* by Natalie Levy & *Sailing on Ice* by Jack Andresen. What else is there out there? Why bother placing a for sale ad, just call me collect! STEVEN ROSSI, 2396 Islandview, W Bloomfield, MI 48324, (810) 682-7259. (23)

26' LOA Pacific Inter Club Racing Sloop Plans, designed by Edson Schock in '36. ARTHUR THOMAS, Greenwich, CT, (203) 869-0697, lv message. (23P)

Silhouette Mk II Plans, by Tucker. MYRON KOYLE, 1101 Miles Ave. SW, Canton, OH 44710, (216) 477-5717. (24)

Cats on Working Sailboats, information wanted, 10,000BC to 1900AD. Book project. ALBERT HABERLE, Noank, CT, (203) 536-6656. (24)

Building the Skiff Cabin Boy, book by Clems C. Kullig. PAUL SULLIVAN, 520 E.Olympia, Punta Gorda, FL 33950, (813) 637-5900 collect, 8:30-5:15. (24)

Moss Marine Information, bldr of MacKenzie Cuttyhunk bassboats in Taunton & Hyannis, MA. Nd books, manuals, brochures, photos. BILL CULLINANE, Westerly, RI, (401) 596-4250. (24)

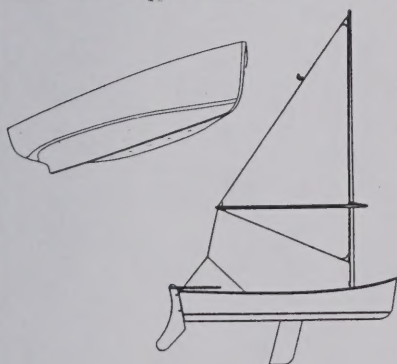
Old Boat & Outboard Motor Sales Brochures, and pre-1960 boating magazines. NAT HAMMOND, 672 E. Campville Rd., Endicott, NY 13760, (607) 754-3126 eves. (3P)



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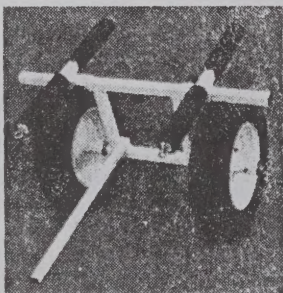
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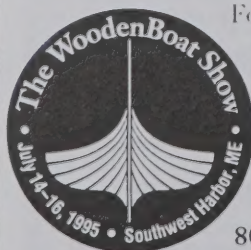
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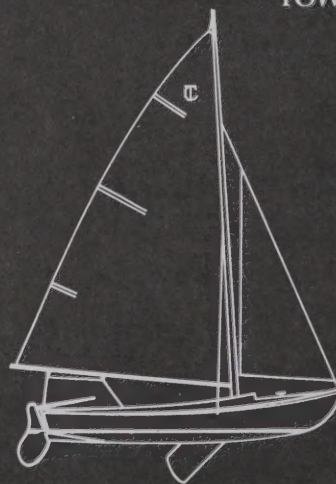
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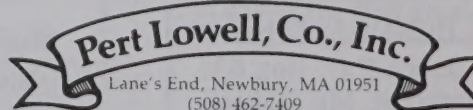
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