



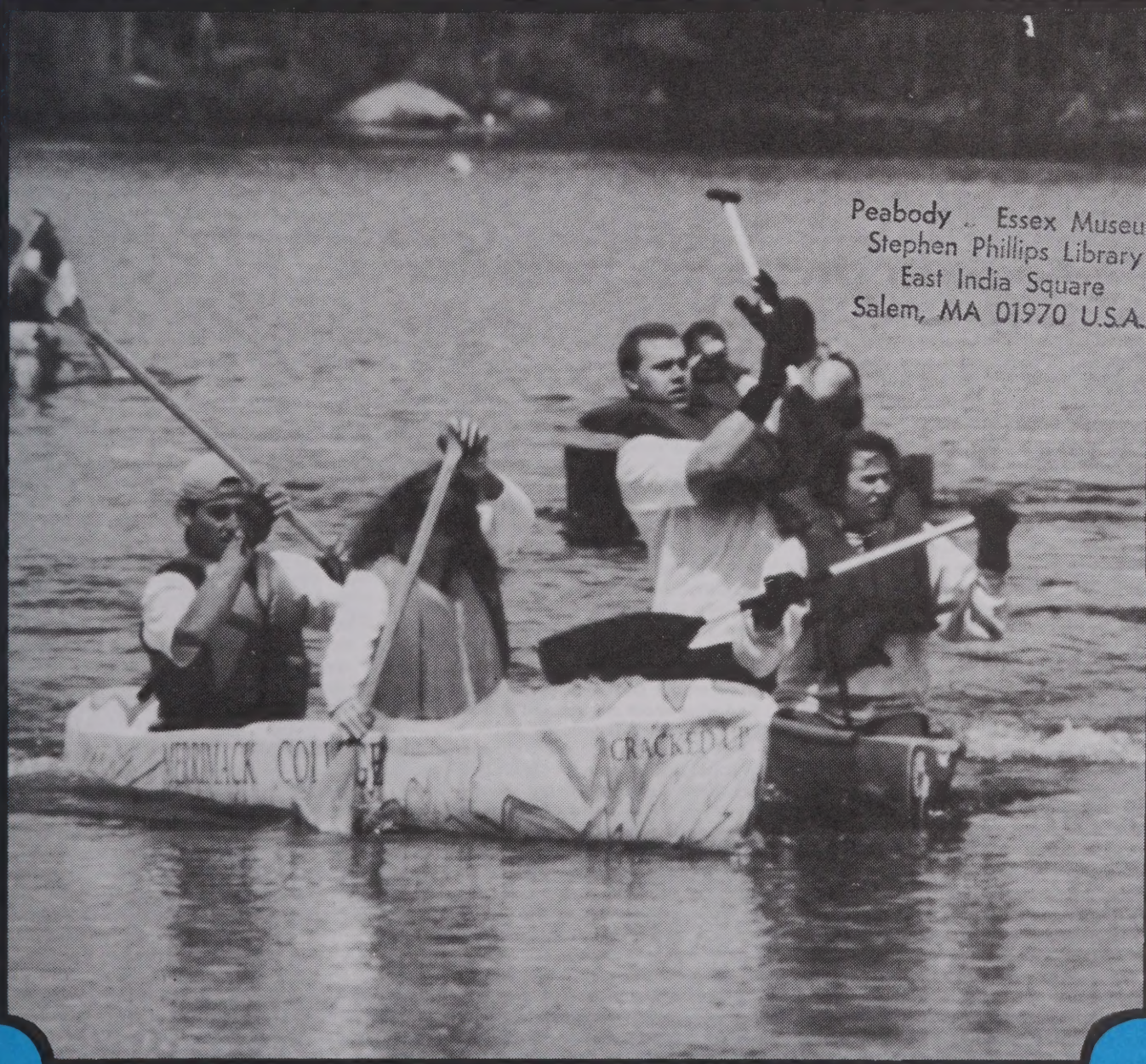
messing about in BOATS

Special features This Issue
How Many Ways Can You Canoe?

1015.305
M585

Volume 13 - Number 2

June 1, 1995



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

messing
about in

BOATS



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

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

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

Editor & Publisher is Bob Hicks

Volume 13 - Number 2
June 1, 1995

Our Next Issue...

Will first off finish off the canoe and paddling stuff that didn't fit into this issue, boy was there ever a lot! Dick Newick's "Water Wandering in the Low Countries", Mac McCarthy's "Waccamaw Trip", Dave Getchell Sr.'s "Canoe Power", Doug McNary's "Construction of the Wee Kidkanu", and reviews of the AMC's *Quiet Water Canoe Guide - Maine* and *Whitwater Handbook - Third Edition*.

With these caught up we'll turn back to a more mixed bag of articles. Jason Lewis will report on his "Pedal for the Planet" Atlantic crossing by pedal power; Ed Magowan will describe "The Finely Fitted Brick" and David Carnell will tell us about his "Featherwind, the \$200 Sailboat".

Enthusiasm for vintage model yachting will be explained by John Snow in "U.S. Vintage Model Yachting Days" and by George Sargent in "My Seaworthy Small Ships".

Glen L's Console Skiff design will be presented, along with owner/builder Bob Hawk's remarks, and the next Phil Bolger design should be in hand in time, I know not what it will be at press time.

And, Pete Johannsen's serial, "Pete & Raskur's Maiden Voyage" picks up again after having been set aside from this issue for lack of room.

On the Cover...

The racing was furious, if not always fast, as a dozen concrete canoes slugged it out in late April on a New Hampshire pond to determine which New England university's civil engineering students could come up with the winning concrete canoe design and construction (and effort too). We took some photos for this issue.

Commentary

One of my first outings this season, in mid-May, was in a canoe. Canoeing is something I seldom do, I've paddled canoes maybe a half dozen times in my life. I have not been attracted to canoeing on these outings because I got started paddling in 1983 in sea kayaks with double paddle and just didn't find the single paddle and high center of gravity seating of a canoe appealing to my personal whims.

My May outing also reminded me again of how dangerous a small craft the canoe is. No, not for anyone who has troubled to learn how to paddle a canoe. It's danger is posed to all those people who go canoeing with no understanding or awareness of the perils this boat can provide in the wrong sort of waters to the untrained paddler. The danger comes from the apparently innocuous nature of the canoe. People seem to think they can just jump in and paddle off, the canoe is so much a part of outdoor America. Like a bicycle.

Danger you ask? Well, in the late 1980's Massachusetts decided to require all canoe and kayak paddlers to WEAR PFD's in the off season, October to May. All other small boaters need only CARRY PFD's along. Why? Figures for 1987 boating fatalities that the state used as justification for this discriminatory ruling totted up 6 of 14 fatalities from canoeing accidents. The classic case was the guy who rented a canoe from a livery, paddled blithely out onto the lake with his companion. His hat blew off, he reached out for it and capsized the canoe. He could not swim. The PFD's were in the bottom of the canoe. He drowned 100 yards from shore.

The circumstances of my trip reminded me of this assumption that anyone can canoe regardless of prior practice or instruction. I had volunteered to help on a weekend outing run by an organization that takes developmentally disabled people on outdoor adventures under carefully controlled conditions. The trip included hiking and a canoe outing. They had already run in the past several canoe outings on protected flat water rivers in summer. This outing was to include a lake crossing to a river, a paddle up the river, and then back again. It was mid-May. The water temperature was 55 degrees.

At the pre-trip meeting I inquired if they required that the clients be able to swim? "We all wear life vests," was the rejoinder. Well, okay, so anyone who capsized would float, but panic could ensue. And what about rescue from the cold water. On a possibly windswept lake?

My paranoia quickly developed, for as one of those who would be responsible for the well being of the clients, I well knew my own lack of canoeing skills, and their initial lack of concern over cold water hypothermia, and the unawareness of how different a lake crossing is from a quiet river paddle, scared me. I didn't want to do this, and managed to get my concerns across. Their attitude initially that this would be just another fun paddle for the folks was based on that conception I mention held by the non-paddling public, paddling off in a canoe is just like riding off on a bicycle, anyone can paddle one.

My concerns not only were over the worst case scenario but to a lesser degree

over just controlling the canoes on the lake crossing should it breeze up. Two people in a canoe, neither of whom know anything more than a basic forward stroke, can get along in the absence of wind. When a breeze builds up, controlling direction gets more difficult, and if a chop develops, it gets even more difficult. Team up a person like myself with little skill at canoe paddling with a developmentally disabled person full of enthusiasm for paddling but lacking not only experience and skills but also normal physical coordination, and we have some serious potential control problems.

I inquired into what rescue contingency plans the organizers of the outing in which our group would take part had. They had the following printed up on the map of the trip:

"Canoe Safety Tips:

1. Please wear your PFD's (personal flotation devices) or "life jackets" at all times.

2. Seat passengers and small children in the center of the canoe. Keep your center of gravity low.

3. If conditions are windy, the lake may be choppy. Stick close together as a canoe group while crossing the open water. Use the islands as windbreaks as necessary.

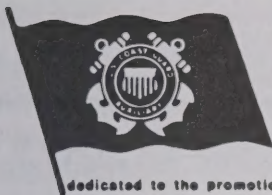
4. If you encounter any problems or tip, call to the nearest canoe and/or wave a paddle in the air above your head. Other canoeists will assist you."

Well, I still saw vast gulfs of trouble hidden in this, given my knowledge of our collective lack of experience and our clients' special natures. How would "other canoeists" assist a capsized canoe? In 15 minutes in 55 degree water hypothermia sets in with loss of use of the hands. How do we rescue someone from other canoes? Did anyone know? None of us did. My paranoia gradually focussed onto the one really serious prospect for trouble, the lake crossing should it be windy.

A study of the map of the planned trip showed that we could put in and take out at the river mouth and just do the river trip if it was too windy, so on this basis I relaxed some. With the shore "right there", rescue from any clumsiness could be achieved with minimum time in the water.

The day turned out delightful. No breeze at the 10am start, a light wind on our return about 2pm, everyone had a grand time. As we paddled up to the take out I speculated on why I had been so concerned about possible troubles. Was I being overly paranoid? Should I have just enjoyed the "ignorance is bliss" outlook I had run into beforehand?

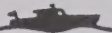
No, I realized I am unable to not respect the water, it is not our natural element and our activities on it should require us to develop some basic skills in protected conditions before venturing forth in blissful unawareness. Unlike the kayak, which everyone regards as a dangerous boat that will tip over and trap you within it, the canoe is far more menacing for the unwary for it seems to be so carefree a craft into which one simply jumps and paddles off across the sparkling waters. A dangerous conception.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw



One Brand New Boater

The prime purpose of the Coast Guard Auxiliary is to make boating safer. In furthering that aim we are sometimes involved in unusual situations. Not so long ago a total stranger telephoned me knowing I was an Auxiliarist. "I just bought a boat", he said. "Would you go with me for a check ride?" With the understanding that I was acting as a private citizen, since the Auxiliary cannot give on-water training for obvious insurance reasons, I agreed. It was an interesting afternoon.

We began with the boat, an almost new 21' I/O with a 200hp engine. It was a very common "production" style and it looked fast even when tied to the dock. It was also a design that did not permit the operator to sit at the helm and see over the bow when she was on a plane.

We did a safety check and found some common deficiencies: Flares out of date, stern light "wand" corroded and inoperable, fire extinguisher buried under gear in the cuddy cabin instead of being mounted (as the law requires), all matters that could be easily remedied before we got underway.

The anchor gear, a small mushroom and about thirty feet of ski tow line, might, just might, have been adequate for a calm lake but was useless for our tidal waters, so we talked about other kinds of anchors and about a piece of chain between anchor and rode and about nylon rode and scope. I brought an anchor and rode from my own boat before we went out and a Type IV PFD (throwable cushion) which he lacked.

The boat fired up at the first turn of the key and we headed up the Intercoastal Waterway at an estimated 25 knots. As we approached a daymark I said, quietly, "Come to starboard." We continued on. I said, loudly this time, "Turn to your right NOW." The owner held his course. He was astonished when I reached over and cut the engine.

"What did you do that for?" he asked indignantly.

"Because," I replied, "you were heading on the wrong side of the marker where the chart shows about six inches of water. Had I not acted you would probably have lost your lower unit at the very least and been aground for the next four hours till the tide flooded." Of course, this new boater knew absolutely nothing about using aids to navigation, nor for that matter, about tides.

This was an intelligent man. He was successful in his business and could well afford the very considerable investment in this, his very first, boat. I am disturbed by the truth that anyone with a good credit rating can buy a very fast vessel and run it at high speeds on crowded waterways without any kind of training in seamanship, aids to navigation or rules of the road.

We had an interesting two hours that afternoon, a sort of one-on-one basic boating class. Before we returned to the dock (will you take her in for me please?) he had agreed to take the Auxiliary "Boating Skills and Seamanship" course. (The U. S. Power Squadron also offers good instruction.)

"Why did you ask me out today?" I inquired.

"My wife made me," he replied sheepishly.

"Smart lady", I thought. When I hear the argument that one should be licensed to operate a vessel or at least be required to pass an approved boating course I think of my acquaintance and his fast I/O. He is a better boater now and will probably develop into a very good one but I think all boaters are fortunate that his wife talked him into taking somebody along for a check ride before he was turned loose on the waterways.



Largest Selection of Canoes in New England
Nearly 500 on display

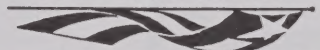
OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S

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

FLYING COLORS LTD.

THE FLAG SHOP ON THAMES ST.



FLAGS • BANNERS • WINDSOCKS

FOR YOUR BOAT - BUSINESS - HOME
OPEN MON-SAT 10-5 (401) 846-0418
468 THAMES ST., NEWPORT, RI 02840

There is nothing— absolutely nothing—
half so much worth doing



as simply messing about in boats.

Shirts featuring original
drawing and quotation from
The Wind in the Willows.

Heavyweight 100% cotton

Natural color T-shirts

Short sleeve T \$15.50

Long sleeve T-shirt \$21.00

50/50 Gray Sweatshirt \$25.50

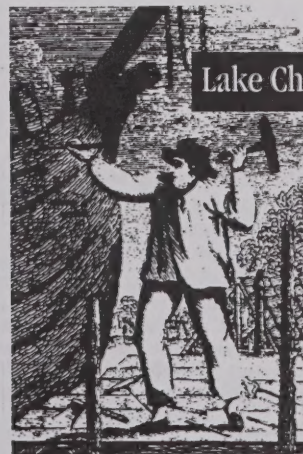
Sizes M,L,XL - Shipping \$3.50

The Design Works

Dept MA, P O Box 880
Silver Spring, MD 20918



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



Lake Champlain Maritime Museum

Boatbuilding
Seamanship
Nautical Skills

Providing hands-on instruction for the novice
and experienced alike.

Call for our FREE course catalog

(802) 475-2022

at Basin Harbor, RR#3, Box 4092,
Vergennes, VT 05491

Keeping Maritime Traditions Alive

ANTIQUE & CLASSIC BOATING

Special Events

6/16-18. 8th Annual Antique & Classic Boat Festival, Chesapeake Bay Chapter ACBS, St. Michaels, MD, (302) 645-8686.

7/15-16. 13th Annual Boston Antique & Classic Boat Festival, Lowell's Boat Shop, Charlestown, MA, (617) 666-8530.

7/22-23. Antique & Classic Boat Rendezvous, Mystic Seaport Museum, Mystic, CT, (203) 572-5315.
7/28-30. 17th Annual Antique & Classic Boat Show, Finger Lakes Chapter ACBS, Skaneateles, NY, (315) 834-6303 eves.

7/29. 22nd Annual Northeast Antique & Classic Boat Show, N.E. Chapter ACBS, Weirs Beach, NH, (603) 279-4654.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

BOATBUILDING

Organizations Offering Ongoing Activities

(Call or write for course schedules):

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

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

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

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

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

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

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

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

Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.

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

BOAT SHOWS

7/8-9. 7th Annual Small Boat Show, Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

7/14-16. Wooden Boat Show, Southwest Harbor, ME. (207) 359-4651.

7/15-16. 13th Annual Boston Antique & Classic Boat Festival, Charlestown Navy Yard, MA, (617) 666-8530, (617) 489-1137.

7/27-30. Kotka II International Wooden Boat Show, SF-49200 Heinlahti, Finland, 358-52-201 200.

7/27-30. Luders Reunion, Stamford, CT, Stamford Historical Society. (203) 329-1183.

CANOEING

Special Events:

6/9-11. Maine Canoe Symposium, Camp Winona, Bridgeton, ME. (207) 647-3721.

6/11. 20 Mile Marathon, R.I. Canoe Association, Pawcatuck, RI, (401) 539-2565.

7/11-8/10. Finlandia Clean Water Challenge, Chicago to New York, (212) 362-2176.

7/20-24. Wooden Canoe Heritage Association Annual Assembly, Paul Smiths, NY, (201) 503-9492.

Organizations Offering Ongoing Activities

(Call or write for event schedules):

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

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

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

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

Instruction:

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

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

Happenings '95

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

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

CONTEMPORARY YACHTING

Special Events:

6/3-4. Nantucket Gold Regatta, Sail Newport, Newport, RI, (401) 846-1600.

6/17. Annapolis to Newport Race, Annapolis Y.C., (410) 262-9279.

6/23-24. NYYC Annual Regatta, New York Yacht Club, (401) 846-1000.

6/26-30. Block Island Race Week, Storm Trysail Club, Block Island, RI, (914) 834-8857.

7/7-9. Shake-A-Leg Wall St. Challenge Cup, Shake-A-Leg, Newport, RI, (401) 849-8898.

7/14-16. Michelob Newport Regatta, Sail Newport, Newport, RI, (401) 846-1983.

7/21-23. ASTA Tall Ships Race, American Sail Training Assoc., Newport, RI, (401) 846-1775.

7/28-8/5. NYYC Annual Cruise, New York Yacht Club, Newport, RI, (401) 846-1000.

Organizations Offering Ongoing Activities

(Call or write for event schedules):

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

MARITIME EDUCATION

Organizations Offering Ongoing Activities

(Call or write for curriculum information):

Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

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

MARITIME MUSEUMS

Special Events:

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

Maritime Museums Offering Ongoing Exhibits & Programs (Call or write for activities schedules):

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

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

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.

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

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

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

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

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

Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.

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

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

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

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

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

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

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

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

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

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

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

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

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.

MODEL BOATING

Special Events:

6/17- 10/28. Scale Ship Model Competition & Exhibition, Mariners Museum, Newport News, VA. (804) 596-2222.

6/24-25. U.S. Vintage Model Yachting Days, U.S. Vintage Model Yacht Group, Marblehead, MA, (603) 224-4586.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

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

ONE DESIGN SAILING

Special Events

6/3-4. Melonseed Buzzards Bay Regatta, Pocasset, MA, Crawford Boatworks, (617) 837-3666.

6/17-18. Melonseed Summer Solstice Regatta, Duxbury, MA, Crawford Boatworks, (617) 837-3666.

7/29. 5th Annual Rendezvous & Regatta, Bridges Point 24 Assoc., Brooklin, ME, (919) 929-1946.

Organizations Offering Ongoing Activities

(Call or write for event schedules):

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.

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

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

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

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

ROWING

Special Events:

6/10. Moosehead Lake Rowing Regatta, Greenville Junction, ME. (207) 695-2680.

7/1. 11th Annual Somes Sound Rowing Classic, Maine Rowing Assoc. Southwest Harbor, ME, (207) 244-5411.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

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

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

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

SAFETY EDUCATION

Organizations Offering Ongoing Courses

(Call or write for course schedules):

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

SEA KAYAKING INFORMATION

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

SMALL BOAT MESSABOUTS

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

TRADITIONAL SMALL CRAFT

Special Events:

6/3-4. 26th Annual Small Craft Workshop, Mystic Seaport Museum, Mystic, CT, (203) 572-0711 XT5028.

6/17. No Octane Regatta, Adirondack Museum, Blue Mountain Lake, NY. (518) 352-7311.

6/17-18. Small Boatbuilders' Get-together, Hudson River Revival, Valhalla, NY. (914) 462-3113 aft 7:30pm.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

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

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

Delaware Valley TSCA, c/o CTI Media Newspapers Inc., P.O. Box 332, Pitman, NJ 08071-0332.

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

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

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

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

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

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

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

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

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

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

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

TRADITIONAL YACHTING

Special Events

7/8-9. Friendship Sloop Regatta, Friendship Sloop Society, New London, CT, (203) 442-7376.

7/22-23. Friendship Sloop Rendezvous, Friendship Sloop Society, Southwest Harbor, ME, (207) 244-4313.

7/25-27. Friendship Sloop Days Annual Homecoming, Friendship Sloop Society, Rockland, ME, (617) 272-9658.

7/29. Friendship Day, Friendship Sloop Society, Friendship, ME, (617) 272-9658.

Organizations Offering Ongoing Activities (Call or write for activities schedules):

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.

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

TUGBOATING

Special Events

6/3. Tugboat Day, Hudson River Maritime Museum, Rondout Landing, NY, (914) 338-0071.

Organizations Offering Ongoing Activities

(Call or write for activities information):

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

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

WATER TRAILS

Organizations Offering Ongoing Activities

(Call or write for activities information):

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

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

WOODEN BOATS

Special events:

6/3-4. 12th Annual Classic Mariners Regatta, Wooden Boat Foundation, Port Townsend, WA, (206) 385-3628.

6/24-25. 5th Annual Pacific Challenge, Wooden Boat Foundation, Anacortes, WA, (206) 385-3628.

7/8-14. Maritime Challenge, Wooden Boat Foundation, Anacortes, WA, (206) 385-3628.

7/15-19. Summer Youth Sea Symposium, Wooden Boat Foundation, Anacortes, WA, (206) 385-3628.

7/16. Wooden Boat Festival, Toms River Seaport Society, Toms River, NJ, (609) 845-0717.

7/29-30. Poulsbo Boat Rendezvous, Poulsbo, WA, (360) 373-6154.

Organizations Offering Ongoing Activities

(Call or write for activities information):

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

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, #2 Point Hudson, Port Townsend, WA 98368, (206) 385-3628.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

I'd like to be able to publish all the details of your many interesting activities, but this is simply not possible given the space constraints of the magazine and the ever-growing number of activities desiring to be publicized.

If you wish more space to announce your activities than we can provide in this free bare bones listing, consider paid advertising. It's inexpensive and you get all the space you're willing to buy. A page of added paid advertising for us will pay for itself and three more pages added to the magazine's size.

Mt. Dora '95

Video: Extraordinary boats seen on land, water and under power. Scenic boat rides & interviews. 3 hours long!

\$40 incl S&H

Howard Percival Johnson, Jr.
15200 Mt. Calvert Road
Upper Marlboro, MD 20772-9619

1995 Drascombe Sailors' Annual Rendezvous & Regatta

August 17-20

Luggers, Longboats, Scaffies, Dabbers, Etc.

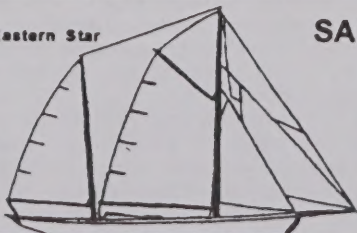
Congenial, open group of rag sailors of all ages. Camp-sites in lovely Rhode Island, sleep aboard or at nearby B & B's. Easy launching for sailing breezy Narragansett Bay.

Call:

Edmund Taylor (508) 345-5391
Frank Woodruff (302) 834-3142

Art Lowenthal (716) 381-4104
Paul Rosensweig (516) 626-3299

Eastern Star



SAILING NOVA SCOTIA'S COAST

Come explore our rugged coast from aboard Eastern Star, a 48' wooden sailing ketch. We provide rustic Private charters and serve as support ship for ocean kayaking adventures along the South Shore of Nova Scotia; May - June, September - October '95. Accommodating 4 - 6 people per trip. Sail along the coast, drop anchor, and explore coves, inlets, and coves along

Nova Scotia's unique coast. An experience you won't want to miss! The Eastern Star is Coast Guard Inspected & Certified, Licensed Captain and experienced crew.

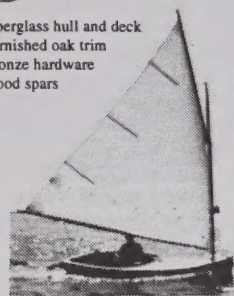
Star Charters Ltd. RR # 1 LaHave, Nova Scotia, Canada B0R 1C0
Ph: (902) 688-2351 Fax: (902) 688-2740



COMPASS CLASSIC YACHTS INC.

Box 143 • South Orleans • MA 02662
(508) 255-5187 • (508) 240-1032

Fiberglass hull and deck
Varnished oak trim
Bronze hardware
Wood spars



LOA 12' 4"
Beam 6' 2"
S.A. 100 sq ft
Displ. 440 lbs

Classic
Cape Cod
Catboat

RAINBOW

Now in fiberglass

Ready to sail or complete it yourself component kits

Antique Race Boat Regatta '94

Video: A participant's view, 1 hr 30 mins. Dazzling vintage boats on display and roaring by under full power.

\$30 incl. S&H

Howard Percival Johnson, Jr.
15200 Mt. Calvert Road
Upper Marlboro, MD 20772-9619

*Bring a
boat, or
just come
to view

**MICHIGAN
MARITIME
MUSEUM**



14th

Heritage Boat Gathering

Sunday, June 18, 1995

Michigan Maritime Museum

P. O. Box 534

South Haven, Michigan 49090

*Call for information: 616-637-8078

Thanks for the Tugboat Issue

First, since today is about as mid-May as you can get it must be the start of your thirteenth year for which we offer our congratulations. *Messing About in Boats* is a fine and useful journal and we hope it continues forever.

Thanks for the "tugboat" issue (May 1st) and especially the centerspread showing the launching of the *King Philip*. Of all the people who attended the event Roland Evans, as you might expect, got the best photos. The launching went so fast that many only got a shot of the splash after the boat was in the water but Roland got the whole sequence.

Invariably Roland Evans does an exceptional job in everything he tackles. Someday we should devote a feature issue to his accomplishments, although it would take a number of months to get everything covered. Roland has designed and built both wooden and aluminum boats (which have been pictured in past issues of *Messing About in Boats*), several steam engines and boilers with complete, well engineered installations including auxiliaries, piping, shafting and propellers.

His open steam launch *Lisa Ann* (Oct 15, '85) is the best built and finished wooden steamer I have ever seen and his 35' aluminum steamer (all his own welding, July 1, '86) meets the finest yacht construction and interior finish with accommodations for extended travel. Few, if any, current or even past steamers could provide continuous steaming and cruising in the comfort available in the *Tryall* (Jan 1, '92).

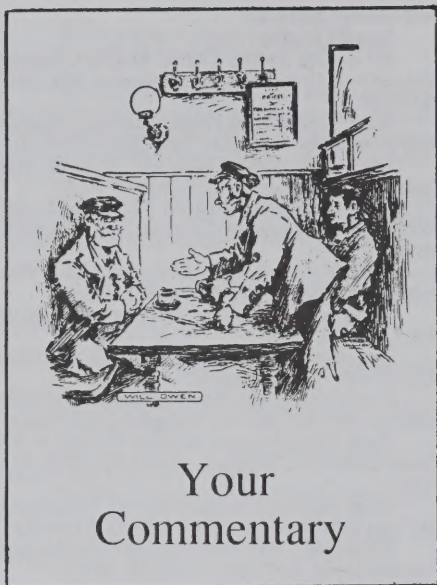
To get back to the tugs, statistics on the *King Philip* are: 96' LOA, 33.5' Beam, 18' Draft. Displacement will be approximately 500 long tons full load and power will be twin screw with 1200hp per shaft. The vessel is being built by SeaBoats for their own account.

The *King Philip* is the fifth large tug built in Fall River since 1980. Three 106' 4000shp boats of my design and one 115'x 2400shp boat (C.R. Horton design) were built at Globe Wharf by Sanchez Marine Shipbuilding and another 106' 4200shp boat is currently under construction by Bay Engineering. The *King Philip* was the only side launching, all the others have been lifted in with a 500 ton capacity floating crane that came up from New York.

It's interesting to read Gideonse's recollections; I did about the same in Philadelphia but went on to do relief work on the tugs summers and holidays during high school and college. The union scale helped a lot with tuition expenses and it was especially fun because it was at the end of steam so I learned how to shovel coal and oil compound engines, among other things. I ended up working on about all the tugs in Philadelphia except the railroad tugs (different union) and the *John Wannamaker*, that was a political job and the boat never went out anyway.

These Fall River tugs constructed in three separate yards disproves the statement in Hugh Ware's column (Aug 1, '91) that, "a boat built at Washburn & Doubtey may be the first shiphandling tug built on the east coast in years." Perhaps an indication of a low profile on our part.

Jonathan Leiby, Woods Hole, MA.



Your Commentary

More on Long Tailed Boats

In response to Joseph W. Mott's request in the April 15th issue for information about long-shaft drive of small boats using air-cooled engines I can offer the following:

A brochure describing a line of kits that bolt directly onto small air cooled horizontal-shaft lawnmower engines is available by mail from Dragon Tail Boat Motors, Terranova Trading Co., 11211 Phinney Ave. North, Seattle, WA 98133. I have used such a kit, and it can provide impressive and inexpensive propulsion to a small boat, with some limitations.

The kit consists of an adapter that bolts directly over the horizontal shaft of a motor ranging from three to six horsepower. An easily removable long outer shaft slips into the adapter, and an inner shaft drives the supplied propeller. An optional propeller guard, pivoting motor mounting bracket, motor-pivoting tiller handle and remote throttle are also provided. The company can also supply the motor as well. There is no clutch and no reverse. Assembly is easy, but maintenance documentation is skimpy. The propeller can be raised partially or completely out of the water at any time, so propulsion can be provided in extremely shallow water.

Turning the boat requires swinging the long tail, which is tipped with a whirling prop, so care must be taken when maneuvering in close quarters. I find it beneficial to keep a paddle in the boat. The combination lawnmower engine and tail provide more thrust than one would expect from an outboard engine with the same horsepower rating. Therefore, I would recommend using an engine smaller than the maximum horsepower marked on the boat ID plate.

I used a five horsepower engine on my ten foot aluminum jon boat, and while the resulting top speed was exhilarating, the flexing and pounding loosened many of the rivets in the cheap little boat. I would also recommend using the lighter and cheaper all-aluminum engines rather than those with cast iron blocks or cast iron sleeves. The engine does not seem to labor at all when pushing a small boat, so low weight and cost are probably more

important in this application than engine longevity.

The standard fuel tanks on these small engines limit cruising range, so an auxiliary gas can may need to be taken in the boat. Refilling a hot engine, even when it is not running, can be hazardous, though. Some thought must be given to the direction of the engine exhaust. The above-water exhaust, while muffled, will be near the operator's head and will be quite loud. I attached and braced a curved piece of auto exhaust pipe over my engine's exhaust exit to help direct the noise behind the boat.

The motor mount is intended to attach to the transom, and it puts the weight of the motor forward of the transom. This arrangement may make the rearmost seat in the boat inconvenient to use. The large engine I selected was so heavy for my light boat that I moved the motor weight forward by making a wooden adapter that allowed me to attach the motor mount to the rearmost seat. The adapter was sized so that it allowed the tail to clear the top of the transom to reach the water.

My boat also planed better when I moved my own weight forward to a middle seat, which required me to extend the length of the tiller handle and throttle cable for the motor. These adaptations would not be needed when a lightweight version of the correct horsepower motor is selected for the boat.

Sam Overman, Dahlgren, VA.

Outboard Substitute

Re: Ken Currie's letter in the May 1st issue:

Outboard Substitute Recommended Specifications: Material: Fraxinus / Oleaceae - Ash (generally). Size: Approx. 7' to 30' x 2.5" to 3" dia. (proportionate to vessel beam). Reliability: In-stant starting, solid-state, nearly 100%. Fuel: Aqueous solution of malt, barley & hops widely available in 12oz returnable containers in a variety of brands and advertised on TV. Solid fuel (such as salami) may be substituted. Maintenance: Zip. Range: Several thousand miles (requires more than one can of fuel).

Recyclable, fully nonpolluting. Floats. In emergency, may be used as fender, boat hook, weapon, replacement spar or firewood.

Proven in international use for many thousands of years on all bodies of water, for vessels of every size, in commerce, recreation and sport, by small girls through senior citizens.

Irwin Schuster, Lynnfield, MA.

More on Little Cruiser

I stopped by for a visit with David and Mindy Bolduc and *Little Cruiser* (June 15, '93 cover story). They are a very nice young couple who do maximum cruising on minimum boat. *Little Cruiser* is a well thought out 15' boat and has been well equipped by David.

I hope they give you more articles. Details on the boat and equipment and the crossings they've made in it from Florida to the Bahamas should be of great interest to small sailboat people.

Charlie Matthews, Gainseville, FL.

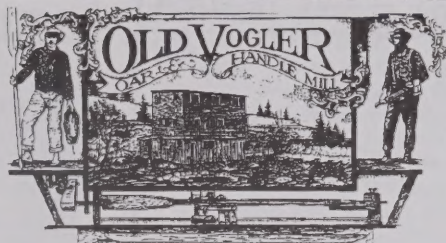
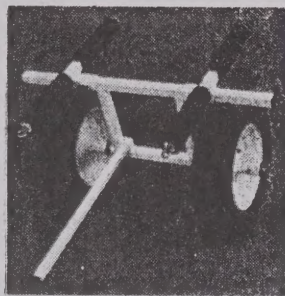
All Terrain Boat Dolly

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

MC/Visa
\$114.95
Plus P&H

Call for
Info **1-800-466-3131**

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

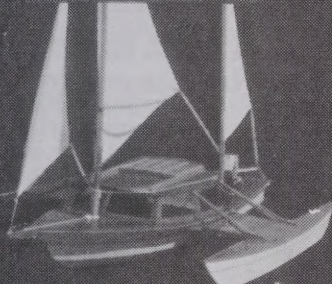


Solid Spruce - Ash Oars from 5' to 16'
Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"
FREE WATER POWER PRODUCTS BROCHURE
RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
PH: (902) 688-2351

SHELL BOATS

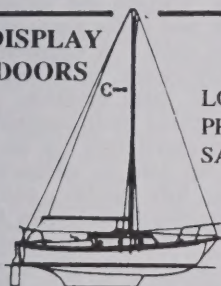
Rt. 2 Box 289c St. Albans, VT 05478

CLIPPER 15



Catalog of 13 economical kits \$5

**ON DISPLAY
INDOORS**



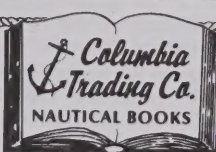
**LOTS OF
PRE-OWNED
SAILBOATS**

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



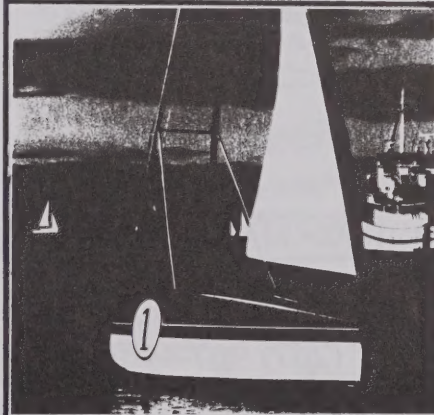
ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION

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



Send for our NEW
**IN-PRINT NAUTICAL
BOOK & VIDEO
DISCOUNT CATALOG**
Over 1400 Titles \$1.00
OUT-OF-PRINT CATALOG - Free
MAJOR CREDIT CARDS ACCEPTED
504 Main St. W. Barnstable, MA 02668
(508) 362-8966 FAX (508) 362-3551

SO-DU-IT!



**NOW WITH RETRACTABLE
KEEL - EASY TO TRAILER!**

You asked for it so we did it. SDI is just 14 ft. but sleeps two. Easy cold molded system. Two now launched, more abuilding.

See stories in *Messing About in Boats* Volume 9 - Number 18; Volume 11 - Number 3, and Volume 12 - Number 18.

Study plans, photos, etc. \$2 (no checks please). Plans \$40, patterns \$10. Video of building and sailing.

JIM BETTS

P.O. Box 1309
Point Pleasant Beach, NJ 08742

Sandpiper. 15 Feet of Pure Fun.



Roomy, stable, dependable.
A solid build. Small enough
to trailer, but big enough for
the whole family.

Since 1962 over 1,200
Marshall owners have
discovered something old
about sailing. For more
details, give us a hail.

**MARSHALL
CATBOATS.**

**FOR
MORE INFO
ABOUT OUR**

☐ 15' ☐ 18'
☐ 22'

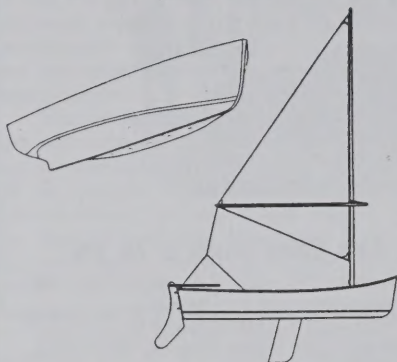
Name _____
Address _____
City _____
State _____ Zip _____

MARSHALL CATBOATS
Box P-266, Dept. #49
So. Dartmouth, MA 02748 (508) 994-0414

**NOW AVAILABLE
WITH FOLDING MAST.**



KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull

Traditional Looking Yacht Tender

Specifically Designed for Ease of
Rowing & Minimum Drag When
Towing

Two Rowing Stations

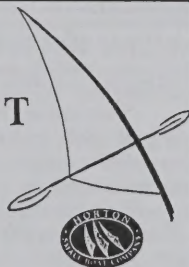
Row & Sail Models

BAY of MAINE BOATS

Gooch's Beach P.O. Box 631
Kennebunkport, ME 004046
(207) 967-4461

SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers' Sampan



HUGH HORTON SMALL BOATS
29474 Old North River Road
Mt Clemens MI 48045
810 468-6456

**KAYAKS SAILBOATS
CANOES PRAMS
CATAMARANS
SKIFFS**

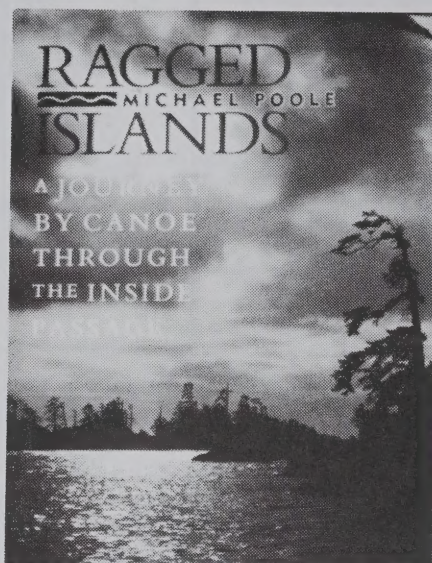
**CAPE ANN
SMALL CRAFT
WE'VE MOVED !!**

TO 7 POND ROAD, GLOUCESTER, MA

281-6530

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

BOOK REVIEW



Ragged Islands, A Journey by Canoe Through the Inside Passage

By Michael Poole
Douglas & McIntyre, Vancouver.
248 pp. \$26.95CAN (Paperback
\$18.95CAN). American buyers can order
copies through a Toronto bookstore,
phone (416) 921-0389.

Reviewed by Sharon Brown

"Imagine Vancouver Island as a fat 250 mile long cigar lying parallel to the British Columbia mainland. The southern half and a bit at the north end are separated from the mainland by the open waters of Georgia and Queen Charlotte straits. In between, a bump on the cigar presses towards the mainland, pinching the waterways. Now, fill this constriction with several thousand islands, large and small; carve up the land with six long inlets and a maze of arms, sounds, channels, passages and lagoons; dump in four sizeable rivers and countless lesser streams, and you have the most confused and confusing stretch of coast on the entire North Pacific. This was the country I would travel for the next two months."

The denticulate coastline of Canada's western most province, British Columbia, is 16,500 miles long. Vessels heading north from Seattle to Alaska can cover the 600 mile straight line distance on the outside in the open Pacific or take the relatively protected less direct route winding through the islands on the inside. This book chronicles a three month summer canoe trip which filmmaker Michael Poole made in 1987 through that part of the inside passage stretching south from Seymour Inlet near the northern end of Vancouver Island.

Poole set out to explore the areas he visited in 1951 while on a camping trip with his father, and other locations he'd glimpsed while making documentaries along the coast. In the ebb and flow of settlement these remote areas that had been home to many pioneers in the early 1900's

prior to a general population shift to cities became the focus of a back to the land movement in the '60's and '70's. Poole viewed this resettlement with envy. "People from all over North America were doing what I, who was raised here with my feet in the water, was too bound up with career and security to do. So this trip was to be a surrogate of sorts for the move I never made."

No mainland roads reach the coast in this section of the inland passage. It is primarily a forested shoreline ranging from rugged, smashed open coast to mountain rimmed fjord inlets and coastal lowlands. The setting is dramatic and the weather unsettled, even in the summer, when mariners can expect fog, wind, sunshine or rain, and abrupt changes in sea conditions.

At least 55 reference and secondary current stations pertain directly to Poole's route and despite this the tide tables are not always accurate given local anomalies in wind, ocean currents, water temperature and salinity. And as Poole points out, charts are "not for people who have to go ashore to lie down every night. They don't differentiate between beaches of sand, rock or mud, and they care even less whether the ground above is overgrown or clear."

A glossy magazine published by the Tourism Association of Vancouver Island proclaims the world class coastal waterways ideal for exploration by kayak or canoe. It extols the opportunities for kayaking and adds the following caveat for canoeists: "Canoeing is a popular sport all along British Columbia's protected waterways, but it's one that must be approached with caution. Canoes are vulnerable in rough waters, and ocean canoeists usually stay close to shore." It counsels participants to study charts, tides and currents and ultimately "plan carefully with the help of experienced local outfitters."

Poole prepared well for his voyage, researching the area in advance, poring over charts, tide tables, aerial photographs, haunting libraries for historical information of First Nations and pioneer settlements, and consulting experienced coastal mariners for local knowledge about potential camping sites, inhabitants and marine conditions.

He opted for a canoe and in supporting his choice of craft he acknowledged: "A kayak would be faster and more seaworthy. It would also be cramped as a coffin and carry so little I'd be forced to live like a chipmunk on nuts and raisins for three months." He built a reinforced fiberglass hull taken from a mould off a 1912 Peterborough canoe. It measured 17'4" x 34" and weighed 95lbs.

He fitted the hull with flotation tanks used for storage, a canvas spray cover and a 1.5hp Seagull outboard, his "Idyll Smasher." With the Seagull he could make 5kts. and with a tiller to steer, he could add a knot by paddle, an important consideration when trying to maneuver through tidal streams. The detailed list of his gear and provisions includes staples of rice, bannock, oatmeal and tea, with protein back ups of tinned tuna and salmon.

He began his solo journey at Seymour Inlet on the shores of Queen Charlotte Sound when a fish packer nipped into Vigilance Cove out of the weather in a

westerly gale to drop him, his canoe and 450lbs. of gear and provisions. Four times a day all the water in Seymour Inlet which has a 700 mile shoreline passes through an opening of 300 yards, the Nakwakto Rapids, where currents reach 16kts and the duration of slack is 6 minutes. He navigated these rapids successfully.

Inside he met Charlie Chilson, the first coastal character of his journey. Chilson, a small time or gyppo logger who returned to the bush after putting his sons through school in Vancouver, was typical of an era in the 1950's when thousands of loggers lived on floats along the coast and trees were cut from steep slopes, skidded into the water and boomed up for tug trips to sawmills.

Here too he investigated an abandoned Kwakiutl village, one of the aboriginal settlements on the coast dating back 2,000 to 9,000 years. This settlement of about one thousand people in cedar houses by salmon streams now reclaimed by thick brush and berries, suffered the ravages of Haida and Tsimshian raiding parties only to succumb to smallpox in 1862-63 and finally, in 1868, the repeating rifle of white traders.

Under their direction the sea otter was hunted to extinction, which led ultimately to the demise of the thick band of kelp which grew parallel to the shore for hundreds of miles just off the intertidal. This band of kelp, which damps the ocean waves and breakers providing a safe lane for Indian canoe travel, was grazed barren by sea urchins no longer kept in check by their natural enemy when the otter was exterminated. And this is just the start of Poole's journey, the first 30 pages.

Excellent maps detail Poole's coastal traverse but there are no photographs. He creates word pictures which draw the reader into the canoe. He interweaves specific information about the route and the people he met with the natural and sociological history of the region. There is practical advice on boathandling and camping, and he expresses a deep felt respect for the spirit and toughness of the men and women who live in isolation along the coast, along with a passionate apprecia-

tion for the natural splendor of the area, and a matter of fact accounting of some of the Western world's most deplorable wildlife management concepts and forestry practices and contemptible treatment of First Nations peoples.

As a teenager, Poole's first solo canoe trip ended in panic as he was unable to cope with the solitude. He began this trip with a foreboding of drowning and ended it confident but wary, taking green water over the gunwale in stride, and although he traveled solo, he concluded that the voyage would have been enhanced by sharing.

The inside passage is no longer the coastline which supported the fishing economy of First Nations peoples when shellfish were prolific, oldgrowth coniferous forests marched undisturbed to the edge of the sea and every coastal stream held a unique population of spawning salmon and trout. Today massive clear cuts are visible in all but the most well planned photograph. Significant industrial logging occurs in every watershed on Vancouver Island, threatening what remains of the last wild stocks of anadromous fish and the last stands of virgin conifers.

Plastic filled farms of shellfish and Atlantic salmon block anchorages and pollute the intertidal. Once abundant abalone are in such reduced numbers they are unable to successfully breed and withstand commercial harvesting. Native peoples are "compensated" for shellfish beds contaminated by pulp mill effluent. Huge cruise ships light up the horizon regularly plying the inside passage looming past massive black topped RV parks perched in 20th Century convenience at the very edge of natural wonders such as Seymour Narrows where Ripple Rock once slowed marine traffic.

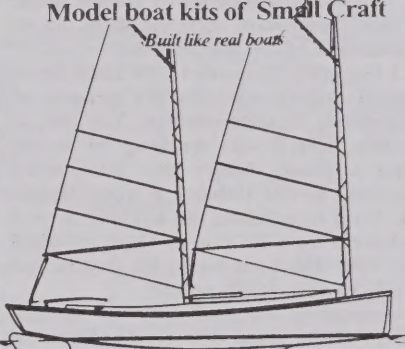
Developers are poised on every shore and 600 "home" gated retirement communities scar hillsides and international visitors are helicoptered to remote areas to experience the "wilderness" complete with the finest wines and linen service. Thirty-one thousand people are expected to move to Vancouver in 1995 and the junk of mankind is everywhere visible, but it is still possible to venture out along the

coast in a small boat by paddle, oar or sail and appreciate the unique grandeur and magnificence of the coast.

Readers who enjoy this book are apt to appreciate Michael Poole's film, *Island of Whales*, which he wrote and directed for the PBS Series, Nova. Filmed aboard the 68' schooner, *John Muir*, the 54 minute film is an account of research on the orca, gray and humpback whales around Vancouver Island. Order #10190131, NFB of Canada, Toronto (416) 973-9110 or NY (212) 586-5131.

Model boat kits of Small Craft

Built like real boats



Good Little Skiff \$25 Seabird Yawl \$55
New Haven Sharpie \$45 Egret Sharpie \$50
Sherline Miniature Lathes

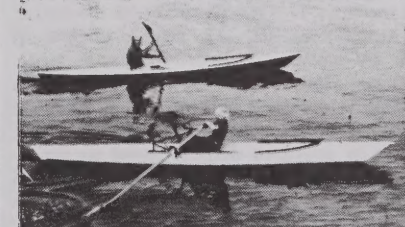
\$3 for shipping \$2 for catalog

Pleasant Cove Models

17 M Potter Rd Framingham MA 01701

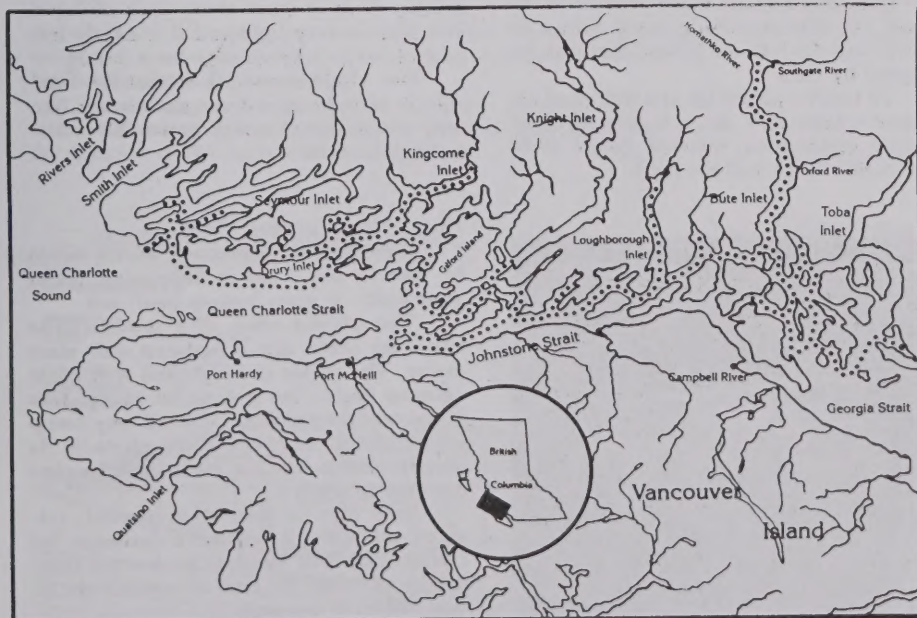
**Wing Systems
Touring Shell**

...The 1-Boat Fleet



A breakthrough in performance, versatility, safety and value, Wing's Touring Shell converts in minutes from single or double rowing shell into a single or double touring kayak. Easy enough for a child to handle, fast on smooth water, safe in open water. Cartop it anywhere. Touring Shell with one Piantadosi RoWing -\$2,035, Touring Shell as single kayak -\$1,675. Order directly for free shipping. Or call for more information and dealers.

Wing Systems P.O. Box 568, Dept. 2A3
Oyster Bay, NY 11771
For orders, (516) 922-2656 Collect



A Geodesic Airolite boat consists of simple, lightweight wooden framework braced with triangulated kevlar roving strands. This tough, basket-like frame is then covered with dacron. It is a first cousin to sailcloth, except that it is a heat shrink, superweight, airplane wing covering type of fabric.

This stuff is tough and will take quite a beating from rocks and snags; however it cuts fairly easily. This has proved to be no problem. Simply carry a small patching kit and repairs take about five minutes. There is little reason for repairs; instead of dragging your boat over barnacle-studded rocks, you simply pick it up (with one or two fingers) and carry it out of harm's way. There are a number of stories about how these boats have survived abuse due to the resilience of the framework.

I have to give credit to the EAA Sport Aviation organization for the genesis of the Geodesic Airolite concept. You see, in the early '80's, I was working on an ultra-lite airplane design that was based upon using kevlar to brace a wood framework. Prior to building the airplane, I tried the idea out on a 10' canoe, which weighed about 8lbs. The boat was a bit fragile, but it would carry a 180lb person.

Accepting an invitation to display my toys at the great Oskosh Air Show & Convention seemed like a good idea so I packed the fuselage and canoe on the roof of the Blazer to show them off. The great surprise was the amount of interest that people had in the canoe. I guess those airplane type folks could appreciate the lightweight concept, and canoes are popular in all walks of life.

As soon as I returned home I started refining ideas to simplify and beef up the structure and began drawing plans. Now something fascinating happened. Editorial type people took notice and decided that here was something that their readers ought to know about. The response was, to say the least, exciting, sometimes over 100 inquiries a day! Even better it was contagious from one periodical to another. To date the tally is over 75 different magazine and newspaper articles, plus a couple of cable TV stories.

The adrenaline input from all of that response kept me cranking out new ideas and designs. You will see that the boats are limited in size and displacement to something suitable for car-topping. No mini cruising types would be practical with the thin skin hull.

The construction technique is fun and educational, requiring a person to have ba-

Geodesic Designs for Paddling

By Platt Monfort

sic carpentry skills using ordinary hand tools and limited space. There are many advantages for the home builder. The materials are inexpensive, and there is no need for elaborate forms, lofting, spiling, planking, sanding and fairing epoxy, etc., associated with other boat building methods. As there are no messy operations involved, the semi completed project is portable, facilitating a number of boats being built in apartment living rooms.

Plans include full sized patterns, which are transferred to corrugated cardboard for the station molds (cheap lauan underlayment ply is sometimes used as an alternate). I have to take credit for a unique strong-back system that utilizes a lightweight box beam made with 1"x6" boards top and bottom with corrugated sides. A comprehensive instruction manual with vendor and material list is included with the plans.

A first time builder can complete the simpler designs in 3-4 weeks of spare time. You will be fascinated to learn new techniques (like heat shrinking). The steps are well described and easy to master. A number of highly successful school projects demonstrate that the level of difficulty is not too high. There is a growing list of people claiming that this system is a great way to learn the basics of boat building.

A 70 minute video is available that opens with a short sequence of the Classic 12 under sail. It explains the different steps unique to this process such as kevlar and heat shrink dacron application.

Partial kits are available to simplify procuring the special materials unique to this construction (they have no wood, get it locally).

Complete kits are made with all of the wood cut with matching scarf joints so that it will fit into an 8' box that can be shipped by UPS.

To build a partial kit you will need access to a table saw and a supply of clear, straight grain wood, selected spruce or fir (dimension stock will do fine).

Another Innovation

I wouldn't call it a problem but I do have this trait that I can never leave well enough alone.

For a long time it has been bugging me that the sealing coat of varnish has a tendency to harden up the weave of the dacron. This causes it to lose some of its tear resistance.

This is not meant to diminish the fact that under normal conditions with reasonable care, these boats have been around for more than ten years and are still very healthy.

I still think that I have been guilty of over-selling the tough quality of this fabric. Inviting people to stand on a panel covered with the material is a very convincing demonstration of how rugged the stuff is, yet if you cut a slit with a pair of scissors in the edge of a piece of varnished fabric, it will tear fairly easily. The bare material is almost impossible to rip.

I have been searching for and testing different types of coatings looking for something either very elastic or thick enough to not soak into the weave. It must be safe, easy to use, reasonably priced and readily available.

Monokote is model airplane covering. It is a tough, resilient, iron-on film material that is fairly easy to apply. It will not conform to compound curves like dacron does; yet it does shrink a fair amount.

This is the only one, of a number of other iron-on products tried, that met my specifications. It is a thin, resilient, tough, lightweight film that irons onto the dacron and waterproofs. Because it does not work into the weave of the cloth and lock up the fibers, the resulting system provides a very high degree of rupture resistance.

An exciting thing about this product is the quality of the high gloss finish the boat looks like it has a very expensive Imron paint job. There are 48 color choices, plus clear, available.

The interesting feature is that it seals to itself with an overlap joint for an almost invisible seam. This feature allows one to apply it to a Geodesic Airolite hull shape, sort of like lapstrake planking. An overlap joint is done along each stringer. The joint is very tight and it is nearly impossible to pick up an edge for a failure.

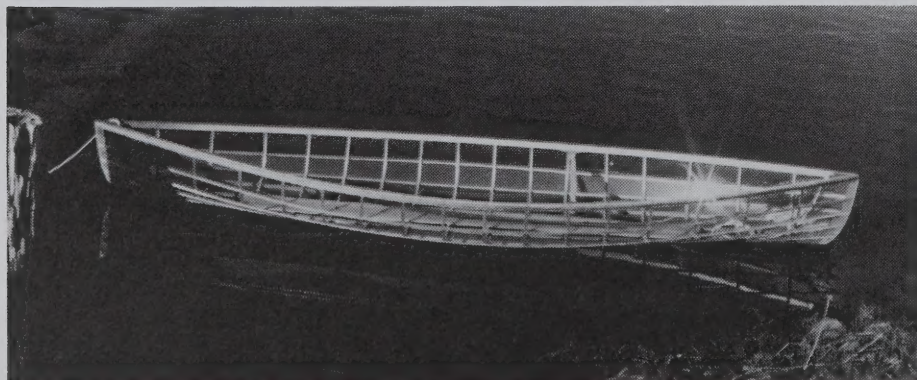
One slight drawback is that the final skin is as tight as a drum and sounds like one, yet it wasn't really noticeable when sailing the boat.

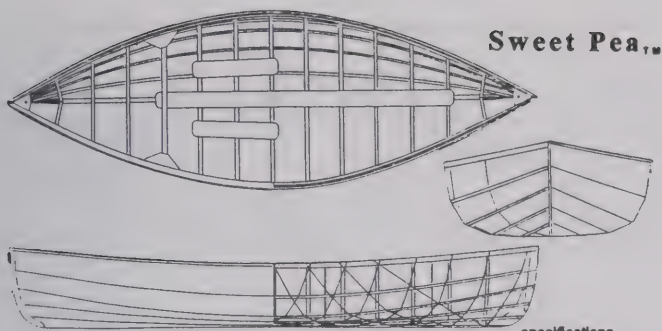
Now, the Crystal Boat

Have you ever wondered what it would be like to see what is happening under your boat ...a glass bottom boat?

The crystal idea is a modification where the fabric skin is replaced with clear mylar. The mylar is tough and will resist quite an impact but it does cut easily. This is not really a problem; after all why bump into harm's way when an obstacle is clearly visible. On the other hand patches are easy to apply.

This idea is offered to serious, talented amateurs. It will be a challenge for commercial boat builders to develop techniques to lower the cost of a relatively labor intensive concept.





Sweet Pea™

specifications	
Length	7'6"
Beam	30"
Depth Amidships	11"
Ends	14"
Weight	8 lbs
Capacity	160 lbs
4" WL Beam	26"

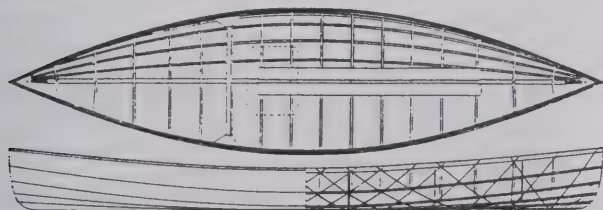
Sweet Pea Mark 2 is a 10" longer version of the Sweet Pea. It was designed to take advantage of a new maximum size UPS shipping box. Kits for this boat have full length wood, with no scarf joints.

Sweet Pea has proved to be a very able little craft...not the greatest tracker, however. The Mark 2 version is a little smoother with better performance.

The plans follow the same format, with simplified step by step illustrations of the process...like building a model airplane. This is another ideal first time boat building project.

SPECIFICATIONS	
Length	11'6"
Beam	34"
Depth Amidships	10"
Ends	14 1/2"
Weight	14 lbs
Shape	Flat Round
Keel	1/2" Rocker
Capacity	260 lbs
4" WL Beam	32"
Building Time	30-60 hrs

Nimrod 12™



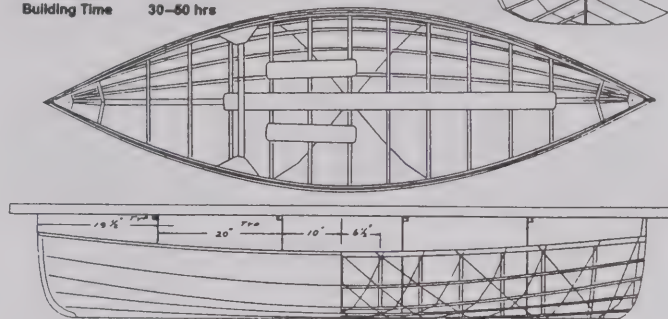
Sweet Pea is an outrageously small and lightweight boat designed for small people. It is a great canoe for children to build and use, with adult supervision.

This is by far the simplest boat to build in this fleet of designs. Due to the low cost, it becomes an ideal starting project to learn and master the different skills involved.

Amazingly enough, it has been demonstrated that the boat will carry over 300lbs in calm water. Now that's a lot for an 8lb boat.

SPECIFICATIONS	
Length	8' 3"
Beam	30"
Depth Amidships	11"
Ends	14"
Weight	10 lbs
Capacity	120 lbs
4" WL Beam	28"
Building Time	30-60 hrs

Sweet Pea Mark 2™

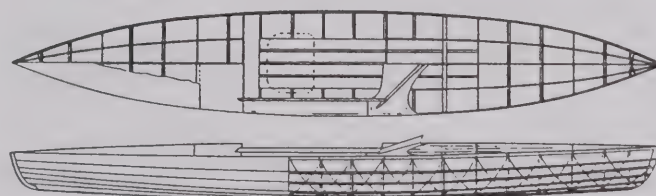


Nimrod 12 is a lovely, flat bottomed solo canoe that has become quite popular. The 34" beam makes for good stability to carry a 200lb person with camping or fishing gear. The slightly rockered keel profile gives good maneuverability without sacrificing tracking.

Just imagine yourself out in that lake deep in the woods. There are lunkers just waiting for someone to drop a bait or cast a fly. I'll bet that you can carry 14lbs a couple of miles up a mountain?

SPECIFICATIONS	
Length	13' 10 1/4"
Beam	27"
Depth	11"
Weight	20-25 lbs
Shape	shallow vee
Keel	rocker
Capacity	300 lbs
4" WL Beam	25"
Building Time	120 hrs

Rob Roy 14™



Rob Roy is an adaptation of an old design...a cruising kayak by L. Francis Herreshoff. The hull lines are suitable to carry a good load of camping gear all stowed below decks. The ultralite weight is accomplished by utilizing 1/8" doorskin plywood for bulkheads and cockpit framing.

The box type design results in great strength. This is a somewhat more challenging project than the open canoes due to the addition of the deck with the cockpit, etc..

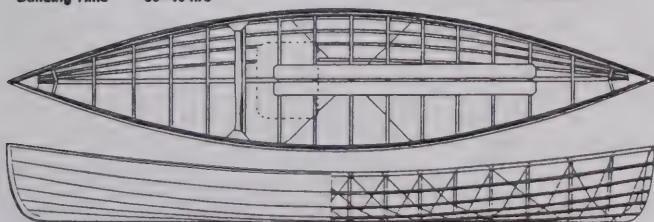
Snowshoe Lassie has approximately the same basic dimensions as the Rushton Wee Lassie. See *Rushton and His Times In American Canoeing* by Atwood Manley.

My first experience in this size boat was at a Traditional Small Craft Association meet at Mystic, CT. George Kelly brought his beautifully crafted Wee Lassie. At 18lbs this was truly a work of art. George said go ahead and try it out.

Clumsy me, thinking about the cold early June water, said, "Thanks I guess not". At the following year's meet, George repeated the invitation and I weakened. To me it was a revelation, I just couldn't believe how the boat handled. There was a relaxed stability that totally surprised me and tracking like it was on a rail...what a great little boat!

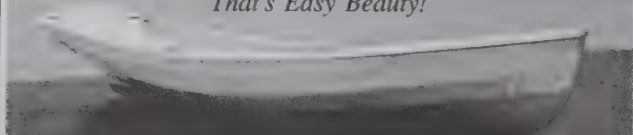
SPECIFICATIONS	
Length	10' 6"
Beam	28"
Depth Amidships	10"
Ends	15"
Weight	12 lbs
Shape	shallow vee
Keel	straight
Capacity	160-175 lbs
4" WL Beam	26"
Building Time	30-40 hrs

SnowShoe Lassie™



EASY BEAUTY

*The world's most complex multi-chine kit boat.
She can be "stitched" together in 15 hours.
That's Easy Beauty!*



Ultra-light 14', 95 lbs., 6-chine rowing skiff, our Wineglass Wherry is the ultimate in computer-produced kit technology.

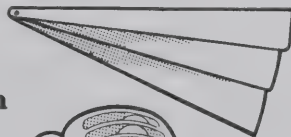
Send \$2 for information packet to:

PYGMY BOAT CO.

P.O. Box 1529 * Dept. 9 * Port Townsend, WA 98368 * (360) 385-6143

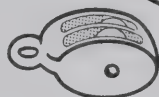
SPRINGFIELD FAN CENTERBOARD COMPANY

*Folding Centerboards • Drop Rudders
Small Blocks • Sailing Hardware*



Bob Lavertue & Son

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



WORKSKIFF 18' x 5'3"

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

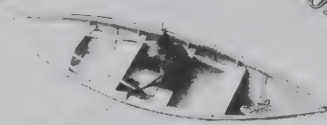
PLEASE SEND ME: ☐ Complete construction plans and instructions for \$30.00 ☐ Study plan packet for WORKSKIFF and 35 other easy-to-build Instant Boats for \$5.00

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

Name _____
Street _____
City _____ State _____ Zip _____

Harold H. Payson & Co.
Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587

PARKER RIVER BOAT WORKS



21 Newman Rd, Newbury, MA 01951

NEW CONSTRUCTION and REPAIRS

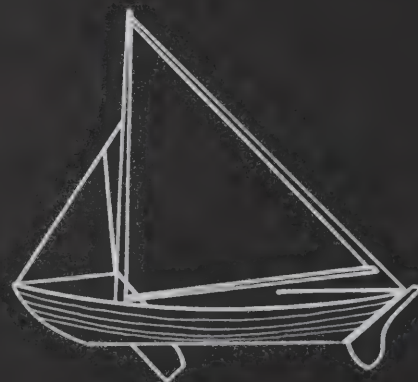
Douglas Scott

508-465-4095



**We build traditional rowing,
sailing or power skiffs and
dories, wooden kayaks and
other designs as per customer
demand.**

SWAMPSCOTT DORY



Our 17' version of the Swampscott Dory has more beam and one more plank per side. She's very similar to those Coast Guard surf boats, and is available in sail or rowing rig. A splendid boat.

Send for our brochure.

Pert Lowell, Co., Inc.
Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishings.

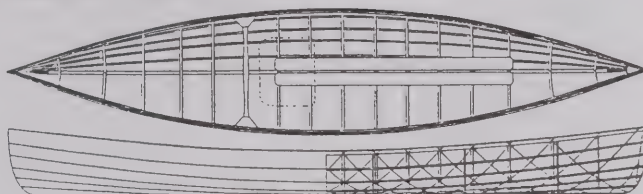
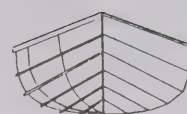
Snowshoe 12 is a great first time project. Due to its size it is more like building a model than a real boat.

This is a fast straight tracking solo canoe with great performance. Keeping the center of gravity low, using a thin foam cushion right on the bottom provides excellent stability. The result is a relaxing ride that requires practically no effort to travel miles with a double blade paddle (an easy to build design is included with the plans).

The prototype of this was featured in a five year museum tour, "Craft Today - Poetry Of The Physical". It is slated for display at the American Craft Museum in New York City.

SPECIFICATIONS	
Length	11'8"
Beam	28"
Depth Amidships	10"
Ends	15"
Weight	13 lbs
Shape	shallow vee
Keel	straight
Capacity	175-190 lbs
4" WL Beam	28"
Building Time	30-60 hrs

SnowShoe 12™



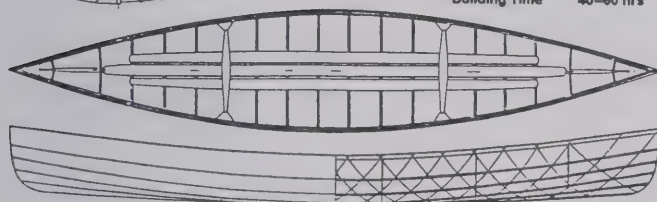
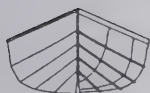
THE AMAZING 13 POUND CANOE

Snowshoe 14 is a versatile, easy to build, hull which will handle two average sized adults with capacity for a cooler chest. The rockered keel profile makes it quite maneuverable and seaworthy. The plans provide for a simple change to make a straight keel for speed and straight tracking.

The light weight makes it easy to get out on the water on a minute's notice.

SPECIFICATIONS	
Length	14'
Beam	32"
Depth Amidships	12 3/4"
Ends	19 1/2"
Weight	20 lbs
Shape	shallow vee
Keel (optional)	2 1/2" rocker
Capacity	400 lbs
4" WL Beam	29"
Building Time	40-60 hrs

SnowShoe 14™



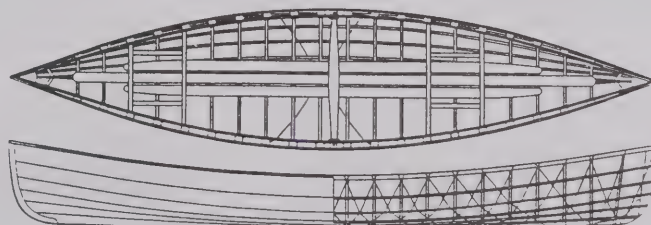
Snowshoe Explorer 14 is a very seaworthy canoe that will carry a load in rough conditions. It is an example of how easy it is to modify an existing design. Tom Jones used the SnowShoe 16 plans and set up the stations at 21" instead of 24". As an experienced boat builder it was easy for him to alter the sheer line to reduce windage in sheltered water. The bow and stern were lowered by 2-1/2". This required some simple juggling of the stringer locations to give a uniform plank look.

The owners were pleased with the way the canoe backed and handled in windy conditions.

SPECIFICATIONS

Length	14'
Beam	36"
Depth Amidships	14" "
Ends	21" "
Weight	30 lbs
Shape	shallow vee
Keel	1" rocker
Capacity	450 lbs
4" WL Beam	33"
Building Time	70 hrs

SnowShoe Explorer 14™



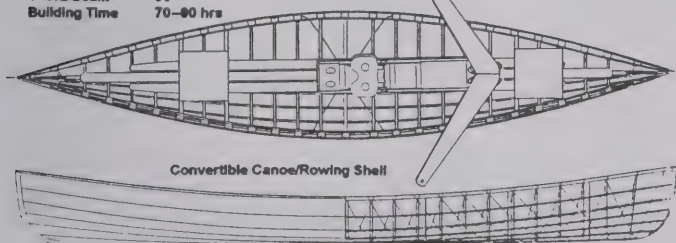
Snowshoe 16 is the larger version of the popular SnowShoe 14 that will accommodate three or four people. It is roomy and stable; a perfect family boat for day trips or overnight camping. This is more than a great canoe, you can explore the fun of aerobic exercise rowing.

By adding a low cost sliding seat, you can convert this boat quickly to a powerful rowing shell. It's like dropping down to passing gear in a sports car. In either mode, the shallow vee shape gives it the same excellent performance qualities found in all members of the popular SnowShoe series.

SPECIFICATIONS

Length	18' 6"
Beam	36"
Depth Amidships	14"
Ends	21"
Weight	32 lbs
Shape	shallow vee
Keel	1 1/2" rocker
Capacity	600 lbs
4" WL Beam	33"
Building Time	70-80 hrs

SnowShoe 16™



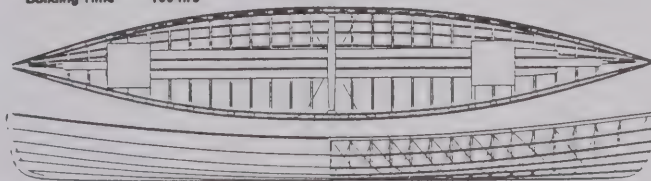
Snowshoe Traveler 18 is the design to look at if you are planning to do some wilderness tripping. This is a relatively high volume boat to carry a big load. The hull shape is easy going yet very seaworthy with a modest rocker. It is a good tracking style hull.

Really this is a lengthened SnowShoe 16. It has the same truss gunwale design that I've used on the Classic series. There is a center thwart for carrying. However the hull is so stiff that you could use the boat without one.

SPECIFICATIONS

Length	17' 6"
Beam	36 3/4"
Depth Amidships	14"
Ends	21"
Weight	38 lbs est.
Shape	shallow vee
Keel	1 1/2" rocker
Capacity	600 lbs
4" WL Beam	32 1/2"
Building Time	100 hrs

SnowShoe Traveler 18™



When I turned onto the narrow country road leading to Mendum's Pond in Barrington, NH, I wondered if I'd be able to spot the entrance to the UNH Recreation Area on the pond, site of the ASCE Concrete Canoe Competition. I'd been tipped off to the event by Ray Cook, a spokesman for the organizing UNH Chapter of the ASCE.

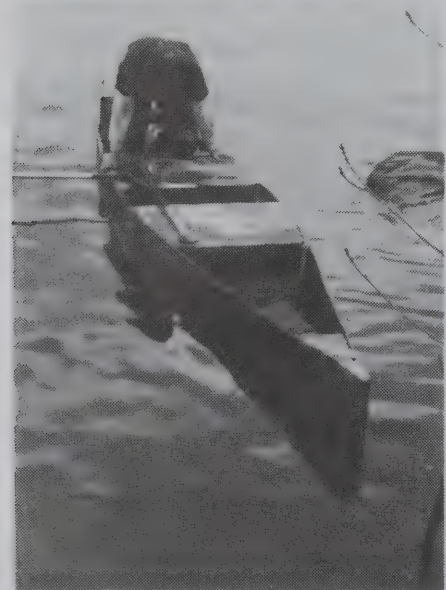
By now you are wondering, "What's all this? UNH? ASCE? Concrete Canoe Competition?" Right. UNH is the University of New Hampshire. ASCE is the American Society of Civil Engineers. Concrete Canoe Competition is just what it appears to be, civil engineering students from about 16 New England universities were pitting their handiwork, student designed and built concrete canoes, against one another on a weekend of multi-faceted competition.

It soon became apparent that this was no small time event. The road was lined for a mile or so with cars, I ended up parking a half-mile from the entrance gate, and then walking another half mile into the pond to find the action. Today, Sunday, was the final stage of the competition, actual on-the-water, racing in the fleet of civil engineered canoes. There was a huge crowd gathered, mostly, of course, university undergraduates. And lining the shore were a dozen or so of their canoes.

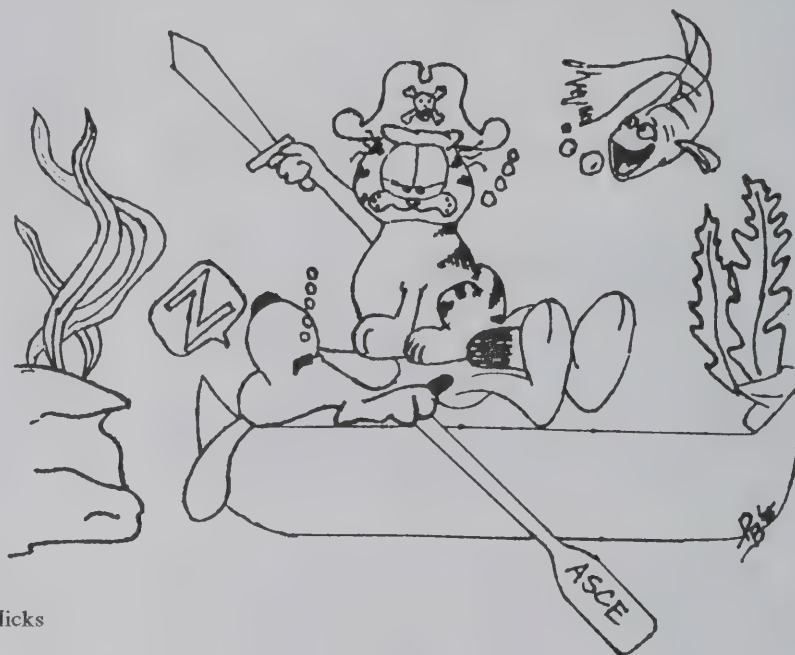
It was intermission, so I went over to a clearing where the competing schools had set up their displays of photos and specimens of hull structures, chronicling each's project through the school year. Lots of research here, and enthusiasm for the concept, civil engineering canoes. On Saturday they had made formal engineering design presentations of their projects at an indoor gathering and enjoyed an evening dinner.

Now it was the fun part, and as the races went on over the next couple of hours around a triangular 600 meter course, I was able observe more about this arcane bit of messing about in boats. All the races were for doubles, men's, women's and

Heavyweight champ was this 350lb MIT designed and built canoe. That's flotation amidships, not ready-mix.



American Society of Civil Engineers University of New Hampshire Student Chapter PROUDLY PRESENTS THE CONCRETE CANOE COMPETITION



By Bob Hicks

mixed. Each group had two heats of six canoes and a final of the qualifying six from the two heats. Overall winners would go on to nationals held out in the midwest. A serious goal, fought for with elan and effort. And with widely varying degrees of skill, along with widely varying canoe performances.

The skills. Obviously most were not skilled paddlers, some were really novice judging from their flailing paddles and uncontrolled shooting off this way and that battling to bring their craft back on course. "Does anyone try to bring in ringers?" I asked Ray. "Skilled paddlers to race the engineer's creations?" Maybe," he allowed. Nobody really knew, but judging from what I saw, the answer was probably no. "Those who design and build the canoes usually get first dibs to race them," Ray added.

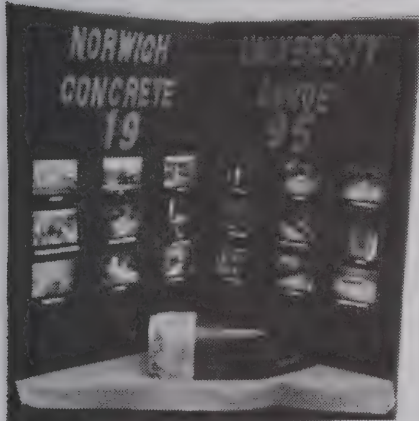
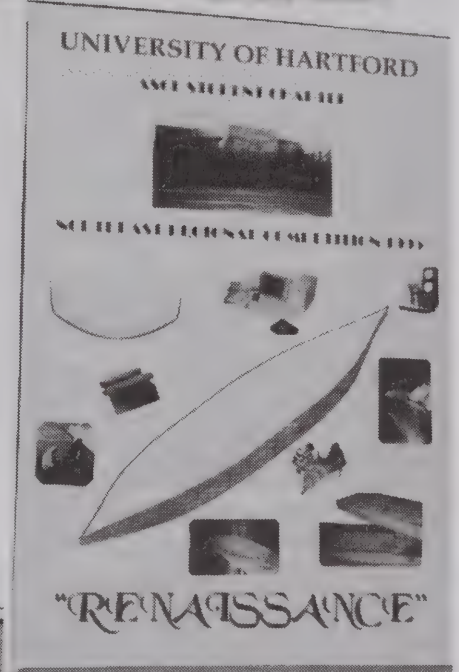
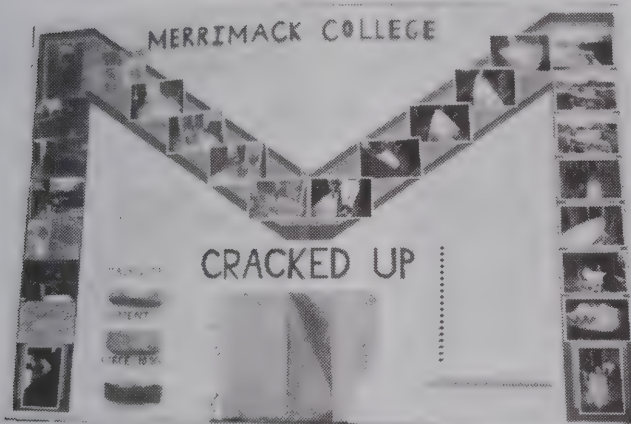
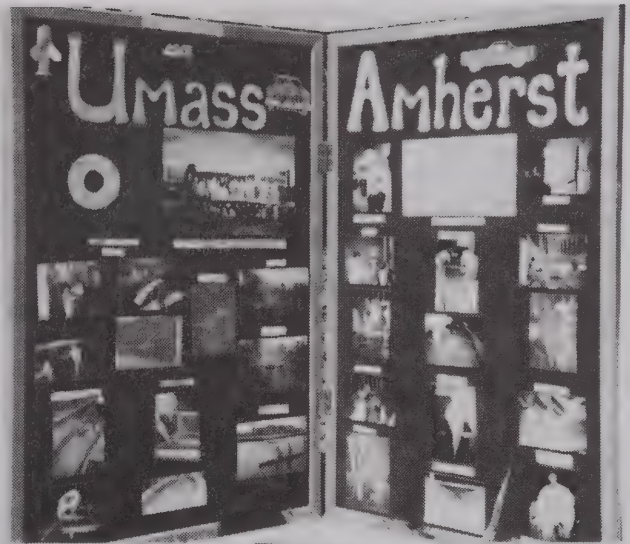
Construction. These are not what you might think, given the name, heavy lumbering chunks of concrete roughly shaped into canoes. True, the heaviest, from MIT, weighed in at about 350 pounds. But it looked like a canoe, sort of, with a whole lot of flotation amidships. But at the other end, UMass Lowell had this metallic blue, thin skinned rocketship with tumblehome sides that could have been a kevlar layup job. In between, a wide range of workmanship, many unrecognizable as being made of re-inforced concrete.

Design. Concrete is a civil engineering material, and these civil engineers applied their knowledge to some pretty sophisticated re-inforced concrete structures. Less adept was their understanding of canoe hull design, and aside from several rather traditional looking canoes, imagination had run wild in search of speed, in

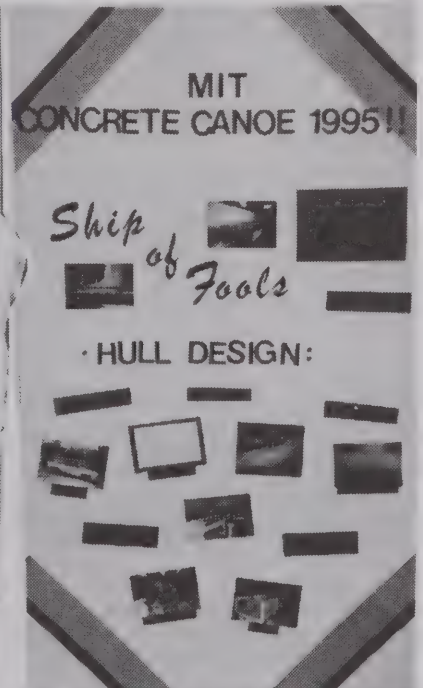
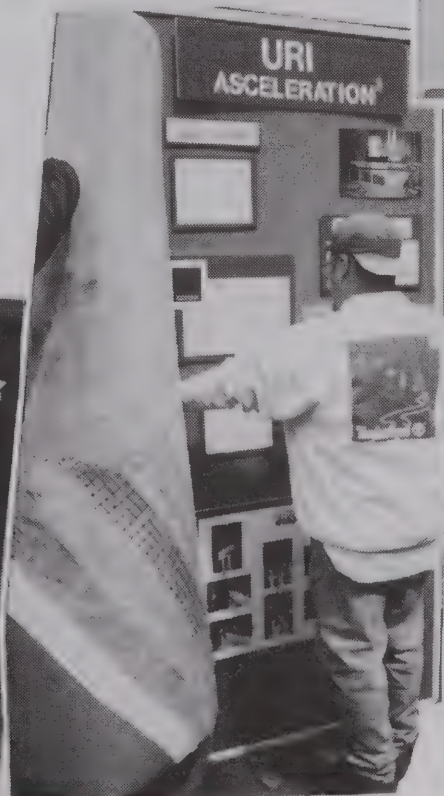
some cases resulting in very low, slender, sleek craft. Afloat they demonstrated significant lack of buoyancy, not so much from material weight but from hull design. The quest for speed tended to result in low, narrow longish hulls. Freeboard was minimal in many instances. "Last year we had winds at Rhode Island, and swamped two-thirds of the canoes," Ray told me. With no wind this year, taking on water came from the physical efforts of the crews and was dealt with by bailing enroute around the course. Nobody swamped while I was there.

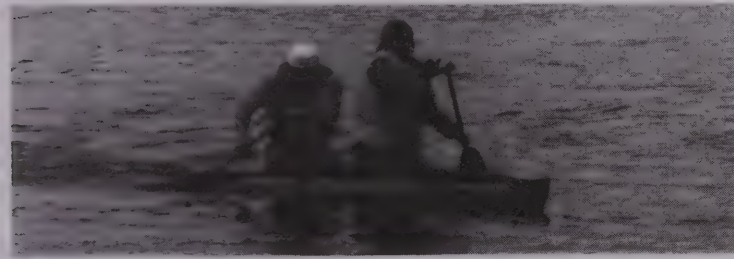
From the wild starts where sometimes a leading canoe would suddenly veer across the oncoming line beside it and carry some into the shoreline, to the struggles getting around the corner markers, to the efforts even to just go in a straight line to the next turn, to the occasional mad dash for the finish line two or three abreast, or even hung up together still flailing away, it was a fun-filled exciting event to watch. Keeping an eye on some ultra-low freeboards revealed many momentary submergings followed by quick recoveries indeed.

Those who created the traditional canoe in bygone times certainly knew what they were doing. Those canoes that most nearly resembled your everyday traditional canoe seemed to win most often. They weren't as fast as some of the ultra canoes but tended to go where their paddlers wanted them to. The rocket ship from UMass Lowell was a loser to more conventional craft due to this apparent control problem. And the heavyweight MIT canoe also lost, through sheer massiveness. In between a lot of interesting creations. Enjoy looking them over on these pages.



Colorful concrete canoes were backed up by colorful project display boards, all part of the competition.





A study in low freeboard concepts. From the top: University of Massachusetts Lowell's ultra lite "Making Waves"; an unidentified (by me) school's "Stone Age"; University of New Haven's "Hairy Log"; University of Massachusetts Amherst's effort; and MIT's ultra-heavy semi-submarine.

The action was furious. From the top: Close contact getting away sometimes led to loss of directional control from too much trying; staying afloat balancing efforts of the University of Massachusetts'Amherst canoe contrasted to the sedate controllable paddling by the crew of "Tufts Tub"; and a dash for the finish finds Merrimack College's "Cracked Up" leading the University of Rhode Island's "Asccleration Squared".

More conservative designs generally did best, usually due to better directional control. From the top: University of Maine's low freeboard design had a wide midships flare; "Tufts Tub" was very conservative and a bit lumpy; University of New Hampshire's nicely tradational design was a top finisher; Northeastern's "Civil Unrest II" was stable but slow; spirits were high all day, win or lose.



In a cool glade of gently rustling aspen, shaded from the fierce sun, two rolls of birch bark lay in the grass, waiting to be become the body of a beautiful, shapely birchbark canoe.

We have just returned from a stand of white cedar some ten miles away, the pick-up truck weighed down by hundreds of pounds of roughly split wood. Most of this will end up as sweet smelling shavings on the ground, the result of many hours of work by six students using nothing more than a crooked knife and small axe.

We are here to build a real birchbark canoe, not one of those fanciful replicas you see in the movies. No, this is the real thing, built on the ground, close to Mother Nature. Our canoe is made from nature, we choose to build in this way, the way the Indians built their canoes.

It is not an easy thing this making of a canoe. Bark must be harvested at the right time from the right tree. It must be free of holes and tears. It must be pliable and not crack. It takes skill to recognise good bark. Many trees may be sampled before the builder is satisfied that he has made the right choice.

The tree is usually felled onto clear ground. A cut made up the length of the bark, perhaps twenty feet, even more sometimes. Gently, the bark sheet is freed from the trunk, with fingers and carefully applied wedges of sharpened bark. Eventually the bark falls free, is turned over and rolled rough side in. A rope ties the bundle securely and carefully it is taken to the building bed. Our guides have brought bark with them a thousand miles from Quebec.

We gather each day in a meadow filled with flowers. A fire is lit and water put on to boil for tea and the canoe! The building bed is dug over, stones and hard lumps cleared away. Sand from the lake is mixed into the soil and levelled making a perfectly smooth and firm bed.

We select the largest roll of bark and spend all morning removing the rough outer layers with the crooked knives and

Building A Birchbark Canoe

By Phil Green

bare fingers. It is back breaking and knuckle bashing work. When cleaned of all roughness the bark is rolled again to soak until required in an oil drum filled with water.

In front of the log cabin we select barks of timber for the ribs, sixty in all. But we will make extra as some will certainly break when bending to shape. Pieces are split and split again to reveal the lay of the grain.

With guidance, razor sharp axe and knife, we work rough blanks by eye and hand to shape. This is satisfying work, and painful hands and aching muscles do not dampen our enjoyment. We are building a canoe from natural material, close to Mother Earth, out of doors and with the smell of wood smoke and pine resin in the air. Is this not a good thing to be doing? After two days the ribs are ready and bundled together by size and shape, and soaked in water until required.

The gunwales are composed of six sixteen foot pieces of clear cedar. A long day is spent sitting on stools in the shade of small spruce trees working slowly and with care to whittle these six rough pieces to fine flexible wands that taper toward the ends and are shaped according to the design of the canoe and the lay of the grain. As you may guess, we are learning to work with and not against nature.

Who are we? Well, names do not matter. We are simple students of an Indian craft, but yesterday we were a woodsman, a teacher, a craftsman, a computer programmer, a designer and a blacksmith.

The heavy bark is lifted from the drum and with reverence laid on the building bed. It is weighed down with stones and

kept wet with copious applications of boiling water, taken from a large bubbling pot on the fire. Stakes are driven into the ground around the bark, which is bent upwards, creating the sides. Extra pieces of bark are added to give more height, and rows of temporary wooden pegs pin these to the main bark sheet.

The gunwale frames prepared a day or two ago are clamped to the bark setting the height and shape according to our chosen design, in our case the Wabanaki-chiaman of the Algonquin.

We have all been to the meadow, a mile down the dirt road, where we dug spruce root from hard ground, split it and removed the bark. It was satisfying to see the labours of our work at the end of a long hot day. Coils of supple root bathed in bright sunshine soak in buckets ready for use. We will use this wonderful material to sew the bark together and lash the gunwales in place.

The days go by. Is it a week, or more? No one seems to know. We have all slowed to the clock set by the sun, the moon, the wind, the rain, our stomachs too! We arrive each morning as the sun rises above the poplar, spruce and pine that surround us and take our places, often in silence by the canoe, and settle without fuss into our work.

Before we came here we knew little of making canoes. Now we have a confidence that is natural and right. We handle the sharp knives with familiar ease, bend bark as though we had been doing it all our life, and select and cut wood with certainty.

It is natural work, this making of a canoe from trees. Sewing bark and light coloured cedar together with supple spruce root seems so natural. We are learning to listen to nature. We are part of nature and our canoe is part of us, the canoe is of nature.

We have spent many hours splitting cedar with our bare fingers. The results of this sensitive work are dozens of wafer thin sheathing pieces that will protect the bark from the enormous pressure of the ribs, and help give shape to the hull.

Rib bending day. The fire is lit and water boiled. Our guides demonstrate the art. First a pair of ribs are soaked with boiling water, not too much, not too little. They are taken from the fire and bent around a knee, setting the width and depth of our canoe. It is hard work, yet requires a light touch. It takes only a few moments to do this, but it requires concentration. You listen to the wood, feel it in your hand, sense the movement of the fibres with your heart.

Quickly pairs of ribs are taken to the canoe. Step into the hull push them down into the dark shadows and, with assistance, two more ribs are installed, temporarily to dry to shape. We take it in turns to do this work, and rest with beer and tea in between times and talk about the canoe, and how will it paddle, how heavy it will be.

A day later the ribs, now dried to shape, are removed. The sheathing is carefully installed, carefully because it is only one-sixteenth of an inch thick. All day we trim the ribs to length with crooked knives. Sixty ribs, with two ends per rib, that is a lot of ends to trim, but at last they are all prepared and ready for final fitting tomorrow.

The permanent thwarts are installed now, carved from hard ash, carved with crooked knife and axe. Each thwart takes four hours to make, and no ruler or measuring device has been used. They are fitted and lashed in place with spruce root. They look very good.

It takes two long days to install all the ribs, and do you know, we did not break a single one! They are tapped home a little at a time allowing the bark to stretch gently as the pressure is increased.



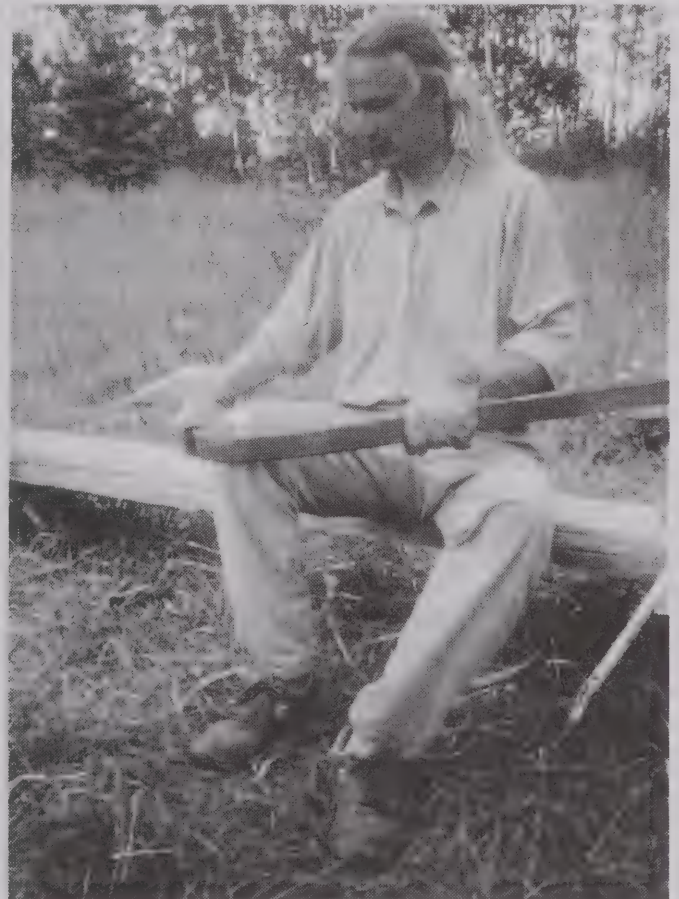
At bow and stern we install end pieces of bent wood, setting the end profiles. A little rocker forms at the ends now, just a little. The canoe is coming alive. It really looks like a canoe, not just so many pieces of wood and bark. The ends are decoratively lashed with root, and small adjustments made, setting the hull straight and true.

Our canoe is almost complete. One last task is to seal all sewing and holes, especially below the water line. We heat lumps of sweet smelling pine resin in a shallow pan. It is fiercely hot and we all experience the discomfort of hot resin sticking to fingers and thumbs. With a spatula we apply the resin to the root

sewing, press it home with a wetted thumb, and check time and time again to ensure that the hull is watertight.

The final task is fitting the headboards near each end. We write our names on the underside of the bow headboard and hammer it into place. The canoe is complete.

On the last evening, as the sun sets, we gather on the shore of Lake Superior, the Great Gitchi Gumi. A driftwood fire crackles in the shadow of a sand bank, and tired happy people chat quietly on a rock that overhangs the water. One of us steps into the canoe, dips a paddle, and moves silently and effortlessly away across the flat waters and into history.





When the immigrants moved inland in New England and New York, they found a need for small boats and canoes to use on the waterways. The boats they built were constructed similar to the vessels they were familiar with in northern Europe. Wood was the best material, as it grew all around them and lapstrake construction was a proven method for durable lightweight boats. The designs were developed through years of use leaving the best models for fishing and traveling in this area.

These traditional craft are still a viable option in today's world. They are rugged, built with the double thickness of planking at the laps and closely spaced hardwood ribs. They can be built very light, about twenty pounds for a small solo canoe, which is important in today's mobile society. For pure beauty and head-turning ability there is still no better material than wood.

I adhere strictly to the old ways of building because I feel they are best. Local lumber is used with the best quality and type carefully chosen for all parts involved, such as basswood for floorboards because it is less likely to split or cherry for gunwales and decks because it darkens to a rich warm color as it ages. After fourteen years of building and restoring wood canoes and boats, learning through experience

How I Build My Canoes

By Kevin Martin

While observing the methods used in watercraft that I have repaired, and reading all the books, articles and plans available to me on the subject, I believe I am a qualified to build one for you. Although the quote from the nineteenth century, "The keel of the perfect canoe has yet to be laid," still holds true, we can continue to strive to come as close as possible.

Lapstrake Construction: The work that I do is heavily influenced by J. Henry Rushton and W. P. Stephens, both high quality small craft builders at the turn of the century. I have studied the construction methods used by both of them and have incorporated the best of each into the boats that I build in my shop.

The construction of a boat or canoe starts with a keel of red oak, which is rabbeted to receive the garboard plank. The stems can be of hackmatack root, in which the grain follows the curve needed, or they can be made of red oak that is steam bent for the curve.

Planking is of dry northern white cedar or white pine. The thickness will vary depending on the type of canoe or boat the owners desire. For instance, the planks of a Wee Lassie are 3/16" thick, and up to 1/4" in other canoes. In larger craft planks can be from 5/16" to 1/2".

Each plank is called a strake and each laps over the strake below it, hence the name "lapstrake". The strakes are fastened with copper clinch tacks in canoes and clenched nails or rivets in larger boats.

After the canoe is planked, ribs made of ash or oak are steamed into the hull and are fastened through the planking. Gunwales, which can be ash, oak, cherry or spruce are then screwed through the ribs to strengthen the hull and tie the ends together.

The decks can vary from small breast-hooks in the light canoes to full two foot length cherry decks allowing dry storage for a jacket or pack. Decks can also be three or four feet long, with a cockpit to paddle or row from. These decks not only

serve as protection from large waves but also enhance the beauty of the canoe.

The finish that I use on the bare wood of a boat or canoe is a linseed oil mixture, which is then covered with a varnish or paint. Stem bands and other necessary hardware are made of brass or bronze, with basswood floorboards as the finishing touch.

Improvements on Construction: These are a few construction methods that I have used on some models to improve my canoes. The planking at the turn of the bilge is carved from 1/2" stock to take the turn. If the garboards are too far down from the inside ribs, I place a full length shim plank of cedar or pine between the bottom plank and the ribs to prevent splitting when beaching, etc. A carlin knee is always installed at the inside edge of the longer decks, allowing for good fastening for the coaming and a handhold to use to pick up a canoe.

Selecting Your Canoe or Boat:

The most difficult decision may be which boat or canoe is the right one to suit you and your needs. Some are for a single use, such as solo paddling or rowing. Others are made for dual purposes, such as a sailing canoe or a transom sterned row boat that will take a motor.

Think of where most of the use will be and if you plan to paddle alone or with someone. Keep in mind that one craft will not do it all. For instance, a Nessmuck is a lightweight solo canoe that should be used on small lakes or slow rivers, while a sixteen foot Ugo model will carry two on day trips or one on long trips with camping gear. There are many options that can add to your boat or canoe, such as sail gear and lee boards for open canoes, oars for sailboats, paddles, seats and hardware.

Nessmuck: This small solo canoe, also known as the Wee Lassie, is a delight to paddle and portaging is certainly no struggle. Using a doublebladed paddle, the Nessmuck will move swiftly through the water and turn with ease. It is a great canoe for cruising the lake shore or exploring the local beaver pond.

Specifications: Length 10'6"; Beam 27"; Depth amidships 9", at stems 15"; Weight 20 to 25lbs; Capacity 200lbs.

Bucktail: This is a deeper, more stable solo canoe with a flatter bottom



than Nessmuck. You will feel more at ease fishing and heading out across the lake, as the two foot decks are standard with this canoe model and help to ward off rougher waters.

Specifications: Length 11'9"; Beam 26"; Depth amidship 10.5", at stems 16"; Weight 35-40lbs; Capacity 350lbs.

Canadian Ufo: This is a cruising canoe that can be built in various lengths. It has moderate rise on the bottom, quick turn at the bilge and fine lines. Good as a solo canoe for long trips or to go on a day trip with a friend.

Specifications: Length 14'-17"; Beam 30"-32"; Depth amidship 11", at stems 18"; Weight 40-65lbs.

Sailing Canoes: In the late 1800's, many builders in the east produced fine, decked canoes that were rigged for sailing. Meets were held and the small boats were extensively raced and used for cruising. The builders improved the designs yearly, vying for the honor of making the fastest or best cruising model.

I am now building a few of the best cruising designs and will custom build other models to suit your needs. These craft are built using lapstrake construction, similar to the open canoes but decked over, leaving a comfortable cockpit to accommodate the traveller.

A watertight bulkhead is put in each end for flotation. These are constructed of hackmatack knees, cut to fit the laps of the planking, and screwed or nailed through the planks. A 3/8" pine bulkhead is riveted to these.

The deck beams of pine or spruce are cut from patterns and screwed through the gunwales. Hardwood knees are used on the sides of the cockpit for strength. The deck itself is of 1/4" old growth pine heartwood, as this is a very stable and light wood. This is made up of six sections scarphed across the beam, with a batten covering the center for expansion. This type of deck allows you to remove any section if repairs are necessary.

Mast steps of oak are fastened to the keel and mast tubes of copper are set in them. The tubes are sealed on the bottom to prevent water from entering from the decks and screwed through a flange at the deck.

Floorboards are added and can be raised on ledgers, allowing room for ballast. The ledgers also add strength to the hull. The rudder and centerboard are of oak. The rudder lines run into the cockpit and can be controlled by hand or with foot pedals.

The centerboard can be a folding bronze radix model that allows more room in the canoe, or the daggerboard type with a normal centerboard trunk.

The type of sail can vary, but a lug rig is good for these canoes, with a size of 35 to 50sq ft for the mainsail and 12sq ft for the mizzen being good sizes for cruising.

Princess: A good all around canoe with good sailing and paddling qualities.

For use on large rivers, lakes or seacoast, the Princess will speed you along and shed all but the roughest waves. Although heavy by Rushton's standards, it is no heavier than many wood and canvas canoes and is capable of being portaged.

Specifications: Length 14'3", Beam 32", Depth amidships 12", at stems 20" bow, 18" stern; Weight 85lbs.

Rob Roy: The Rob Roy is a decked canoe that paddles nicely and, although not heavy enough or long enough to sail as well as other models, it is still capable of taking a small sail. It has no watertight bulkheads, mast tubes, or centerboard but is equipped with a leeboard. If you want a fine paddling canoe that is very portable but desire the ability to sail it, you will be happy with this model.

Specifications: Length 12'-13', Beam 27", Depth amidship 17", at stems 14", Weight 55lbs.

Wood and Canvas Canoes: Recognizing the value of the wood and canvas canoes after years of restoring them, I have decided to offer these designs; a guide model, a smaller trapper model, one from the Charles River area near Boston, and a lightweight cartop fishing boat.

Wood and canvas canoes are designed to be flexible and give a little when beaching or encountering obstacles such as rocks or logs. The ribs are flat and wide and made of cedar. The canvas is not glued to the hull but is fastened under the gunwales and at the stems, producing a strong, yet giving, hull.

Construction: These canoes are built over a large form that has metal straps where the ribs are to go. Spruce in-wales and ash stems are first steam bent and placed on this form. The ribs are of cedar 1/4" to 3/8" thick and 2-1/4" wide, and are tapered toward the gunwales. They are steamed around the form at the proper spacing over the metal straps and nailed to the spruce gunwales.

Planking is 2-1/2" wide cedar strips that are fastened by nailing them over the ribs with brass tacks that are clinched as they hit the metal straps. Each plank is carefully selected and fit so the grain does not run off in areas where it could weaken the canoe.

When the planking is complete, the hull is removed from the form, and the decks, thwarts and seats of ash or cherry are added. The canoe is then sanded and oiled and allowed to dry. Canvas is

stretched around the outside of the hull and fastened with brass tacks. Two or three coats of an oil based filler is applied to the canvas and is allowed to dry for two or three weeks, this waterproofs the canoe.

A keel is attached to the canoe at this point, and the hull is sanded and painted with several coats of colored enamel. The insides are oiled and varnished and brass stem bands are placed on the ends to protect the canvas. Outer gunwales finish off the trim and can be left open or closed with a cap rail. Options available include floorboards, outer stems, long decks, paint striping and lettering, backrests and sail rigs.

Canoe models I can build include the Abenaki, a 14'8" design taken from the Abenaki tribes of New England. This canoe is lightly built and can easily be handled by one person, it is excellent for small, winding rivers. The guide model, at 18', is suitable for longer excursions with two people. Its flat bottom makes it stable, and deeper ends will ward off small rapids and waves.

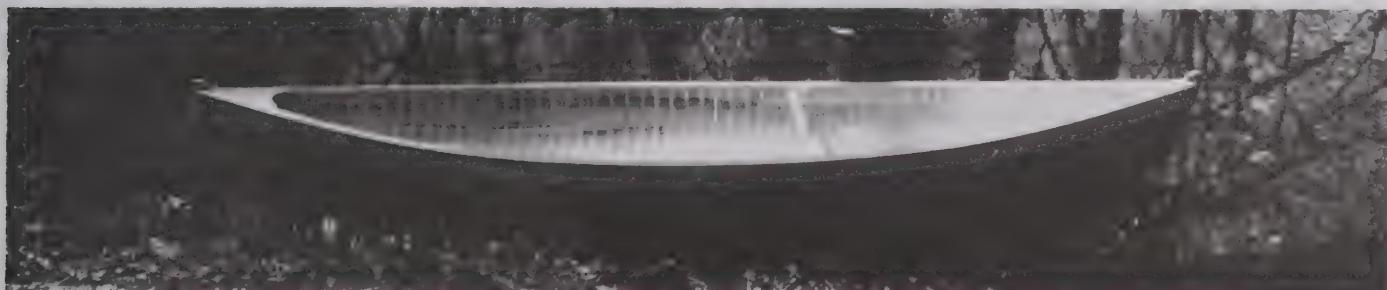
Charles River Torpedo Model: This wood and canvas canoe was designed for use on lakes and wide rivers. The graceful, upswept, sheer, long-nosed torpedo ends, paired with the right length decks and some tumblehome give this model an attractive appearance. This canoe is great for solo paddling, but will also hold two people comfortably. It is fast and will track straight across the lake and ride over waves because of the full torpedo style ends. The tumblehome at the gunwales allows for an easy paddling reach.

Constructed of cedar planks and ribs, it has butternut decks and trim, with hand-caned cherry seats. The keel and stems are of ash, brass stem bands protect the hull. Brass flag holders, floorboards & lettering and gold trim are optional. Small sail rigs are also available.

Specifications: Length 16', Width 32", 29" at rails, Depth 11", Weight 62lbs.

Repairs and Restorations: A large part of my work is the restoration of old canoes and small boats, especially wood and canvas and lapstrake models. Past projects have included Old Town canoes, Chestnut, Penn Yan, Kennebecs, Morris, Boston area canoe companies, Rangeleys, St Lawrence skiffs, Novi lobster boats, runabouts, Rushtons, Adirondack guideboats, dories, skiffs, and dinghies. I find that most of the boats and canoes that I work on are restored for sentimental reasons, they have been passed down in families from past generations.

I will also buy these "old" craft and sell them in restored condition or in original condition to a person who wants to do the restoration work himself.





For the past 11 years we at ScanSport have been importers and distributors of folding canoes. From our own experience and feedback from customers over the years we have learned about strengths and weaknesses and how to make a better folding boat.

Now ScanSport introduces a new generation of folding canoes. The new U.S. made Pak*Canoes are ideal for people who fly in to wilderness rivers or simply wish to avoid cartopping canoes.

On the water the new Pak*Canoes have performance that rivals hardshell canoes. Sleek lines provide good speed and tracking while generous volume in the ends above the water line helps keep water out in rapids or rough weather. The easy-to-adjust seats can be tilted while paddling to fit sitting or kneeling paddling positions, a great advantage on a route with some rapids.

Pak*Canoes combine modern design, very light weight, and materials that are tougher than top-of-the-line Hypalon. Built-in inflatable side flotation improves safety and makes assembly a snap. The soft skin makes the canoes very quiet and ideal for wildlife watching.

"Tougher than Hypalon." Our claim to have a material that is tougher than Hypalon may need some explaining. Our fabric is coated with a new high abrasion resistance formula of PVC. Its abrasion

Newest Pak*Canoe from ScanSport

By Alve Elvestad

resistance is similar to Hypalon. The fabric is tougher than Hypalon because we have laminated a layer of closed cell foam to the inside of the fabric.

The fabric laminate performs much better than Hypalon in applications where the fabric covers a structural frame, as in folding boats. Pressure points (and wear areas) exist where the skin rests against the frame. Our foam laminate keeps the fabric away from direct contact with the frame and prevents the skin from being abraded between two hard surfaces (frame and rocks).

Inflatable boats do not have pressure points the way folding boats do and our laminate would have no particular advantage in an inflatable.

"Improved Safety": The safety improvement we claim is not just in having approximately 125 lbs of positive built-in flotation. Equally important is the placement of the flotation along the sides of the

canoe between skin and frame. In a capsize, the side flotation helps minimize the amount of water in the canoe after reentry. Side flotation also helps stabilize a partly swamped canoe. The only way it will capsize again is by forcing the side flotation under water.

The side flotation is in six separate air compartments. You can lose pressure in a couple without compromising the performance of the hull. In addition to improved safety, the placement of air bags between skin and frame means that ribs can be installed more easily with little tension in the skin. Full skin tension comes when the air bags are inflated.

"Better Canoe Seats." Traditionally canoe seats have been made for kneeling or sitting. On a trip with a mixture of flat-water and rapids this is not ideal. It is not very comfortable to kneel all day, but kneeling offers far better control in whitewater. Our canoe seat has two positions to accommodate kneeling and sitting. And changing seat positions can be done on the water in about five seconds.

In the new Pak*Canoes we have used our design ideas to make a folding canoe that is very portable, assembles easily, and has excellent performance on the water. The enclosed performance report by Laurie Gullion (who wrote the instructors' manual for the American Canoe Association) is a pretty good indication that we have been successful.

"Overall, I thoroughly enjoyed the boat design because the canoe handled easily and maneuvered responsively, even when loaded with 120lbs of gear and 140lbs of person! The initial test on the Mascoma allowed me to crank the type of tight "S turn" sequences that I like, where a peelout flows easily into an eddy turn and I can accelerate out of the eddy without stopping to continue downriver.

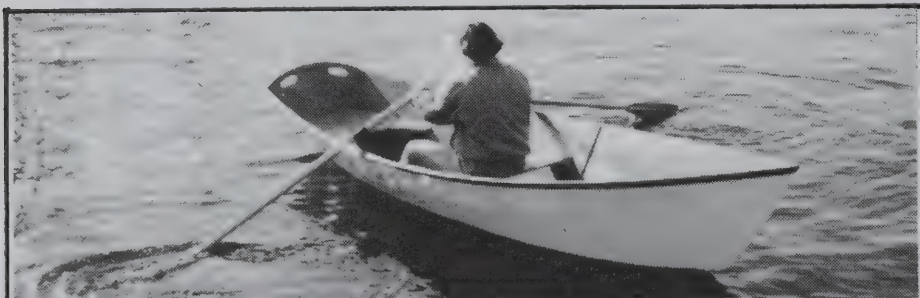
While the loaded canoe didn't allow the same "light" feel, I could drop the squarish chine into the water and maneuver quickly in some unbelievably tight, rocky spots. My ability to change lines of descent in Class III rapids allowed some at-the-lastminute route finding that kept me out of trouble!

The second design feature that made paddling thoroughly enjoyable was the boat's relative dryness compared to other solo boats. The flared bow combined with the flexible frame enabled the canoe to ride up over waves and rise up in holes so that Class III drops were a possibility without a spray deck. (The Nahanni was running at a moderate level, and at higher water levels, I would definitely want the spray deck.)

What water I shipped into the boat happened right at the knees, just ahead of the midship point. The flexibility of the frame was initially disconcerting at first, since I had only paddled hard-shelled boats until this point, but I became used to the sensation (warning buyers of this fact might be appreciated!)"

Pak*Canoes pack into a compact bag that can be tied to a backpack and fits easily in the trunk of a car. Sizes range from a 12.5' 26lb solo daytripper to a 16.5' 47lb wilderness tourer and the price range is from \$895 to \$1395.

Contact: ScanSport, Inc., P.O. Box 700, Enfield, NH 03748, (603) 632-7654, Fax: (603) 632-5611.



Traditional designs are brought to life in plywood and epoxy by Kristjanson Boatworks. The resulting boats are strong, light and durable, with low maintenance finishes and classic looks. If you appreciate quality we can build one for you. Several models are available priced under \$1,000. Custom boats, kits and plans are also available.

KRISTJANSON BOATWORKS

(206) 323-0314

123 East Edgar St., Seattle, WA 98102

Bolger on Design

Gulf of Mexico Cruiser Concept

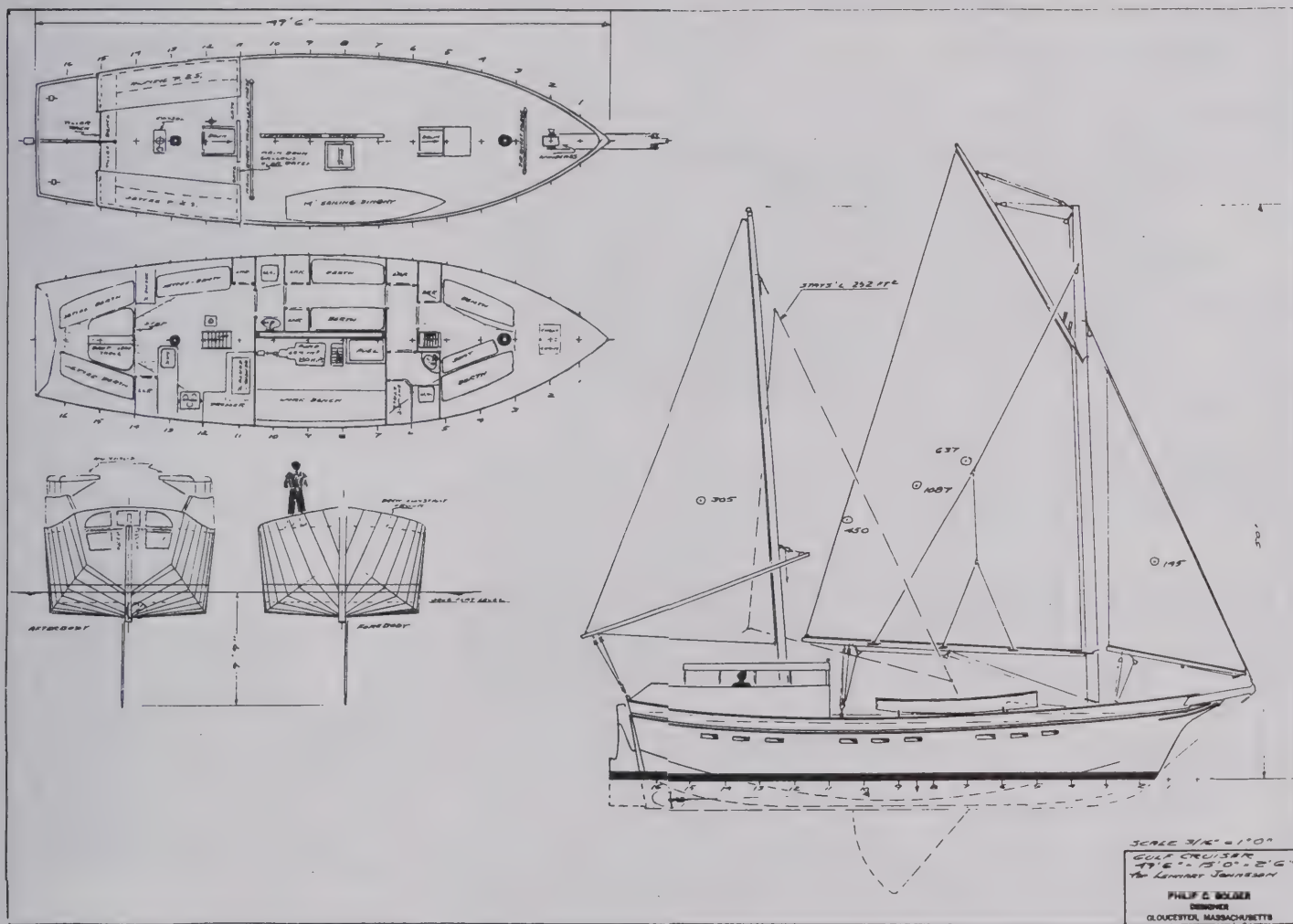
49'6" x 15'0" x 2'6"

This was worked up to the wish list of a veteran sailor on the west coast of Florida, who thought of building her by the multiple-diagonal planked method. Among other advantages, including great rigidity, this system allows a better bow shape than sheet plywood, though I would favor the sheets for the sides and, of course, the deck. The deck was supposed to

be a straight segment of a cylinder inside bulwarks producing a good-looking sheer. It's completely flush from bow to stern except for hatches; no breaks, cockpit, or deckhouses.

The 50' bridge clearance was specified by the client. Tabernacles were discussed but eliminated on account of their cost. She has a short rig, especially since, as in all ketches, the mizzen doesn't produce power in proportion to its nominal area. She's really a motorsailer, though with over nine foot draft with her board down, and enormous power to carry sail, she would be superweatherly in a gale. She was to have been full-powered, with an 80hp diesel in the roomy engine room workshop.

The layout was for manned chartering, with privacy for two couples (with the owner/skipper sleeping in the workshop) and large galley and main cabin. The deck allowed for carrying several small boats inboard, and on the quarterdeck there are benches almost twelve feet long on each side, with sitting-height awnings. The awnings stop just inboard of the seats, to allow walking through fore-and-aft with an all-around-and-up view. Closed in along the outside with plastic curtains, the weatherside top would give good shelter from rain and spray. She steers with a tiller for simplicity, with a full-width bench for the helmsman and a rack to hold the tiller for self-steering.



CONTINUING THE EVOLUTION OF...
(EVER SINCE 1914)

THE ADIRONDACK GUIDE-BOAT

ELEGANT LITTLE YACHTS
IN WOOD AND GLASS
-AND ALL THAT GOES WITH THEM-

STEVE KAULBACK CHARLOTTE, VT 05445
802 425-3926

FORWARD FACING ROWING

for canoes, rowboats, shells

Front

Thrust

Ron Rantilla, Proprietor
(617) 769-0590

Free Brochure
Demo Tape \$15

Frontrow Rowing Systems
61 Endicott Street,
Building 26, Dept MAB
Norwood, MA 02062-3006

SOUTH COVE BOAT SHOP

TRADITIONAL WOODEN BOATBUILDING

REPAIRS AND RESTORATIONS

ROB BARKER

615 MOYERS LANE, EASTON, PA 18042

PHONE/FAX (215) 253-9210

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY
(207) 268-4802

Rt. 1, Box 1090
Litchfield, ME 04350

607-547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point On West Lake Road)

PO BOX 1007

COOPERSTOWN, NY 13326

Woodenboat Restoration / Rigging

CHRIS STICKNEY BOATBUILDER

- Wooden Boat Restoration & Repair
- New construction

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



10'6"x3'10" LAPSTRAKE YACHT TENDER

Designed circa 1890

Cedar planking on oak frames

Hackmatack knees & hard pine thwarts

Copper & bronze fastenings

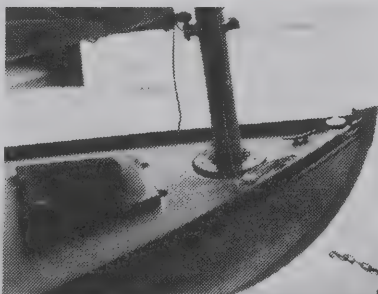
Two rowing stations

Weight 75 lbs. - capacity 500 lbs.

Builders

O'CONNELL'S

NEW BOAT CONSTRUCTION
WOODEN BOAT REPAIR
VENEER OVERLAYS
SPAR CONSTRUCTION



*Dedicated to the
Creation and Preservation of
Vintage Wooden Watercraft,
on the eastern shore of the
Chesapeake Bay.*

O'CONNELL'S WOODEN BOATS

303 Cannon Street
Chestertown, Maryland 21620
(410) 778-3213 FAX (410) 810-0756

VICTORY BOAT CO.

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

16' Swampscott Dory - \$1,500

18' Rangeley

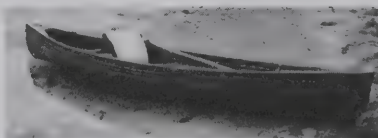
\$1,000 Fiberglass - \$2,000 Wood

We have used boats and take trade-ins.

RR #2, Warwick Rd. Athol, MA 01331

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

Feather Canoes



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

MAC MC CARTHY

1705 Andrea Pl. Sarasota, FL 34235
(813) 953-7660(H) - (813) 355-6736 (S)

SUTHERLAND BOAT & COACH

4th Generation Boat Builder
Builds & Restores:
wooden sail/row boats, motor
launches & "woodie" station wagons

416-1/2 W. Lake Rd.
Hammondsport, NY 14840-9603
(607) 868-3993



CLUBHOUSE BOATWORKS

217 S River Clubhouse Rd.
Harwood, Maryland 20776
(410) 798-5356

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

AREY'S POND

Cape Cod's
Sailing Headquarters &
Wooden Boat Center

• Established 1945 •



• AREY'S POND BOAT YARD •

APBY 12-14' CAT BOATS

Sailing Instruction

Hauling and Storage

Boat Brokerage

Mooring Rentals

Boat Building Classes

Rhodes 19 & Mariner Dealer

ARNO DAY SKIFFS

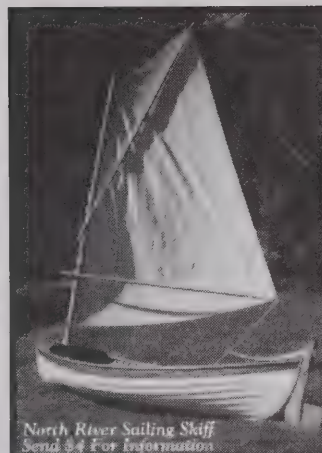
P.O. Box 222
43 Arey's Lane, off Route 28
South Orleans, MA 02662
(508) 255-0994

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

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



North River Sailing Skiff
Send \$4 For Information

Wooden Boats for Sail, Oar & Power

Fine Restoration

NORTH RIVER BOATWORKS



6B Elm Street
Albany, NY 12202
518-434-4414

The Sensuous Beauty of Bright-Finished Wood



Elegant Skiffs and Tenders
7', 10' & 12' for Oar & Sail
Light, Durable Wood/Epoxy Construction

HILL'S BOAT YARD

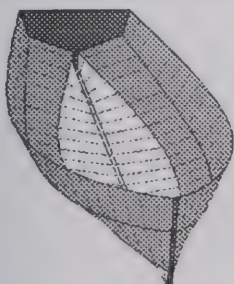
Little Cranberry Island • Islesford, ME 04646
207-244-7150

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



BOATWORKS LTD.

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



Small Boat Design Software PLYBOATS 2.0

Select from 36 curve combinations
Improved Graphics
Plywood and Transom Development
Sail Rig Layout, 20 sail types
Generates 4 DXF Files for hull,
plywood and sail layout
Bulkhead Design, Model Design
76 Sample Designs
Runs in any PCAT
Excellent manual

Now with design curves
from an extensive data base.
\$145.50 plus \$5.50 S&H

Ray Clark Enterprises

5861 Woodboro Drive
Huntington Beach CA 92649
Phone or Fax (714) 840-7284

Designs - Plans

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

Save Time, Save Money

with the Best Boat Plans Available. . . .

There are lots of boat plans available—but ours are the best value. Many potential builders are turned off when they see what is available from our competitors. It's not that they aren't good plans, but you have to be a professional boatbuilder to use them. Ask these questions before buying a set of boat plans:

Do the plans require lofting? Ours don't. We supply patterns with every set.

Do the sellers know the plans they are selling, or are they *brokers*? We know our plans; we designed them all.

Do they offer help if you have a problem? We do. We answer questions every day by phone and letter.

More people *build* boats from GLEN-L plans, patterns, and kits than from any other source. We take pride in our product, we are not selling our persona, we are selling a product that you can work with, at a price that you can afford.

SEND \$5 TODAY for our 168 page **BOOK of BOAT DESIGNS** with **FREE** boatbuilding supplies catalog.

GLEN-L marine designs 9152 Rosecrans,
Box 1804/AMF, Redflower CA 90706-2138
TEL. 310/630 6258 FAX 310/630 6280

Plans for Canoes, Seakayaks, and
Historic Decked Canoes.

Or, Sail your Canoe!

Send \$1 for Info to:

Island Canoe

3556-M West Blakely Ave.
Bainbridge Island, WA 98110



Capt. Pete Culler's Plans

GEORGE B. KELLEY
20 LOOKOUT LANE
HYANNIS, MASS 02601
TEL. (508) 775-2679

One hundred and one traditional designs
from a 9-foot pram to a 125-foot Tern
schooner. Send \$1 for price list

SWAMP YANKEE BOATS

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

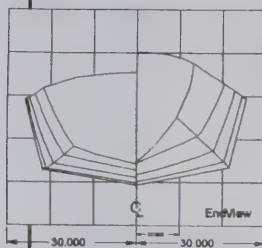
Robert W. Sparks

36 Soundview Hgts.
Brantford, CT
06405

(203) 488-5932

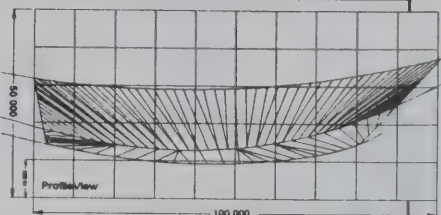


Hard-Chine Boat Design with EasyCAD



BtDzn

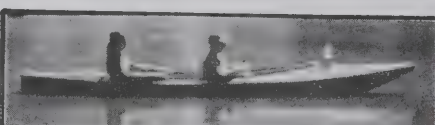
- draw hull curves
- rule panel surfaces
- expand flat panels
- project stations, waterlines, x-sections to all views
- output offset tables, hydrostatics, plate angles, 3D
- within CAD for simplicity and for doing further design



BtDzn works within EasyCAD to help you design hulls for sheet materials such as plywood, steel, or aluminum. Create multiple panels then generate 'ruling lines' to define panel surfaces. Test 'developability', then un-spring panels to accurate flat shapes.

BtDzn + EasyCAD.....\$179
BtDzn + introEasyCAD...\$119
BtDzn only.....\$75
(req 286+ EGA/PC - incl \$8 S&H)

t. Hall Small Boats
5520 Lockridge Road
Durham NC 27705-8006
919 967-2389 for INFO



LARSBOAT

15'x30"x60lbs

Taped Seam Construction

No Jigs - No Lofting

\$20 Plans - \$1 Info on 16 Boats

JIM MICHALAK

118 E. Randall, Lebanon, IL 62254

PHIL GREEN DESIGNS

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

PHIL GREEN DESIGNS, 2 KEEP COTTAGES,
BERRY POMEROY, TOTNES, DEVON,
TQ9 6LH. ENGLAND



Designs by Platt Monfort

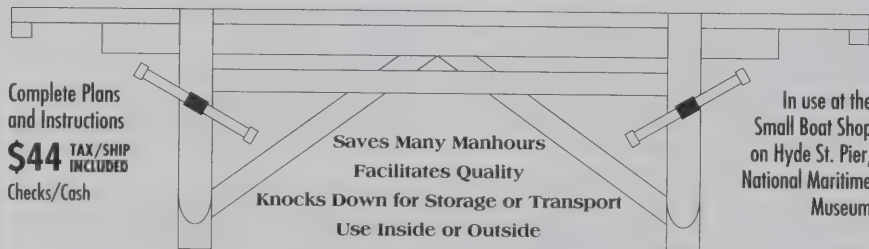
- **STUDY PLANS BOOK \$5.95**
Large Scale Lines Drawings
- **INSTRUCTIONAL VIDEO \$19.95**
70 Minutes Of Latest Techniques

Monfort Associates

RR 2 Box 416MA Wiscasset, ME 04578
(207) 882-5504

PLANKING BENCH, Plan #51

Extremely useful for working long members including keels, keelsons, shoes, skegs, planks, strips, clamps, wales, risers, strokes, carlings, ceilings, coamings, spars, oars, and paddles.



Complete Plans
and Instructions
\$44 TAX/SHIP
INCLUDED
Checks/Cash

Saves Many Manhours
Facilitates Quality
Knocks Down for Storage or Transport
Use Inside or Outside

In use at the
Small Boat Shop
on Hyde St. Pier,
National Maritime
Museum

C.S.Kraft Shipbuilding & Drydock Co.

448 Throckmorton • Mill Valley, CA 94941 • 415-388-5969

PLANS ACCOMMODATE ANY LENGTH BENCH

THE SIMMONS



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

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

Information packet - \$1



Sea-Skiff 18

pictured

• 17'1" x 5'7"

• 5" draft

• 20-40 HP

• Plans - \$30 US

Sea-Skiff 20

twice the size

• 19'4" x 7'6"

• 10" draft

• 50-70 HP

• Plans - \$45 US

Sea-Skiff 22

20% bigger than

the 20

• 21'6" x 8'3"

• 12" draft

• 70-90 HP

• cabin versions

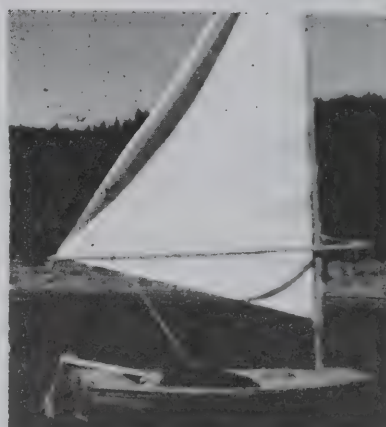
sketched

• Plans - \$45 US



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

WEE PUNKIN



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

GRAND MESA BOATWORKS

Rt. 1, Box 75, Collbran, CO 81624

Wood Canoe Hardware



CANOE HARDWARE: 1/2", 11/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available. NORTHWOODS CANOE SHOP, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426.

Small Craft Sails

GAFF, GUNTER, LUG, SPRIT, ETC.



AERODYNAMIC DESIGNS IN WHITE, TANBARK OR EGYPTIAN DACRON

DABBLER SAILS

P.O. BOX 235, RT. 1020, WICOMICO CHURCH, VA. 22579
(804) 580-8723 FAX: (804) 453-5745

ATLANTIC WHITE CEDAR

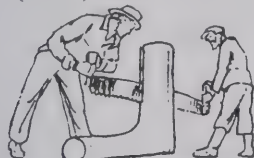
Flitches 4/4, 5/4, 6/4 thick to 16' long. Some other sizes and grades available. Limited quantity, all rough sawn. Call or write for info.

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

Lucky G. Farm

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



Hackmatack

Thwart Knees Quarter Knees
Sternpost Knees
For Small Boats

Mast Hoops

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

Pert Lowell Co., Inc.

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

Supplies

RED/WHITE CEDAR STRIPS



1/4"x3/4" Cove & Bead
Top Quality Clear
8, 10 & 12 Ft. Lengths
Canoe Kits

the NEWFOUND
WOODWORKS inc.
(603) 744-6872

RFD #2 Box 850 • Bristol, NH 03222



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

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

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

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

PADDLES & OARS



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

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

OKOUME • SAPELE • TEAK

TEAK & HOLLY • LAUAN

SIPO • KHAYA • FIR

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber

1 (800) 899-1664

We Ship Anywhere!



MAINE COAST LUMBER

35 Birch Hill Road
York, ME 03909

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure
hard drawn copper. Just the thing for lapstrake
canoes, skiffs, dories. 3 diameters, 1/16",
3/32", 1/8". 10 sizes, 3/4" - 1-1/4".
Send \$1 for sample packet and info.

STRAWBERRY BANK, INC.

P.O. Box 300 MB, Portsmouth, NH 03802

SPARS



SOLID
and
HOLLOW

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

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

POLYESTER RESIN

(With Catalyst)

Finest Quality - Always Fresh

5 Gal. Pain
\$70.00 ea.

1 Gal.
\$15.50 ea.

4 or more
\$14.50 ea.

20 or more
\$14.00 ea.

4 pails or more
\$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE
Mat 1-1/2 oz. 38" - \$2/yd • Roving 24 oz. 38" - \$3/yd • Cloth 10 oz. 38" - \$4.05/yd

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

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

MERTON'S FIBERGLASS SUPPLY

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

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

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



COD

Classified Marketplace

BOATS FOR SALE

18' Herreshoff America Catboat, w/roller reef jib, wheel steering, diesel IB, 6'6" bunks. Ready to sail. \$8,000.
HOBERT BAUMAN, Boyce, VA, (703) 837-1287. (2)

30' Norseman Sloop, teak on oak. Currently under restoration. Nds stem, refastening & deck work. For sale or trade, BO. Price goes up as work progresses.
DANIEL GUAJARDO, Harwich, MA, (508) 430-0065. (2)

14' Crosby Fastcat Catboat, FG hull, gaff rig w/varnished spars, teak coaming & cockpit sheathing. Designed & bldt by Chester A. Crosby Co., Osterville, MA. Asking \$4,500 OBO.
DAVID CROSBY, 51 Bridge St., Osterville, MA 02655, (508) 428-6690. (2)

16' Swampscott Dory, new, extra light constr, ready for rowing or can be sailed as CB trunk is installed. Eastern pine (clear) laminated frames. \$2,100. Will negotiate sail rig.
FRED DESMOND, Beverly, MA, (508) 922-79087, 6-9pm. (2)

20' O'Day Sailboat, w/trlr, 18hp Johnson. \$3,400.
ED GREENE, Duxbury, MA, (617) 934-2909. (2)

Sanibel 17 Sailboat, 17'2"x 7'2"x 12'3/6". '84 FG pocket cruiser, shoal keel/offset CB, V-berth & quarter berths, opening ports, trlr & OB. See Larry Brown's *Frugal Yachting*. \$2,700.
MIKE LEINER, P.O. Box 687, Cedar Key, FL 32625, (904) 543-5307/543-5657. (2)

Van Dusen Lightweight Single Racing Shell, '74 classic, single skin FG red hull in vy gd cond. \$1,500.
BETSY ROCKWELL, Greenville, ME, (207) 695-2680. (2)

Sunfish Sailboat, vy gd cond. \$950. Located Toms River, NJ.
PAT GIORDANO, Olive Bridge, NY, (914) 657-2889. (2)

'84 Small Craft Encounter, 18' sliding seat sculling boat w/Piantadosi wood oars, etc. Exc cond. \$1,000.
FELIX KLOMAN, Lyme, CT, (203) 434-5356. (2)

Rhodes Bounty Sloop, '40, 38'9"x 27'6"x 9'8"x 5'8". SA 640, fuel 25 gal, water 60 gal. Mahogany on oak, epoxy saturated in & out, epoxy puttied seams. Bare hull wall spars, rigging & hrdwre. Professionally done, experienced amateur or professional bldr should finish. Health forces sale @ \$10,000 OBO.
JOHN ABBOTT, S. Dennis, MA, (508) 432-7658. (2)

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 (603) 526-9363. (2)

Piscatqua Wherry, 16'4" bldt @ Strawberry Banke. Cedar on oak, oiled inside. New cond. \$850. **Wee Lassie**, 11-1/2' ltwt dbl paddle canoe bldt by Mac McCarthy. Cedar strip. New cond. \$825.
DAVE LUCHINI, Salem, MA, (508) 740-1898, (508) 745-9769. (2)

Gloucester Gull Light Dory, marine ply, oak gunwales, bldt '94. Copper or silicon bronze fastenings, FG coated outside, epoxy resin only, painted white, lt green interior. Will deliver. \$900. Trlr available. \$200. **24'5" Crestliner Day Cruiser**, '86, trouble-free aluminum. IO Cobra/GMC V-6, berths, kitchen unit, head cmptmt, vhf, loran C, Furuno depth. All exc, \$9,000.
JACK LLOYD Snowshoe Lane 3768 Sager Rd, Sinclairville, NY 14782-9644, (716) 985-4753. (2)

CLASSIFIED ADVERTISING INFORMATION:

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

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

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

Cape Dory 14, sail, row & motor in this versatile craft; classic wineglass transom, FG hull, mahogany trim, aluminum spars, 85sf sail, 7-1/2' spoon oars w/leathers, 3-1/2hp Nissan OB w/vy low hrs, trlr; spec-sheet & pictures on request.

JIM MASON, 259 N. Stanwood Rd., Columbus, OH 43209, (614) 237-6245. (2)

Folbot Folding Super, 17.5' 2-seat collapsible kayak w/wooden paddles & sail rig. \$400.
WILLIAM SALTZMAN, Framingham, MA, (508) 872-5289 evs. (2)

11' Moth Class Sailboat, newly constructed wood/glass. Registered in International Sail Association. \$1,100. **10' Steelhead Drift Boat**, wood/glass, incl oars. \$850. **8' Pram**, wood/glass w/2 rowing positions, side back seat. \$450 w/custom oars. **16' Texas Dory**, rowing model, wood/glass, 1 rowing position. \$700 w/custom oars. **23' Sailboat**, unfinished, wood/glass construction, w/fixed keel. Old, gd hull cond, being restored. Incl all sails and rigging. \$500 OBO. **8' Lapstrake Tender**, square bow plywood, stitch & glue, w/custom oars, mahogany trim. \$850. Please hurry to the phone.

RICHARD READ, Belfair, WA, (360) 275-2192. (2)

Classic Beetle Cat, '70, exc cond, recently refastened w/bronze, re-caulked & repainted traditional colors. W/trlr & all gear. \$4,000.
CT, (203) 526-3896 after 6pm. (2)

14' Starcraft Explorer, FG trihull. Center console steering, live well. New trlr \$900 firm.
RAMON CHURA, Hull MA, (617) 925-9040. (2)

Wharram Tiki 26 Hulls, BS 1088 lauan plywood, System Three epoxy/FG encapsulated, nds to be finished (hatches, ports, paint), has been stored under cover. Over \$3000 in materials invested, \$500 plans. Located in Vero Beach, FL. Trade for small sailboat in New England area or BO, all offers considered.
MICHAEL WOODRUFF, HC31, Box 148, Phippsburg, ME 04562, (207) 725-3346 (work), (207) 389-9149 (Home). (2)

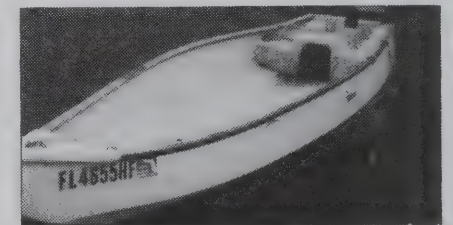
Kevlar Arluk 1.9, navy grey hull & deck w/burgundy trim. **Kevlar Arluk 3**, light grey hull w/teal deck & purple trim. Boats in exc cond. Less than 20 miles of use each and have been stored under cover. Boats come with travel covers and nylon spray skirts. \$2,100 each. Also Lendal Powermaster paddle, 1-piece, and Werner San Juan paddle, both FG, 225cm, \$100 ea. Werner Little Dipper paddle, FG, 2 pc, 8.5', \$60. Free delivery of boats negotiable with firm offer.
IZABELLA CIESZYNSKI or **DAVID WEST**, Newport News, VA, (804) 599-0690. (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 evs & wknds. (2P)

Sailboat, 16' Matinicus Island Peapod. Sail, 2 pr oars, trlr. Made @ Bath Maritime Museum. Exc cond. \$2,500.
JEANNE PEDERSEN, Newburyport, MA, (508) 462-7682. (2P)



14' Offshore Sloop, SO-DU-IT!, Ted Brewer prototype, '93. See 6/15/93 and 2/1/95 issues. Cold molded red cedar, carbon A-frame mast & rudder, retractable keel. Draft keel up 18", down 4'-3". Dbl headsail, staysail. 2 9' bunks, VHF, stereo, running lights, gel battery, head, stove & trlr. \$9,000.
NILS ANDERSSON, 8956 Harness St., Spring Valley, Ca 91977, (619) 697-9537. (2)



16' Ghee noe Classic, 3hp Minn Kota electric, Pro line trailer w/bearing buddies. All lyr old, \$1375. Will accept stable sea kayak as partial payment.
DON DUQUET, Mims, FL, 24hr fax line (407) 264-0466, tel (40) 264-4385. (2)



25' Key West Smackee Sloop, replica of Jeff Brown. Small cuddy, lg cockpit, classic traditional design. See *WoodenBoat* #69, pg 50.
WALTER KEENAN, Norwell, MA, (617) 826-4043. (2)

Tremolino Trimaran, 22'-10". Gd cond. Uses Hobie 16 rig, incl furling jib. 2.7 Cruise n' Carry, trlr. \$2,500.00.
BOB CHAMBERLAND, Suttons Bay, MI (616) 271-4231. (2)

Crawford Swampscott Dory, w/well, 6hp Johnson, trlr. **O'Day Daysailer**, w/motor, trlr. **Canoes**, several used.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (3)

17' Marsh Hen, '81 w/trlr. Best camp cruiser money can buy. Cat rig, convertible cabin, tanbark sail, new bunk cushions, compass, 4hp Evinrude & many other accessories. \$2,595. Interesting trades considered. ALLEN TEDDER, Tallahassee, FL, (904) 222-4775 days, (904) 893-7461 eves. (3)

17' Glen L Sculling Skiff, used once. W/sliding seat, riggers & Dreissigaker oars. \$400. ANDY PELLETIER, Topeka, KS, (913) 271-5813. (3)

15' Venture Catamaran, w/trlr, 2 sets sails, replacement SS hrdwre on boat & trlr. Grt cond, \$1,000, museum benefit. ADIRONACK MUSEUM, Blue Mountain Lake, NY, (518) 352-7311, bus hrs. (3P)

14' Wooden Strip Canoe, Puddle Duck design from Gil Gilpatrick's book. Cedar hull (FG w/West System, ash gunwales, thwart & seat frames, cherry deck caps & caned seats. Blt '91 by owner. Two paddles & float. cushion. Trade for wooden Thistle, Snipe, Penguin, or other small racing sailboat. Restoration projects okay. MATT APGAR, Weare, NH 03281, (603) 529-4323. (3)

Herreshoff Columbia Dinghy, authentic reproduction, cedar on oak. Sails & rows exceptionally. Similar to Catspaw. \$3,000. DAN SECOR, E. Brewster, MA, (508) 255-5925. (3)

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) 7679. (3)

Sea Kayak, 19' FG Surf-ski, open deck w/rudder. Exc cond. \$475. FRANK ALBERT, Putnam Valley, NY, (914) 528-3349. (3)

8' Dinghy, wood, light, well made, bottom paint. Incl oarlocks & oarlocks. Gd cond. \$300. ALLYN BRADFORD, 6 Ashton Pl., Cambridge, MA 02138, (617) 354-7913. (3)

17' O'Day Daysailer II, boat & sails in exc cond. Incl spinnaker & galv trlr. In storage for several yrs. Asking \$1,700. BOB BLEILER, Mystic, CT, (203) 536-2854. (3)

Swiftly 12, a Shell Boats design. Cartoppable. Exc cond. \$600. DON AREY, Camden, ME, (207) 236-8610. (3)

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) 597-5634. (3)

Bolger Micro, 15'4" cat yawl professionally blt '92. Tanbark sails, 4hp Johnson OB, cruise equipped. Custom blt trlr for easy launch & retrieval. fast, comfortable, lots of fun. I haul it w/VW GTI. \$3,500. Call for more info. CONBERT BENNECK, Glastonbury, CT, (203) 633-5351. (3)

12' Penn Yan, wd/canvas boat. Ltwt cartop model, 3 seater, circa '40's. Hasn't been used since '94 professional restoration. Dk grn hull, mint cond. Must sell, asking \$1,500. JOE AMOROSO, 19 Forest Ln., Cumberland, ME 04021, (207) 829-4605 ves & wknds. (3)

30' MacKenzie Bass Boat, '71 raised deck, shelter cabin w/canvas, ventilating windshield. Repowered 5/93 w/twin Crusader 350 Thermo-Electron, w/90hrs. VHF, CB, DS, Fyme Alarm, auto battery charger, 2 new bilge blowers, 2-12v fans, 2 anchors & rode, all CG equipment. Bottom compl refastened 9/94. Gd cond throughout, kept in water in covered slip yr rnd. Asking \$16,900. BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742-4750, (908) 899-4804. (3)

Drascombe Lugger, vy gd cond, going to smaller boat, sale @ \$5,500 or trade. Will take part payment in gd single folding kayak or FG rowing boat w/sailing capability, Crawford sailing dory, aluminum McKenzie River drift boat modified for sail. EARL ORDWAY, 130 Wide River Cove, Stuart, FL 34994, Internet ecardway@aol.com. (3)

23' Kells Sloop, FG, swing keel, 3 sails, roller furling, cushions, VHF, sink, stove, porta potti, anchor, 7.5 OB, trlr. \$2,900. TOM FARNON, York, ME, (207) 363-3234. (3)

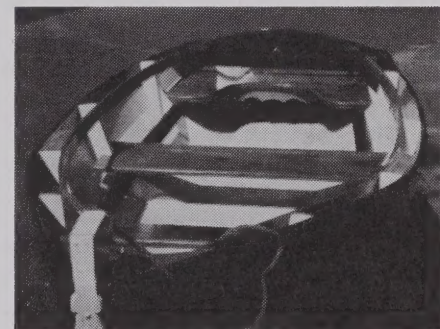
22' South Coast Sailboat, slps 4, swing keel, gd cond, w/5 sails. FG hull, alum mast, gd trlr. Boys moved, wife says, "Must sell!" Asking \$2,900 OBO. **18' Mahogany Runabout**, Chris Craft '57 Continental. Restored less than 2 yrs ago, orig motor & fittings, sound trlr. \$6,500 OBO. JOE JEROMIN, Mogadore, OH, (216) 325-7249. (3)

'72 Morgan 27 Sloop, *Whereaway*, FG, gd cond, full sails & all other equipment incl '91 Yamaha 10hp OB w/less than 50 hrs. Priced to sell, BO. GEORGE SIBLEY, 17 Rocky Neck, Gloucester, MA 01930, (508) 283-6305 (h), (508) 281-2064 (w). (3)

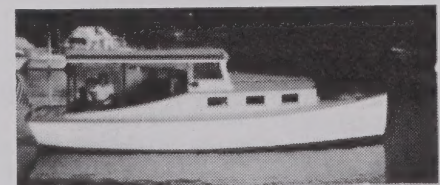
12' Rushton Canoe, custom blt by Bart Hawthaway. New cond, sail, dbl paddle, etc. \$1,075. KEN CARPENTER, Mystic, CT, (203) 536-1619. (3P)



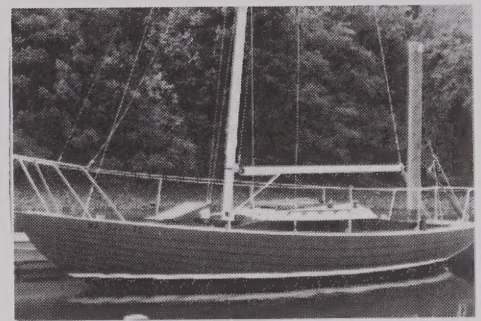
24' Crosby Striper Bass Boat, nds rblndg. \$650 OBO. Trades? Many interests. Send \$5 for photocopy of orig brochure, spec, price list & photo. PETER WEIGLE, 410 Town St., E. Haddam, CT 06423, (203) 873-1671. (3)



New 10' Chaisson Tender, wooden, 4' beam. oak frames, stem & cleats. Mahogany transom, sheer boards & seats. Bottom & garboards fiberglassed. Must be seen. GALVIN'S BOAT SHOP, 3 Westford St., Saugus, MA 01906, (617) 231-549 0.. (3P)



Classic One-of-a-Kind, converted to power when Gran'ma could no longer handle sail. 27'x 12'x 3'. Lg stand-up cabin w/galley & private head. Plenty of storage room. Economical 4cyl IB, vy lg cockpit. If you liked the African Queen you'll love this one. Continuous compliments. Pre-season price \$2,950. JEREMIAH FISCHER, Box 2167, RD 1, Wall Twp, NJ 07719-9708, (908) 449-2799. (3)



26' Folkboat, Vaga, rebuilt '82-'86, FG over lapstrake, new keel bolts, deadwood, floors, rudder, all new interior, five sails. Teak decks, FG cabin roof, new coamings & cabin sides, galley, head, VHF radio, Loran, Autohelm, Honda 7.5hp. First in class & 3rd overall in '93 *WoodenBoat* Regatta. This classic sloop was blt in Sweden in '47, loves heavy weather, great sailing boat. Bob Hicks reported "a monument to a painstaking restoration effort." Priced to sell @ \$13,900. TED DAVIS, 21 Meryl St., Medway, MA 02053, (3)



20' Dory, double ender, Allen Vaites blt. New electronics, canvas & rubrails. IB or OB. \$900 OBO. JIM KENT, S. Hamilton, MA, (508) 468-7506. (3)

Herreshoff Marlin/Fish Class Sloop, in exc cond, 21-1/2' cedar on oak, almost new sails & many other extras. \$6,800. GEOFF WARNER, Exeter, RI, (401) 295-1243. (4)

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. (4)

Quaint 24' Double-Ended Schooner, gaff rigged, draft 4'. Cabin slps 2. Custom boom tent over ample cockpit doubles space under cover. FG full. Takes up to 6hp on OB mount. Near new fore & main sails, gd jib, old forstaysail. Comfortable in 25kts on Chesapeake. Weatherly & fast for gaff rig. Single hands easily. \$3,000. GODFREY GAULD, 1506 Pine Bluff Way, Arnold, MD 21012, (410) 974-0736. (7)

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

BOATS WANTED

Used Alden Ocean Shell Double, in gd shape. BETSY ROCKWELL, Greenville, ME, (207) 695-2680. (2)

Lightweight Boat, all around type for rowing and sailing, "Whisp" type or style. FG or epoxy/wood construction. ART DILLON, 88 Badger Farm Rd., Wilton, NH 03086, (603) 654-6237. (2)

Old Grand Banks Dory, 17'-19' to rblnd. JOHN SEIDEL, Simbury, CT, (203) 658-1991 eves. (3)

SAILS & RIGGING FOR SALE

Fast Traditional Sails, 1st, 2nd boats, Fleet A, Wooden Boat regatta wore DABBLER SAILS. Lug, gunter, sprit, gaff, etc., in white, tanbark or "Egyptian" dacron.

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

SAILS & RIGGING WANTED

Rig & Sail for Beetle Cat.

REINER JAAKSON, Arthur, ON, (416) 233-5393. (2)

Bolger Micro Sails.

TONY MC GARRY, 5050 Hwy 303 NE, #103330, Bremerton, WA 98310, (360) 698-6065, Fax (360) 377-1376. (3)

Lateen Rig, sail, spars, etc, for 12' Mini Fish (smaller version of Sunfish).

J. STEPHEN CRIM, 904 Creekdale, Richardson, TX 75080-4906, (214) 238-0474. (3)

GEAR FOR SALE

Copper Clench Nails, 5lb lot only, 7/8" long. \$60 pp anywhere in USA.

R.M. STEWARD, 4335 Lucera, Jacksonville, FL 32244. (2)

Universal Flexi-Four, w/trans. compl, runs. BO.

DANIEL GUJARDO, Harwich, MA, (508) 430-0065. (2)

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, (603) 526-9363. (2)

100lb Mushroom Anchor, chain, line, float. \$250.

ALLYN BRADFORD, 6 Ashton Pl., Cambridge, MA 02138. (617) 354-7913. (3)

Sailboat Dodgers, several American made, vy reasonable. **100lb Mushroom Anchor**, \$45. **Used Anchors**, Danforth, Navy, Herreshoff, 5lbs-100lbs, \$5-\$100 ea. **Bronze Ships Bells**, several quality older 8", 6", 5", 4" diam, exc tone, \$50-\$150. **Portlights**, 5", 6", 7", 8", 10", 12 glass, all brass or bronze. **Oval Ports**, brass 9"x6" for sailboats, vy reasonable. **Misc Hrdwre**.

TONY GAMBALE, E. Boston, MA, (617) 569-3462. (3)

Atomic Four Parts: Oversize pistons (new) \$50; bronze shaft 1"x36" \$20, Zenith iron carb for Atomic or Graymarine \$30. **Evinrude 10hp OB**, short shaft '64. Just rblt, lacking steering arm, incl 3 gal tank. Can demo. \$100. **16' Spruce Boom**, box section, vy strong, w/bronze hrdwre. \$75. **Evinrude 10hp**, short shaft, '64. Just rblt, lacking steering arm. Incl 3 gal tank, can demo. \$100. **Fuel Tank**, 16gal, gas or diesel, incl level gauge, by Mirax (new) \$45.

DARRELL STREET, Burlington, MA, (617) 270-9416. (4)

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

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

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



THE UNST BOAT HAVEN • SHETLAND ISLANDS • SCOTLAND

A TRULY AUTHENTIC BOAT T-SHIRT! As featured in *Wooden Boat*. Scotland's 19th Century Shetland Sixareen Crew reproduced on natural 100% heavyweight cotton. \$16 L&XL, \$18 XXL. Add \$3.75 S&H. 1995 rower's catalog includes apparel, posters, mugs & more, \$2.

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

There is nothing— absolutely nothing—

half so much worth doing



as simply meaning about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.

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

GEAR WANTED

Old Green Tank Merc, still looking for late '40's all through '50's, most any size or cond, also Mark series.

L SNELL, P.O. Box 841, Jasper, TX 75951, (409) 384-8219. (3)

BOOKS & PLANS FOR SALE

Simplified Boatbuilding, The Flat Bottom Boat, by Harry V. Sucher. Foreword by Howard L. Chappelle, 1st ed, '73. \$25 incl shipping.

ROBERT REIBEL, 99 Mt. Airey Rd., Croton-on-Hudson, NY 10520. (2)

177" Culler Daysailer Plans, unused. \$15.

RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (2)

Small Boat Journal, pilot issue +nos. 1-66 (incl. 2 copies of no. 6); the renamed *Boat Journal*, nos. 67-76, 78-79 (after that it totally degenerated to *Boating World* and I cancelled my subscription). All for \$125 or BO + shipping.

FRANK INGRAM, E. Lansing, MI, (517) 337-2523. (2)

C.S. Forester's Hornblower Series, in Finnish. 5 volumes: Luutnantti, Komentajakapteeni I and II, Kommodori, and Lordi. Published Helsinki '42-'53. Yellowed but sound. Offers/trades.

PAUL LEFEBVRE, 1615 SW 15 Ave., Gainesville, FL 32608-5354, (904) 376-4977. (2)



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)

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

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

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

Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were 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)

Canoe/Kayak Plans, 16' wood/canvas, can be fiberglassed. Since 1962. Free information.

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

Canoe Lines, Plans, Offsets, Mold Patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip bld or wood/canvas construction.

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



Classic Moth Boat Plans, available for the Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.
MUSEUM OF THE ALBEMARLE, 1116 US Hwy 175, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

BOOKS & PLANS WANTED

Cats on Ships Info, sources, anecdotes, graphics, marine archaeological notations, on or about "nautical cats". Cats & ships 1,600BC to 19th century for research paper & book. Will acknowledge help & sources. Will pay costs for mailing, phone fax.
ALBERT HABERLE D.V.M., 2 Elm St., Noank, CT 06340, (203) 536-6656, (203) 536-4616 fax. (2)

Ted Brewer Explains Sailboat Design, (book), International Marine '85.
ROBERT MASON, 6145 Western Reserve Rd., Canfield, OH 44406, (216) 533-7442 (3)

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)

MISC NAUTICAL RELATED ADS

Boat Rental PartnerWanted, seeking person(s) for small boat rental venture in Kitsap County, WA area only. I provide boats, you provide dock & meet customers. Ideal opportunity for retired person.
TONY MC GARRY, Bremerton, WA, (206) 698-6065. (3)



For Charter, 35' classic sailing yacht *Pleiades*. Comfortable cruising for 4 on this fully restored & well maintained vessel. Penobscot Bay, ME. \$975 weekly.
GEORGE EVANS, Isleboro, ME, (207) 734-6641 eves. (6P)

Maine Coast, Spruce Head, 2br on tidal cove. Views, deck, FP, mooring, sail/row dinghy. Avail 9/16-10/14 @ 463/wk. Row, sail or paddle Seal Harbor & Penobscot Bay. 3 MITA islands nrby.
FRANK O'BRIEN, Roslindale, MA, (617) 323-4759. (TF)

Summer Rental. House on Swan's Island, ME near Acadia National Park. 3br, bath, kitchen. View of harbor, hiking on property & many other places on island. Fresh water swimming in nearby quarry. Grocery store on island. 2 sand beaches, launching sites for small boats. Access to island by ferry 6 times daily. \$550/wk, Sat-Sat.
IVER LOFVING, Box 366, Swans Island, ME 04685, (207) 526-4121 or (207) 773-9505. (TF)

THE MOST UNIQUE WOODEN MODEL BOAT KITS AVAILABLE ANYWHERE!

 Neon Tetra 12" SUB \$15.95	 Scorpion 8" RUNABOUT \$19.95
 Cricket 11" SAILBOAT \$23.95	 TOAD 8" TUG \$22.95

EASY TO BUILD PROVEN PERFORMERS

- RUBBER POWERED • PRE-SHAPED HULL • PRE-CUT & DRILLED PARTS
- BRASS, COPPER & STAINLESS HARDWARE

GREAT FUN IN POOL POND OR SEA • ORDER YOURS TODAY!
 \$4.00 S&H Each, MD. Residents add 5% tax. Catalog \$1.00

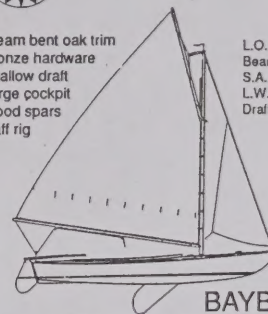
Seaworthy Small Ships

Dept. M, P.O. Box 2863
 Prince Frederick, MD 20678



COMPASS CLASSIC YACHTS INC.
 Box 143 • South Orleans • MA 02662 • (508) 255-5187

Steam bent oak trim
 Bronze hardware
 Shallow draft
 Large cockpit
 Wood spars
 Gaff rig



L.O.A. 18' 0"
 Beam 5' 6"
 S.A. 145 ft.
 L.W.L. 16' 0"
 Draft 0' 8"

BAYBIRD

A 1918 Burgess and Chamberlain design
 Now in fiberglass

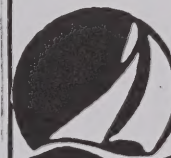


SMALL SAILBOAT SPECIALISTS

- | | |
|-------------|----------------|
| ● Precision | ● Nimble |
| ● Summer | ● Com-Pac |
| ● PT Jude | ● Florida Hen |
| ● Amer Sail | ● Sunfish/Zuma |
| ● Phantom | ● New/Used |

THE SAILBOAT SHOP

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



Rowing Restoreth the Soul



Call or write for free information.
 (800) 228-4691

Restore your soul with a boat you built yourself! The Cosine Wherry is just that boat. Designed with the amateur builder in mind, she weighs just 95 pounds at 14' and rows like a dream.

Complete builder's package available
 \$1,451 plus freight.

flounder bay boat lumber

1019 3rd St., Dept. M, Anacortes, WA 98221

ROW A TRADITION. ROW AN ALDEN.

Free Color Catalog
 1-800-626-1535



Alden Ocean Shells

Open Water Rowing Experts For Over 20 Years • P.O. Box 368F • Eliot, ME 03903



messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984-1943

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

POSTMASTER: ADDRESS CORRECTION REQUESTED

VIDEOS-SEA KAYAKING

Arctic Destinations - Greenland, Canada & Alaska
Greenlanders' Surfing & Winter Paddling
Kayak Building Technique
free catalogue Gail Ferris (203) 481-4539
1 Bowhay Hill, Stony Creek, CT 06405

MIDDLE PATH BOATS

Box 8881

Pittsburgh, PA 15221

(412) 247-4860

20 High Performance
Models in Wood/Epoxy
Composite Construction

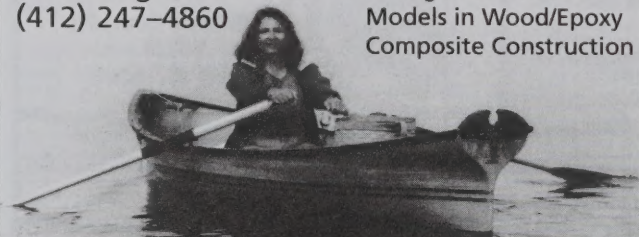


Photo: "Skua"

Winner, Blackburn Challenge
1993 and 1994

Solo and Tandem Canoes
Rowing Cruisers
Send \$2.00 for Brochure

See Us at the WoodenBoat Show

The 1995 WoodenBoat Show

Hinckley Great Harbor Marina

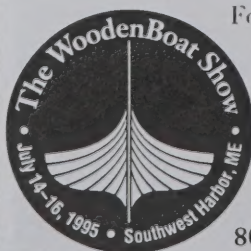
Southwest Harbor, Maine

July 14-16 10am-6pm

Admission: \$7.50 per person per day.

Buy your tickets in advance and get a
three-day pass for only \$7.50!

Children under 12 admitted free.



For Exhibitor Information,
or to show your boat,
call 207-359-4651.

For Advance Tickets and
Attendee Newsletters,
call 800-273-7447.

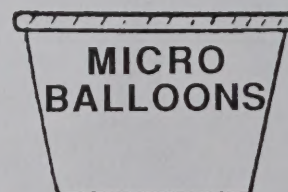
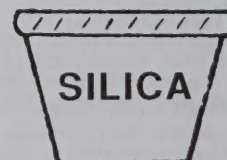
For Tourist Information, call both
800-288-5103 and 800-423-9264.

To:

XIII-2



PEABODY MUSEUM
STEPHEN PHILLIPS LIBRARY
EAST INDIA SQUARE
SALEM MA 01970-3783



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