



messing about in BOATS

"Building the Bahama Dinghy Cradle Boat"

Special Features This Issue
"Cheating Winter"

Volume 13 - Number 5

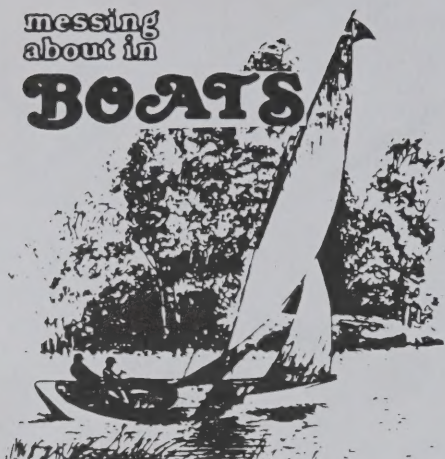
July 15, 1995

1015.105
M 585



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 5
July 15, 1995

Our Next Issue...

Will continue with the good stuff that didn't fit into this somewhat crowded issue. Tom Young details at length "A Cruising Boat Remodel" of his Cape Dory 28; Donald Kurylko expounds on his "18' Beach Cruiser, 'Alaska'"; Richard Carsen provides a different viewpoint in "Another Approach to the Ancient Art of Rowing"; and Gail Ferris describes how she worked out handicapped boating access for herself in "Enabling the Disabled".

Moving on to new unannounced material, we'll have for adventuring Susan Peterson's "Cruise from Ariel's World" from her new book; and Matt Maloy's report on the coming together "Of Mariners, Pearlers and Henners".

Phil Bolger brings us his design for "A 28' Cruising Cat Yawl"; and Ron Rantilla explains how his Front Row rowing concept works in "Pedal Rowing Explained", nicely juxtaposed to Richard Carsen's insights mentioned above.

There will also be safety commentary, book reviews and your commentary to flesh out the issue. And for the following issue, it'll be boat show time, four days at the WoodenBoat Show should provide us with plenty of interesting material.

On the Cover...

Matt Leyden, a somewhat elusive small boat designer and cruiser, sails his latest concept, his 14' sharpie *Paradox*, in winter waters off Bimini in the Bahamas, on an extended cruise in company with Dave and Mindy Bolduc, who tell us all about it in this issue and reveal details of *Paradox* and how you can even obtain plans for this proven mini-cruiser.

Commentary...

We receive a number of nautical books for review, and as we've mentioned in the past, farm out most of them for reading and review to readers who have indicated interest in doing this for us. It has been a successful scheme, as I simply haven't the time to read all that turns up here, and in many cases lack sufficient interest in a particular topic to properly evaluate a book.

Out of the blue in June came another from International Marine, *The Strange Last Voyage of Donald Crowhurst*. In the news release it was announced that "International Marine is delighted to offer this 25th anniversary edition of the sea drama of the century."

I had already read this book, many years ago when more deeply involved in what I thought I'd be doing afloat, some coastal sailboat cruising. It was a gripping, fascinating tale, because it was much more than a voyaging yarn, it was a look into a tortured human soul who happened to choose entry into the first sponsored solo round the world race as a means of achieving recognition and solving burdensome financial problems.

It happened that when this book arrived I was engrossed in another book I'd received from the Adventure Book Club. I am a history buff and belong to the History Book Club, so I'm inundated with solicitations to sign on to other similarly oriented book clubs. I agreed to accept the trial offer of reading their first offering, a republication of Alfred Lansing's 1959 classic, *Endurance*, about Ernest Shackleton's incredible odyssey of survival on the Antarctic ice and afloat in the great southern ocean in a 22' open boat.

Shackleton endured his experience in 1916, Crowhurst suffered his in 1968, a half century later. While Crowhurst's voyage was indeed an outstanding small boat epic, if flawed by his personal conduct which made it a fraud, it cannot compare with Shackleton's truly heroic epic as "the sea drama of the century".

Shackleton's achievement was made possible by the support and cooperation of the 26 man crew of his original Antarctic exploration vessel, and in particular by the incredible navigational skills of Frank Worsley, captain of the *Endurance*, who guided a tiny open 22' whaleboat 800 miles from Elephant Island off the Antarctic peninsula to the island of South Georgia, through storms and fog and appalling sea conditions.

Shackleton had five of his crew on the *William Caird*, which had been modified as best he could by the ship's carpenter for surviving in the roaring forties just east of Drake's Passage, the world's wildest waterway. Seventeen days of unrelieved hell on the world's worst ocean in an unprotected 22' wooden boat, under the pressure and obligation of actually navigating to a landing on tiny South Georgia to reach the whaling station there and organize a rescue of the remaining crew back at Elephant Island.

Shackleton brought his entire crew home from what had become a horrible experience in human suffering, a measure of the man's worth as a leader and adventurer. All the many decisions that had to be made

once the *Endurance* had become icebound, and eventually crushed, were his to make. His crew was outstanding, with but one or two malcontents and shirkers, and they epitomized what I view today as true grit, men who dealt with reality with their own resources without calling for help. Shackleton couldn't summon help, they had no radio, too unreliable in 1916, no way of communicating their situation to the rest of the world.

Shackleton's voyage was aimed at a crossing of the Antarctic continent as the South Pole had been discovered a couple of years before, by the Norwegian Amundsen, after Shackleton had earlier accompanied Scott on one ill fated attempt to reach the pole and gone on his own a second time, only to fail again and barely survive. It was the closing period of truly heroic exploration with unknown places on the earth just about all discovered and explored.

Shackleton had a curious, to us today mix of technology, a wooden sailing ship with a 350hp steam engine, three small open wooden whaleboats, no radio, dog teams. Back in Europe World War I was going on with aircraft, radios, tanks, motor vehicles. His crew's ultimate survival depended on one man's ability to navigate an unknown sea in godawful conditions with an unreliable chronometer, the last one of two dozen on the ship originally, and water sodden sight tables and charts.

Well, Donald Crowhurst, who did sail some 15,000 miles alone in a 41' trimaran mostly in the south Atlantic while gradually entrapping himself in a monstrous fraud in an attempt to win the solo around the world race without actually sailing around the world, is hardly cut from the same cloth at all, nor is the chronicle of his truly strange voyage "the sea drama of the century".

Quite by coincidence, I was able to read these two books consecutively, for I did reread the Crowhurst book, and it brought home to me just how truly remarkable the men of a couple of generations ago were in their endeavors, so self reliant, so admirable in their determination and perseverance despite all odds.

If you haven't read of Shackleton, do so, certainly a library can provide books on the man and his achievements. And you should also read the Crowhurst book, for Donald Crowhurst was much more one of us, he was a "weekend sailor" who undertook a challenge that proved overwhelming. What makes this book so fascinating is how he dealt with it. Awful.

I enjoyed both tugboat stories in your May 1st issue. Here on the west coast, we also came of age on our various waterfronts. I have a story of my own about growing up in Tacoma, Washington, one of the larger Puget Sound ports.

In the 1950's, when I was a student in Stadium High School in Tacoma, we lived on the cliff above Commencement Bay, near downtown. Very little went on along that waterfront that escaped my eyes. Outside of the sport fishermen at the mouth of the Puyallup River, the most numerous boats in the bay were Foss tugs. Tacoma was the home office of Foss Launch and Tug Company and I knew every boat in the home fleet, and a lot of the visitors, by sight from several miles away.

I went to work at Foss as a deckhand when Henry Foss still, often, sat at his desk in the office scow. Thea Foss, Henry's mother, was the cofounder of Foss Launch and Tug and the Tugboat Annie stories were loosely based on that part of her life. The bulkheads around the fiddle on the upper deck of the office scow were covered with hundreds of pictures of the filming of *Tugboat Annie*, many of them autographed by the stars. Henry Foss and his brothers were known then as "the sons of Tugboat Annie." This was pretty exciting stuff for a lad of sixteen, as the *Tugboat Annie* stories were still appearing in *The Saturday Evening Post*.

Going to work on that water I had been hanging around for years was almost a dream come true. I worked on many of the harbor tugs before going "outside." My first outside boat was the Foss 15 and I was first deckhand. On one beautiful summer day we had two empty chip scows in tow to Olympia. We rode the flood tide south from Carr Inlet and were going to do a quick tie-up and scoot back to the Narrows on the long ebb. There was a smaller tug in the Narrows with too large a tow for the tide. We were to relieve her of her tow and she would run light to the middle of West Pass and relieve another tug in the same trouble.

I was at the wheel, even though I was actually off watch. Everybody was down in the galley having lunch. My watch was supposed to end at noon, but it was almost 1230. There were many moth-balled war relics moored in rows in Olympia Harbor and we were running right alongside those ships in the deep water, as I had done many times before. I had never seen a chart of the harbor, because it wasn't necessary. I went where I had learned to go on previous trips. The cook came up to the wheel house to read the log book, the cooks' only way to know where we were and where we had been. The cooks never saw anything of our trips, down in the galley, just an occasional peek around during a stroll on deck to the vegetable locker.

The Skipper stuck his head in the wheel house, pointed up off the port bow a mile away and said, "Be sure to go outside that dolphin."

"Why," I asked.

"Just do it," he said and disappeared back down below. I asked the cook if he had any idea why I had this unaccustomed course change. He informed me that the Skipper was making twenty-nine dollars that day, as compared to my seventeen, and that was all needed to know about

Souvenir of Olympia Shoal

By Del Kahn

course changes.

I dutifully swung to port and headed for the dolphin. I had the engine running as fast as anyone had been able to do in the last several years, 165rpm, also a deckhand's job. We tuned the engine every hour when we oiled it. When the engine was brand new in 1936 its top speed was 175rpm. We came up on the dolphin just flying. I was waiting to put the dolphin on our starboard beam before starting a slow turn to starboard to put us back on my familiar course for the rest of the way out of the harbor.

It never happened. The bow went up in the air and the boat rolled a little to port and I rolled the engine cams to STOP. With the engine dead the boat should have been very quiet, but it wasn't. I could hear engine room wrenches falling from their bulkhead pegs and landing on the steel deck plates and a lot of weird noises were clinking and banging and hissing. One noise I had never heard before, but knew, instantly, what it was. It was the Skipper running up the galley steps, up the deck and into the wheel house.

The Skipper ran across the wheel house, grabbed the control crank, rolled the engine cams to REVERSE, and yanked on the air lever. This was a direct reversing engine and it would start and run in either direction. The Skipper spun the wheel from side to side trying to wash us free of the shoal mud. We had a ninety-six inch propeller and a barn door rudder, but I had done a proper job of putting us up there and we were stuck tight on the falling tide. I had put us aground on the most prominently marked shoal from the North Pole to the Panama Canal, Olympia Shoal.

The shoal was totally submerged at this stage of the tide. Other shoals are marked by a light, a dolphin, a lit dolphin, a lighthouse, a lit buoy, an unlit buoy, a sounding board, or sometimes with a privately maintained flag. Olympia Shoal was marked with two seven pile dolphins, one the eastern edge and another on the western edge. We went aground just after high water on a falling minus two foot tide. I had driven pretty far up on the shoal and the Skipper guessed probably nine hours before we could float off. The Skipper's next chore was to radio the office to inform them that we were going to spend the rest of the day basking in the sun on Olympia Shoal and to try to explain why.

The explanation was really simple. We were traveling light at more than eleven knots, as compared to our usual three or four, under tow, and we had gone much farther than the Skipper realized. When he ordered me around the dolphin he mistakenly thought it was a different one, one I had already passed and put two miles astern. The boat was rolling to port and we spent the next hour securing everything that hadn't already been carried away on impact. The Skipper was afraid we might roll over so nobody was allowed below deck, except me. He no longer felt obligated to protect my life.

Late in the afternoon it was possible to walk all around the boat, on the beach, without getting wet feet. This was nice, as sitting on a boat almost on its side was getting boring. We had nothing to do to occupy our time as all of our duties were tuned to an upright boat in the towing business. I found huge empty horseclam shells on the shoal. Horseclam shells only get huge when there is a huge horseclam in charge. I went below for a shovel and bucket. The boat didn't roll over and I surfaced on deck, again, completely intact. Another disappointment for the Skipper.

I collected two bucket loads of clams in a very short while and a few dozen beautiful sunbleached clean shells as large as my hand. I cleaned the clams and made another trip below to put my clams in the refrigerator. When I came back on deck, unharmed, the Skipper knew his prayers were not going to be answered.

As is the case with most shipwrecks, many sightseers boated out from town to get a closer look and see if there might be survivors. The tide had turned and was flooding. The Skipper's original guess of nine hours before we could float again was very accurate. The cook turned my clams into the finest clam fritters and clam chowder any of us had ever eaten, after we were under way again. The Skipper didn't have any appetite. When we arrived home, the Skipper took some time off and I worked with the relief Skipper for the rest of my work period.

The Foss colors were green and white. We had green hulls and white houses with lots of green trim. Every boat had a supply of Foss Green and Foss White paint as well as Deck Maroon, Signal Red, Signal Green and Foss Gray. I found I could paint a nice likeness of the Foss 15 in a white clam shell with Foss Green paint. With Signal Red I painted "Souvenir of Olympia Shoal" on the shell and made a very fine souvenir ashtray.

The relief Skipper doubled up laughing and ordered two for himself. I distributed a dozen and a half, or more, around the office scow while everyone laughed hysterically. When the Skipper came back to work and saw all the ashtrays around the entire office, even one on the non-smoking dispatcher's desk, he was not amused. He was even less than not amused. Yet, everybody else was still hysterical.

I now live on Fidalgo Island about seventy miles north of Seattle, 400' from the beach. I sometimes help out at Flounder Bay Boat Lumber, one of your advertisers, also about 400' from the waterfront.

**COLUMBIA
TRADING
COMPANY**

NAUTICAL BOOKS

New, Used Free Catalog
& Out-of-Print Subscription

(508) 362-8966

FAX (508) 362-3551 Major Credit Cards

**504 Rte. 6A, West Barnstable
Cape Cod, MA 02668**

Trailer Safety is Important

I'm sorry that we don't seem to see eye to eye on the serious nature of trailer safety. You may feel that it is very peripheral to more important matters of boating. I feel that it doesn't have to be, but unfortunately can be the most dangerous thing a boater does.

Safe trailering begins, I believe, with a serious attitude, and moves on to spending the money to get the right equipment. Once the job is done properly people can go down the road and not worry too much about it. Starting with a bad attitude, people tend to be more cavalier about getting the right stuff and hooking it up properly. I'm surprised to find myself taking Bob Dole's line that attitudes endorsed in the media influence people's behavior, but I don't see Dynamite Payson's amusement at his neighbor's new mailbox and his yard the least bit helpful in setting an example for people who are venturing into the arena of trailer boating.

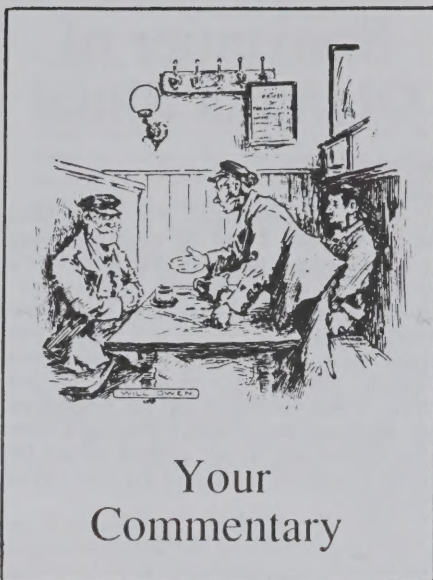
I have to put things in perspective and realize that you are a journalist and a publisher, and for better or worse, we are trailer dealers. I remember saying that your responsibility or liability was limited to \$24, and no matter what you print it is unlikely that you will be named as contributing to a trailer accident. We, on the other hand, will be found responsible for anything we let leave the yard. But it goes a long way beyond legal responsibility, and ultimately, thank you Bob Dole, I think that both you as publisher and we as trailer dealers are morally responsible if we don't do everything we can do to see that people take trailers as a deadly serious matter and do everything right before they set off.

As the years go by I become more and more a zealot on this issue, and have less patience with people who want to take a casual attitude and set off with the wrong sized ball, no lights, or no trailer chains. Sure, they insist that it is their trailer and their business if they want to take that kind of risk, but it isn't their road, and sharing the road involves responsibility. I told one man that I didn't care if he was a customer or not, I would call the police as soon as he left the yard. He realized that I was serious and paid us to install safety chains.

In a way I think that you have a special responsibility to endorse trailer safety because your magazine caters more to the do-it-yourselfer end of the marine world. The person who buys a new fiberglass boat buys the proper trailer that the dealer recommends, includes it in the note, makes his payments and doesn't think too much of it. The dealer and trailer manufacturer are liable and they make sure that the equipment is adequate. The do-it-yourselfer doesn't want, or can't afford a new trailer, and is more apt to find something used and try to make do. Without a good safety attitude he is an accident waiting to happen.

His hero, Dynamite Payson, was so careless that not one but both systems failed, and he thought it was funny. I don't, simple as that.

Boyd Mefferd, Canton, CT.



Your Commentary

Where Was It?

I think it would be helpful to readers for you to make sure each article you publish contains details about where the subject activity took place. For example, the May 15th issue had a nice center spread about a boat festival at "Mount Dora". Where is "Mount Dora"? I might want to attend another year.

Similarly, I recall an article by Jim Thayer earlier this year about "The Kokapelli Meet" which described exotic places like Bullfrog and Hite, but I have no idea where these are.

Roy Terwilliger, Harwich, MA.

Canoeing Safety Unconcern

After reading your June 1st "Commentary" on canoe dangers I am glad that you had the foresight to envision the potential problems that your group seemed to have set themselves up for. I am amazed that they could apparently be so unconcerned regarding a group of disabled people, big water, cold temps, and inexperience. This was an engraved invitation to disaster for all concerned.

Just because nothing happened does not mean that doing these things was okay. Weather is as unpredictable as are people, but Murphy's Law is never unpredictable. Given the proper set of circumstances disaster is inevitable. This group seemed headed for a possible disaster but the weather just didn't cooperate this time. Had it cooperated we would have surely read about you in the papers the next day and how stupid and negligent you all were.

I have always liked your magazine and have had a high regard for you but this increases my respect for you by several magnitudes. I know how difficult it is to judge whether a group you are in is doing something wrong or not and how much you risk by telling them so, and I understand how hard you may have to argue to have your ideas accepted. Your actions make me like and respect *Messing About in Boats* more because I now better understand the depth of your commitment to boating.

Mike Briggs, Long Beach, CA.

Canoeing Safety Unconcern...an Anecdote

I agree with everything you say in your June 1st "Commentary" on the hazards of canoes and offer the following anecdote:

Several years ago in March, I received a call from a fellow paddler. He was organizing a canoe race on the Edisto River to be held in conjunction with the Orangeburg Rose Festival in May. To publicize the event, he had arranged to take three local reporters on a canoe ride down the course. He was to provide two canoes, and I was supposed to be the second experienced paddler.

On the appointed day, it was about 60 with light rain. The river was high. One of the reporters was a very heavy lady with no experience and the other two claimed a little bit of canoeing skill. We went anyway. We did get everyone into PFD's.

About halfway down the course we came upon some waterlilies. The large lady reached out to pick one and dumped the boat. One of the reporters in the other canoe perceived a damsel in distress and went leaping to her rescue like a great damn frog. The second canoe capsized. The PFD's did their thing which was fortunate as the shock of the cold water was such that I literally could not breath for ten or fifteen seconds.

We got everyone out of the water, rescued the canoes, and managed to paddle, shivering, to a farm house. The house was occupied by a nice old couple who were about to leave for the hospital (the wife was to have surgery the next day). They delayed their trip long enough to feed us some hot soup and drive a couple of us to the take-out point. We all survived. The journalists thought they had an adventure. I thought we were exceptionally lucky.

The lessons for me from this were: 1. If there are more than two of the following factors present; canoes, inexperience, high water, big water, cold water, rain, cool weather, or large, foolish reporters; don't go! 2. Wear your PFD, WEAR YOUR PFD, WEAR YOUR PFD!

John Trussell, Columbia, SC.
Columbia, S.C.

Canoeing Safety Unconcern...a Few Suggestions

I enjoyed your "Commentary" in the June 1st issue about unconcern for canoe safety and have a few suggestions to offer from my solo canoeing experiences.

I never go further from shore than I can reasonably expect to swim.

On a round trip I start off into the wind and/or current. If they are opposed, I determine which will have the greater effect on my canoe and I.

I carry a loud whistle around my neck which can be effective at gaining the attention of powerboaters who might not realize I am out there with them. Then I can signal them to slow down.

In an extreme situation I get my rear down into the bottom of the canoe, lowering the center of gravity.

I always have about 15' of line secured to the canoe. One can never tell when it might be needed.

John King, Watertown, MA.

I enjoyed both tugboat stories in your May 1st issue. Here on the west coast, we also came of age on our various waterfronts. I have a story of my own about growing up in Tacoma, Washington, one of the larger Puget Sound ports.

In the 1950's, when I was a student in Stadium High School in Tacoma, we lived on the cliff above Commencement Bay, near downtown. Very little went on along that waterfront that escaped my eyes. Outside of the sport fishermen at the mouth of the Puyallup River, the most numerous boats in the bay were Foss tugs. Tacoma was the home office of Foss Launch and Tug Company and I knew every boat in the home fleet, and a lot of the visitors, by sight from several miles away.

I went to work at Foss as a deckhand when Henry Foss still, often, sat at his desk in the office scow. Thea Foss, Henry's mother, was the cofounder of Foss Launch and Tug and the Tugboat Annie stories were loosely based on that part of her life. The bulkheads around the fiddle on the upper deck of the office scow were covered with hundreds of pictures of the filming of *Tugboat Annie*, many of them autographed by the stars. Henry Foss and his brothers were known then as "the sons of Tugboat Annie." This was pretty exciting stuff for a lad of sixteen, as the *Tugboat Annie* stories were still appearing in *The Saturday Evening Post*.

Going to work on that water I had been hanging around for years was almost a dream come true. I worked on many of the harbor tugs before going "outside." My first outside boat was the Foss 15 and I was first deckhand. On one beautiful summer day we had two empty chip scows in tow to Olympia. We rode the flood tide south from Carr Inlet and were going to do a quick tie-up and scoot back to the Narrows on the long ebb. There was a smaller tug in the Narrows with too large a tow for the tide. We were to relieve her of her tow and she would run light to the middle of West Pass and relieve another tug in the same trouble.

I was at the wheel, even though I was actually off watch. Everybody was down in the galley having lunch. My watch was supposed to end at noon, but it was almost 1230. There were many moth-balled war relics moored in rows in Olympia Harbor and we were running right alongside those ships in the deep water, as I had done many times before. I had never seen a chart of the harbor, because it wasn't necessary. I went where I had learned to go on previous trips. The cook came up to the wheel house to read the log book, the cooks' only way to know where we were and where we had been. The cooks never saw anything of our trips, down in the galley, just an occasional peek around during a stroll on deck to the vegetable locker.

The Skipper stuck his head in the wheel house, pointed up off the port bow a mile away and said, "Be sure to go outside that dolphin."

"Why," I asked.

"Just do it," he said and disappeared back down below. I asked the cook if he had any idea why I had this unaccustomed course change. He informed me that the Skipper was making twenty-nine dollars that day, as compared to my seventeen, and that was all needed to know about

Souvenir of Olympia Shoal

By Del Kahn
course changes.

I dutifully swung to port and headed for the dolphin. I had the engine running as fast as anyone had been able to do in the last several years, 165rpm, also a deckhand's job. We tuned the engine every hour when we oiled it. When the engine was brand new in 1936 its top speed was 175rpm. We came up on the dolphin just flying. I was waiting to put the dolphin on our starboard beam before starting a slow turn to starboard to put us back on my familiar course for the rest of the way out of the harbor.

It never happened. The bow went up in the air and the boat rolled a little to port and I rolled the engine cams to STOP. With the engine dead the boat should have been very quiet, but it wasn't. I could hear engine room wrenches falling from their bulkhead pegs and landing on the steel deck plates and a lot of weird noises were clinking and banging and hissing. One noise I had never heard before, but knew, instantly, what it was. It was the Skipper running up the galley steps, up the deck and into the wheel house.

The Skipper ran across the wheel house, grabbed the control crank, rolled the engine cams to REVERSE, and yanked on the air lever. This was a direct reversing engine and it would start and run in either direction. The Skipper spun the wheel from side to side trying to wash us free of the shoal mud. We had a ninety-six inch propeller and a barn door rudder, but I had done a proper job of putting us up there and we were stuck tight on the falling tide. I had put us aground on the most prominently marked shoal from the North Pole to the Panama Canal, Olympia Shoal.

The shoal was totally submerged at this stage of the tide. Other shoals are marked by a light, a dolphin, a lit dolphin, a lighthouse, a lit buoy, an unlit buoy, a sounding board, or sometimes with a privately maintained flag. Olympia Shoal was marked with two seven pile dolphins, one the eastern edge and another on the western edge. We went aground just after high water on a falling minus two foot tide. I had driven pretty far up on the shoal and the Skipper guessed probably nine hours before we could float off. The Skipper's next chore was to radio the office to inform them that we were going to spend the rest of the day basking in the sun on Olympia Shoal and to try to explain why.

The explanation was really simple. We were traveling light at more than eleven knots, as compared to our usual three or four, under tow, and we had gone much farther than the Skipper realized. When he ordered me around the dolphin he mistakenly thought it was a different one, one I had already passed and put two miles astern. The boat was rolling to port and we spent the next hour securing everything that hadn't already been carried away on impact. The Skipper was afraid we might roll over so nobody was allowed below deck, except me. He no longer felt obligated to protect my life.

Late in the afternoon it was possible to walk all around the boat, on the beach, without getting wet feet. This was nice, as sitting on a boat almost on its side was getting boring. We had nothing to do to occupy our time as all of our duties were tuned to an upright boat in the towing business. I found huge empty horseclam shells on the shoal. Horseclam shells only get huge when there is a huge horseclam in charge. I went below for a shovel and bucket. The boat didn't roll over and I surfaced on deck, again, completely intact. Another disappointment for the Skipper.

I collected two bucket loads of clams in a very short while and a few dozen beautiful sunbleached clean shells as large as my hand. I cleaned the clams and made another trip below to put my clams in the refrigerator. When I came back on deck, unharmed, the Skipper knew his prayers were not going to be answered.

As is the case with most shipwrecks, many sightseers boated out from town to get a closer look and see if there might be survivors. The tide had turned and was flooding. The Skipper's original guess of nine hours before we could float again was very accurate. The cook turned my clams into the finest clam fritters and clam chowder any of us had ever eaten, after we were under way again. The Skipper didn't have any appetite. When we arrived home, the Skipper took some time off and I worked with the relief Skipper for the rest of my work period.

The Foss colors were green and white. We had green hulls and white houses with lots of green trim. Every boat had a supply of Foss Green and Foss White paint as well as Deck Maroon, Signal Red, Signal Green and Foss Gray. I found I could paint a nice likeness of the Foss 15 in a white clam shell with Foss Green paint. With Signal Red I painted "Souvenir of Olympia Shoal" on the shell and made a very fine souvenir ashtray.

The relief Skipper doubled up laughing and ordered two for himself. I distributed a dozen and a half, or more, around the office scow while everyone laughed hysterically. When the Skipper came back to work and saw all the ashtrays around the entire office, even one on the non-smoking dispatcher's desk, he was not amused. He was even less than not amused. Yet, everybody else was still hysterical.

I now live on Fidalgo Island about seventy miles north of Seattle, 400' from the beach. I sometimes help out at Flounder Bay Boat Lumber, one of your advertisers, also about 400' from the waterfront.

**COLUMBIA
TRADING
COMPANY**
NAUTICAL BOOKS
New, Used Free Catalog
& Out-of-Print Subscription
(508) 362-8966
FAX (508) 362-3551 Major Credit Cards
504 Rte. 6A, West Barnstable
Cape Cod, MA 02668

Trailer Safety is Important

I'm sorry that we don't seem to see eye to eye on the serious nature of trailer safety. You may feel that it is very peripheral to more important matters of boating. I feel that it doesn't have to be, but unfortunately can be the most dangerous thing a boater does.

Safe trailering begins, I believe, with a serious attitude, and moves on to spending the money to get the right equipment. Once the job is done properly people can go down the road and not worry too much about it. Starting with a bad attitude, people tend to be more cavalier about getting the right stuff and hooking it up properly. I'm surprised to find myself taking Bob Dole's line that attitudes endorsed in the media influence people's behavior, but I don't see Dynamite Payson's amusement at his neighbor's new mailbox and his yard the least bit helpful in setting an example for people who are venturing into the arena of trailer boating.

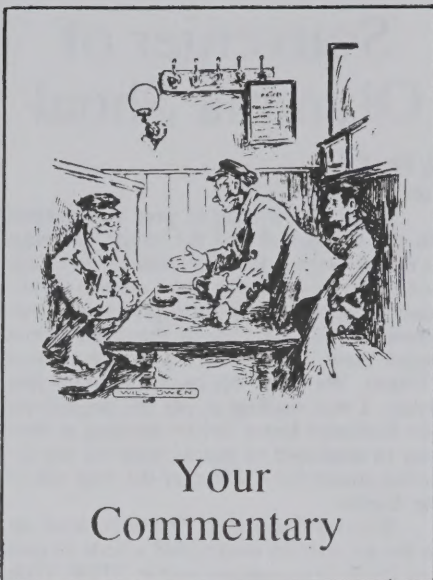
I have to put things in perspective and realize that you are a journalist and a publisher, and for better or worse, we are trailer dealers. I remember saying that your responsibility or liability was limited to \$24, and no matter what you print it is unlikely that you will be named as contributing to a trailer accident. We, on the other hand, will be found responsible for anything we let leave the yard. But it goes a long way beyond legal responsibility, and ultimately, thank you Bob Dole, I think that both you as publisher and we as trailer dealers are morally responsible if we don't do everything we can do to see that people take trailers as a deadly serious matter and do everything right before they set off.

As the years go by I become more and more a zealot on this issue, and have less patience with people who want to take a casual attitude and set off with the wrong sized ball, no lights, or no trailer chains. Sure, they insist that it is their trailer and their business if they want to take that kind of risk, but it isn't their road, and sharing the road involves responsibility. I told one man that I didn't care if he was a customer or not, I would call the police as soon as he left the yard. He realized that I was serious and paid us to install safety chains.

In a way I think that you have a special responsibility to endorse trailer safety because your magazine caters more to the do-it-yourselfer end of the marine world. The person who buys a new fiberglass boat buys the proper trailer that the dealer recommends, includes it in the note, makes his payments and doesn't think too much of it. The dealer and trailer manufacturer are liable and they make sure that the equipment is adequate. The do-it-yourselfer doesn't want, or can't afford a new trailer, and is more apt to find something used and try to make do. Without a good safety attitude he is an accident waiting to happen.

His hero, Dynamite Payson, was so careless that not one but both systems failed, and he thought it was funny. I don't, simple as that.

Boyd Mefferd, Canton, CT.



Your Commentary

Where Was It?

I think it would be helpful to readers for you to make sure each article you publish contains details about where the subject activity took place. For example, the May 15th issue had a nice center spread about a boat festival at "Mount Dora". Where is "Mount Dora"? I might want to attend another year.

Similarly, I recall an article by Jim Thayer earlier this year about "The Kokapelli Meet" which described exotic places like Bullfrog and Hite, but I have no idea where these are.

Roy Terwilliger, Harwich, MA.

Canoeing Safety Unconcern

After reading your June 1st "Commentary" on canoe dangers I am glad that you had the foresight to envision the potential problems that your group seemed to have set themselves up for. I am amazed that they could apparently be so unconcerned regarding a group of disabled people, big water, cold temps, and inexperience. This was an engraved invitation to disaster for all concerned.

Just because nothing happened does not mean that doing these things was okay. Weather is as unpredictable as are people, but Murphy's Law is never unpredictable. Given the proper set of circumstances disaster is inevitable. This group seemed headed for a possible disaster but the weather just didn't cooperate this time. Had it cooperated we would have surely read about you in the papers the next day and how stupid and negligent you all were.

I have always liked your magazine and have had a high regard for you but this increases my respect for you by several magnitudes. I know how difficult it is to judge whether a group you are in is doing something wrong or not and how much you risk by telling them so, and I understand how hard you may have to argue to have your ideas accepted. Your actions make me like and respect *Messing About in Boats* more because I now better understand the depth of your commitment to boating.

Mike Briggs, Long Beach, CA.

Canoeing Safety Unconcern...an Anecdote

I agree with everything you say in your June 1st "Commentary" on the hazards of canoes and offer the following anecdote:

Several years ago in March, I received a call from a fellow paddler. He was organizing a canoe race on the Edisto River to be held in conjunction with the Orangeburg Rose Festival in May. To publicize the event, he had arranged to take three local reporters on a canoe ride down the course. He was to provide two canoes, and I was supposed to be the second experienced paddler.

On the appointed day, it was about 60 with light rain. The river was high. One of the reporters was a very heavy lady with no experience and the other two claimed a little bit of canoeing skill. We went anyway. We did get everyone into PFD's.

About halfway down the course we came upon some waterlilies. The large lady reached out to pick one and dumped the boat. One of the reporters in the other canoe perceived a damsel in distress and went leaping to her rescue like a great damn frog. The second canoe capsized. The PFD's did their thing which was fortunate as the shock of the cold water was such that I literally could not breath for ten or fifteen seconds.

We got everyone out of the water, rescued the canoes, and managed to paddle, shivering, to a farm house. The house was occupied by a nice old couple who were about to leave for the hospital (the wife was to have surgery the next day). They delayed their trip long enough to feed us some hot soup and drive a couple of us to the take-out point. We all survived. The journalists thought they had an adventure. I thought we were exceptionally lucky.

The lessons for me from this were: 1. If there are more than two of the following factors present; canoes, inexperience, high water, big water, cold water, rain, cool weather, or large, foolish reporters; don't go! 2. Wear your PFD, WEAR YOUR PFD, WEAR YOUR PFD!

John Trussell, Columbia, SC.
Columbia, S.C.

Canoeing Safety Unconcern...a Few Suggestions

I enjoyed your "Commentary" in the June 1st issue about unconcern for canoe safety and have a few suggestions to offer from my solo canoeing experiences.

I never go further from shore than I can reasonably expect to swim.

On a round trip I start off into the wind and/or current. If they are opposed, I determine which will have the greater effect on my canoe and I.

I carry a loud whistle around my neck which can be effective at gaining the attention of powerboaters who might not realize I am out there with them. Then I can signal them to slow down.

In an extreme situation I get my rear down into the bottom of the canoe, lowering the center of gravity.

I always have about 15' of line secured to the canoe. One can never tell when it might be needed.

John King, Watertown, MA.

Cooking in Connecticut

Things are cooking here in Connecticut and not just meteorologically. The Connecticut Valley Wooden Boat Club is up and running with weekly meetings Thursday nights at 7pm at the old brick factory in Tariffville, at the junction of Rts. 189 and 315. We're taking turns building and restoring each others' boats.

Three of us are also at work on a summer youth employment program sponsored by Riverfront Recapture in Hartford, leading a group of 13 kids building two 18' gunning dories. Anyone interested in looking in on this project is welcome to do so, Monday through Friday 8:30am-2pm through August 4th at the Main St. Market, corner of Main and Asylum Sts. in downtown Hartford.

David Gilroy, 48 Hatchet Hill Ln., E. Granby, CT 06026, (203) 658-9972.

Typhoon Owners Newsletter?

I am still messing around on the Chesapeake finding new creeks and gunkholes all the time, and glad we don't seem to have the severe access problems that exist in New England.

My Cape Dory Typhoon got so dirty last winter that getting it ready to launch seems more like a restoration than the usual spring cleaning. Do you still have a Typhoon? I have been wondering about the possibility of some kind of a newsletter. Or maybe the boat is just so simple and straightforward that none of that is necessary.

Stephen Poe, Edgewater, MD.

Editor Comments: Yes, I still have a Typhoon in need of more than a major cleanup however, and thus still neglected down back of the barn. Someday... A newsletter for Typhoon owners does exist, *The Typhoon* published in California (I sent copies to Stephen).

The Sunfish Has To Go

Thanks to Gordon South for his advice in "Your Commentary" in the May 15th issue on what to do when upset in a Sunfish, but I am not a youngster of 65 anymore but an oldster of 82 and to do as he suggests at my age would be a real test of courage if nothing else. I don't have the hiking straps as he suggests to hang onto to pull myself back into the Fish. And with a life jacket on it would be impossible.

I have recently purchased a new hearing aid and the sale of the boat at \$800 would eliminate the debt. It was a rash thing to do to purchase the boat anyway and my friend who tried unsuccessfully to rescue me has succumbed to cancer and I miss him a lot.

Lloyd Grimes, Norwell, MA.

Beetle Cat Correction

I made a mistake in my letter about the new Beetle Cat Handbook which you published in the May 15th issue. Membership in NEBCBA is \$15 for a family but only \$10 for an individual. What a deal!

Membership information is available from Edwin Howell, 23 Stratford Rd., Seekonk, MA 02771.

Roy Terwilliger, Harwich, MA.

Appreciates Techniques Articles

I appreciate the story about the steam box in the May 15th "Techniques". I also suspect that a line or two of type got dropped in that same issue at the end of the polytarp rig item.

David Moore, Grass Valley, CA.

Busy Building with More to Come

I am currently building a Bolger Payson "Teal" and Jim Michalak's "Piccup Pram" and "Roar II". With the plans for the latter I saw mention of your magazine and the first two issues of my trial subscription made me aware of what a fun publication it is, so here's my full year subscription.

I hope to sail and gunkhole the shores of Lakes Michigan, Huron, and Superior in a "Maine Sharpie" designed by Douglas Alvord or a "Nancy's China" by Sam Devlin, which I plan to build next. Can anyone direct me to where I can obtain the "Maine Sharpie" plans from Alvord, the old address in Thomaston, Maine is no longer active?

Landis Fields, 2519 South M-52, Owosso, MI 48867.

Where to Find Stuff

Anyone needing to find current locations of suppliers of all sorts of stuff might find what they need by consulting the *Thomas Register* (aka *Big Green Mother*) at their library. This comes in many volumes, "Products & Services", "Company Profiles", "Catalog File", etc.

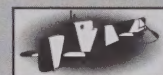
Abe Smith, Machias, ME.

Photos Look Great

I am a retired graphics arts photographer and printer and think your black and white halftones look great on the paper stock you use.

Dick Nicoll, Guilford, CT.

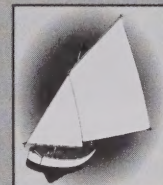
THE MOST UNIQUE WOODEN MODEL BOAT KITS AVAILABLE ANYWHERE!



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



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

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



On the beach at Warderick Wells, Exumas.

Cheating Winter

By David & Mindy Bolduc

"Our little boats are small to sail across the Stream,

We bob over waves like corks in the sea and dream of lands unseen,

A deserted beach on some tropical isle or maybe a mangrove creek.

We never will know for the future's untold each day is different you see.

Though tiny and frail to an outsider's eye we're strong enough for the sea,

And that's all you really need to make your landfall safely!"

feet. Matt led the way. We followed. From a hundred yards behind, Mindy and I watched *Paradox*, brightly lit under her masthead light, bob up and down like flotsam in the confused seas. *Paradox* looked more like a child's toy than a real boat, and it made us realize how small we really were.

At daybreak we found ourselves becalmed twenty-five miles out and only half way across the Gulf Stream. Our progress had been hindered by easterly headwinds instead of the predicted beam winds. Exhausted and a bit seasick, Mindy and I decided to motor the rest of the way; but Matt, always the sailing purist, refused our tow. He preferred to sail or to scull. With mixed feelings, we left him behind, making Bimini that afternoon after twenty hours. Matt turned up a day later.

Relieved by his safe arrival, we sat on the dock and took in our tropical surroundings. Coconut trees rocked gently in the cool morning breeze. Pelicans and seagulls sat on pilings preening themselves, while below, tropical fish swam lazily around our boats in the crystal clear water. On the roadside, Bahamian women prepared their stands with souvenirs, while the others braided the tourists' hair to the beat of island music. We relaxed. We soaked in the warmth of the sun. We knew we had cheated winter once more.

By the time Matt had returned from customs, we were entertaining a small number of local and visiting sailors. They were quite interested in our little boats, and Mindy was giving them guided tours,

though only one person at a time. A few people thought we were trying to prove something or set some sort of record, but in reality we were traveling light to fit our budget and our needs. We wanted to sail now while our health was good and our interest in sailing was keen. Most understood our reasons.

Later, Matt guided us up a narrow mangrove creek on the north side of the island to reach a small secluded lake. Protected from the wind by a stand of Casuarina trees and isolated from the town's noisy generators, this anchorage was an ideal site to rest and to await good weather for our trip across the Bahama Bank.

With the arrival of fair winds a few days later, we left for the Berry Islands some seventy-five miles away. That night a full moon lit our way across the shallow banks as we left a luminescent trail of bubbles in our wake. Everything was deathly quiet as the boats ghosted along in the light airs until a lone dolphin broke the silence, surfacing next to *Little Cruiser* and blowing loudly. Then, as suddenly as it had appeared, the dolphin was gone.

The night passed slowly. Mindy and I entertained ourselves with the shortwave radio, and every hour was marked with a call to our friend to compare notes on our progress. By dawn we had reached the shoal waters off the Berry Islands, and in a few more hours we found ourselves a snug anchorage up a mangrove creek on Chub Cay.

The next day the weather was nice, and we left, riding a twenty knot breeze in six foot seas across the New Providence Channel to Nassau. We had an unusually swift passage, and we kept pace with two larger sailboats. After finding a suitable anchorage amongst the local fishing boats in Potter's Cay, we settled in for the night.

In the morning all three of us went ashore in *Paradox*, which now served as our dinghy. On reaching the town landing, a "dockmaster" insisted that we pay him a dollar to watch our boat, and we did. Then, we went off in search of fresh fruits and vegetables at the local market. When we returned, we were surprised to find yet another person watching *Paradox*, and he too wanted to be paid. To avoid being cheated, we jumped aboard *Paradox*..

Chipping the ice off the makeshift plastic shelter, we freed *Little Cruiser* and her groaning trailer from the clutches of winter. It was January, and already there had been several major winter storms in the east. Like snow birds, it was time for Mindy and I to head south.

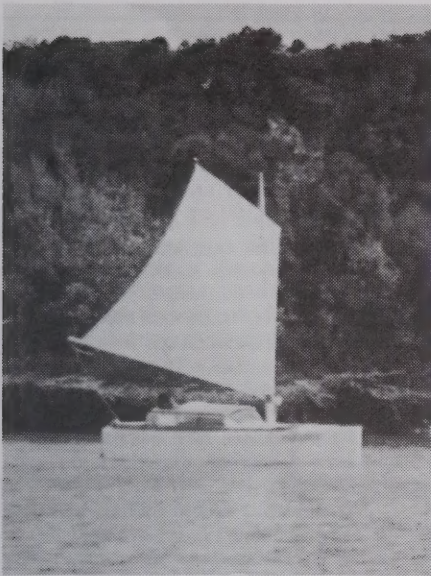
Our fifteen foot sailboat was crammed full, almost to the point of bursting, with what we hoped would be enough supplies for three month's worth of cruising in the Bahamas. The million and one small details with the house and the boat had finally been completed, and we were both exhausted by our efforts. In anticipation of the fine weather to come, we wore shorts despite the biting cold outside. It was fourteen long hours before we could leave the comfort of our car.

Last winter we had sailed *Little Cruiser* for a month on the west coast of Florida followed by another month's worth of cruising in the Bahamas. This year we were looking forward to sailing with the designer and builder of our boat, Matt Layden. Already he was waiting for us in Key Largo, Florida. While Matt had taken roughly six weeks to sail from Connecticut to Key Largo via the Intracoastal Waterway, we were able to trailer our boat in a single day. Sixty five knots to windward; now that's fast!

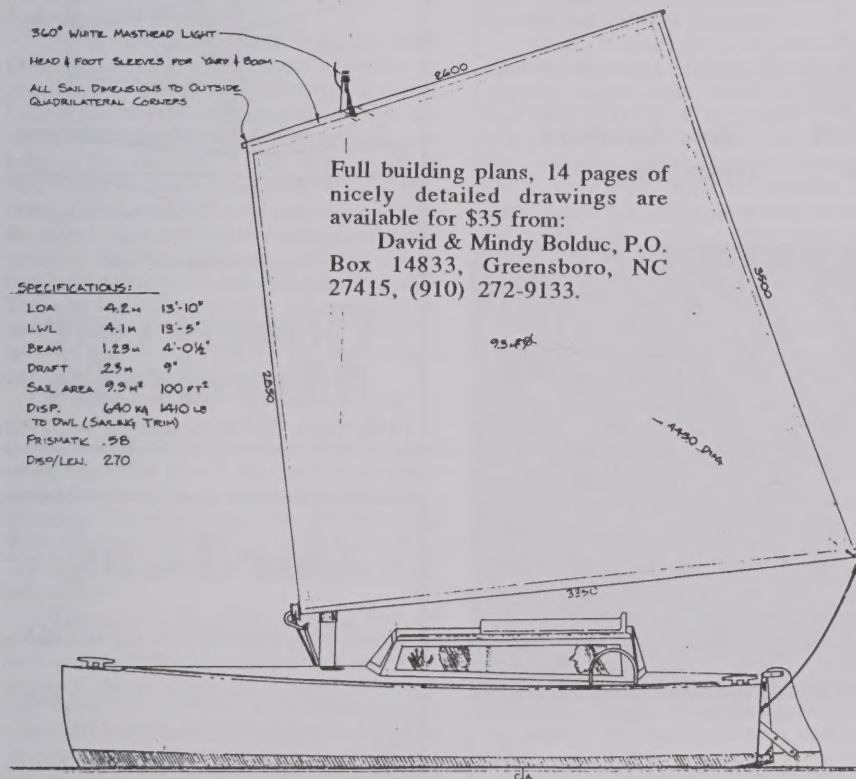
We launched *Little Cruiser* at a local boat ramp in Key Largo, and then we spent the rest of the day rigging the boat and admiring Matt's fifth home-built sailboat, *Paradox*. Measuring only thirteen feet, ten inches long and four feet wide, this sharpie was different from ours in that she had no centerboard. Designed for solo sailing, *Paradox's* ease in handling was immediately apparent.

There were only three running lines on the whole boat: One to raise sail, one to reef and one to sheet. What could be easier? Mindy and I were a bit envious since *Little Cruiser* had twice the number of lines. Like our boat, *Paradox* was designed for shallow water cruising as well as for short offshore passages.

The next evening, favorable south winds were predicted, and both boats left Florida bound across the notorious Gulf Stream for Bimini. Out in the ocean, the seas were sloppy and running five to seven



"Paradox" in the Exumas, and under construction in Connecticut.



SAIL PLAN
SCALE 1:20

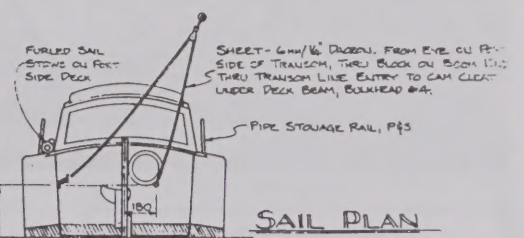
SAD COMMENTARY: FROM EXPERIENCE WITH THE PROTOTYPE, THE DESIGNER BELIEVES THIS TO BE A DAMN GOOD VESSEL. "HOWEVER, NO GUARANTEE IS MADE OR IMPLIED AS TO ITS PERFORMANCE, SAFETY, OR SUITABILITY FOR ANY PARTICULAR PURPOSE. BUILDER AND OWNER ASSUME FULL RESPONSIBILITY FOR RESEARCHING AND STUDYING ALL ASPECTS OF VESSEL DESIGN, CONSTRUCTION, EQUIPMENT AND OPERATION, AND FOR CARRYING OUT SAME TO ADEQUATE STANDARDS FOR ITS INTENDED USE. THESE PLANS ARE TO BE REGARDED AS A GUIDE. NOT INTENDED AS A COMPLETE OR COMPREHENSIVE MANUAL."

NOTES: ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE INDICATED. INVEST IN A METRIC TAPE AND METAL RULE. TRY IT, YOU'LL LIKE IT! DO NOT SCALE FROM PLANS UNLESS ABSOLUTELY NECESSARY. USE ONLY DIMENSIONS SHOWN, AND MEASURE MATING PARTS FROM WORK. ALL DIMENSIONS ARE DERIVED FROM 1/4" SCALE LINES AND MODEL, AND FROM PROTOTYPE. MEASUREMENT FROM THESE SMALLER-SCALE DRAWINGS MAY REDUCE ACCURACY.

MATERIALS: CAREFULLY SELECTED A-C EXTERIOR FIR PLYWOOD HAS PROVEN ADEQUATE, BUT MARINE-GRADE PLY MAY PRODUCE A STRONGER, FASTER, LONGER LASTING BOAT. EQUIVALENT THICKNESS: 6mm = 1/4" NOMINAL, 9mm = 3/8", 12mm = 1/2", 16mm = 5/8". SEE DWG #6 FOR SHEET QUANTITIES & LAYOUTS.

SOLID WOOD MAY BE FIR, CYPRESS, LAUAN, MANOULANI, SPRUCE, OR ANY MEDIUM-DENSITY WOOD WITH GOOD GLUING & NAILING CHARACTERISTICS AND GOOD DECAY RESISTANCE. AVOID OAK, TEAK, MAPLE, BIRCH, BEECH, & FLAR. EQUIVALENT COMMONLY AVAILABLE THICKNESSES: 19mm = 1" OR 3/4" NOMINAL, 25mm = 1 1/4" NOMINAL, 38mm = 2" NOMINAL. HAND-SELECTED LUMBER YARD FIR IS GOOD IF FAIRLY CLEAR & STRAIGHT. GLUE: EPOXY OR RESORCINOL. RECOMMEND EPOXY SEALING HULL & STRUCTURE INSIDE, AND SEALING OR GLASS SHEATHING OUTSIDE, THOUGH PAINT FINISH WILL BE ADEQUATE FOR A LIGHT USED BOAT.

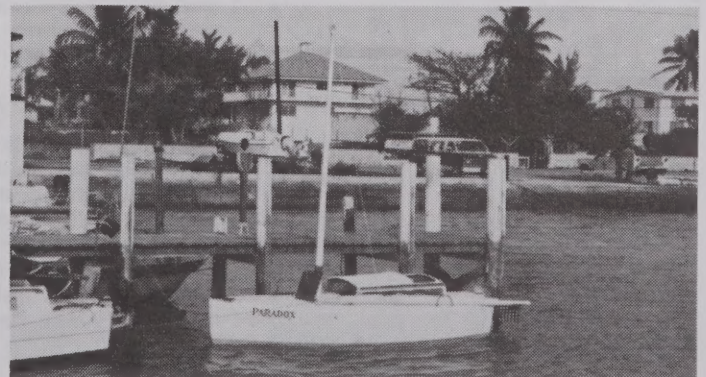
HULL FASTENINGS: BRONZE RING NAILS (GRIPFAST, THREADED, ALUMINUM, 2MM), QUANTITIES: 1" #14: 1 LB; 1 1/4" #12: 3 LB; 1 1/2" #10: 2 LB; 2" #10: 2 LB; 2 1/2" #10: 2 LB. SPACE NAILS 10-20mm ACCORDING TO PLY THICKNESS. FASTENINGS ARE INTENDED AS PERMANENT BACKUP TO GLUE BONDS, TO LIMIT SPLITTING AND DELAMINATION FROM IMPACT OR AGE.



SAIL PLAN
PARADOX

4.2m COASTAL CRUISER
MATT LAYDEN - 7/94 - DWG # 1

On the dinghy docks in Beaufort, NC, and Bimini.



William Clements Boat Builder

NEW BUILDING RESTORATIONS

Traditional Lap-Strake - Glued-Lap Plywood - Cold Molded

BUILDING & RESTORATION SUPPLIES

Distributor For

Target Waterborne Marine Finishes
Matrix Adhesive System Epoxy

Free materials catalog

Boat photos & specs \$3.00



P.O. Box 87B

No. Billerica, MA 01862-0087

Telephone (508) 663-3103



Largest Selection of Canoes in New England
Nearly 500 on display

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

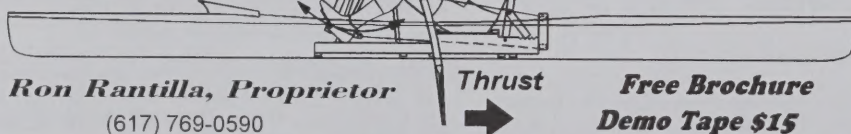
FERNALD'S

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

FORWARD FACING ROWING

for canoes, rowboats, shells

← **Front**



Ron Rantilla, Proprietor
(617) 769-0590

Thrust
→

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

Free Brochure
Demo Tape \$15

"I can't tell you how much I enjoyed building your Queen Charlotte kayak. I am a complete klutz when it comes to building things. As a youth, none of my model planes or ships ever came out right. Not so with your boat. You are a genius. All the parts fit, the directions were - as advertised - clear and easy to follow. If I can build your boat any one can!"
-- Homebuilder, Tom Blandford
Carson, CA



"The GoldenEye hull is so clean, so light and accelerates so quickly ... What a rush! I also really like the way the boat tracks, even in cross winds. ... It just seems to slip through chop. Thanks again for a great boat!"
-- Homebuilder, Michael Bengry, Santa Barbara, CA

For Info Send \$2 to: **PYGMY BOAT CO.**
PO Box 1529, Dept. 8, Pt. Townsend,
WA 98368 Phone: (360) 385-6143

Join the Pygmy Fan Cub



THE ADIRONDACK GUIDE-BOAT

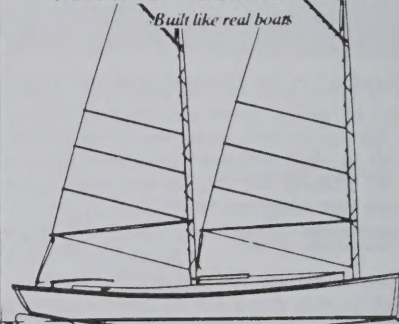
by the

Indian Point Guideboat Company
732 Midland Avenue, Midland, PA 15059
412-643-1545 643-6001
Gardner Callanen, boatbuilder

We have the world's largest selection of new Guide-boats and historically correct accessories available from any source. Dozens of models, in lengths of 10' to 18 1/2', construction materials range from traditional wood to the state of the art bi-axial kevlar. We offer reproduction oars, hardware, yokes, paddles and accessories. All of our fiberglass boat hulls are exactly reproduced from original antiques for the best rowing performance and authenticity. Our new 16' "Lonesome Bay Boat" is a modern materials version of a 1912 "Old Town Double Ended Boat" See our new "Video Magazine" III

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

Oar-Deal.

THE ROWERS FRIEND

Positions, Protects, Quiets and
Cushions Oars in oarlocks.

ORAR DEAL

Just roll on these one-piece
rubber oar sleeves and collars.
No tacks no stitches.

\$18.00 per pair
Includes shipping & handling
Check or money order only

BECKLEY BOATING AIDS

Post Office Box 271
St. Michaels, MD 21663

If you exercise regularly in the sun, as I do rowing a shell, you ought to protect yourself from the sun's harmful rays. The strong ultraviolet rays not only cause painful sunburn, but also age your skin prematurely, promote skin cancer and cause cataracts in the eyes. The AMA recently reported that the incidence of skin cancer in the U.S. has increased on average three percent per year since 1973.

The infrared rays cause exposed skin to heat up, which can sap your strength and stamina, especially when the air temperature and humidity are high. Even the highest rated sun block lotions are not effective against the long term harm from the sun, and none of them shield against the infrared rays. Greasy creams and lotions are costly, can irritate your skin, and they are not compatible with exercise like rowing, where you must maintain your grip on the oars.

Clothing yourself from head to toe will provide an almost 100% shield from all the sun's rays, will not interfere with your physical activities, and will actually allow you to be cooler than you would be with bare limbs and torso. The trick is to find the right clothes.

I can launch my shell from my back yard only during a few hours each day as permitted by the tides. During the summer I often find myself rowing under a high sun when the humidity and temperature are both in the nineties. I was determined to find a way to enjoy the rowing without suffering the discomfort and unhealthy effects of direct and reflected sunlight. I tried wearing lightweight long sleeved shirts that I already owned, but had mixed results. The sun was blocked, but common cotton and blended fabrics collect perspiration, become heavy and cling to the skin, which can limit freedom of movement.

I turned mostly to clothing that is made for serious bicyclists, who often exercise heavily for hours in the hot sun many days in a row. I obtained these items marked with a (P) by mail order from Performance Bicycle Shop, One Performance Way, Chapel Hill, NC 27514. Call (800) 727-2453 for a catalog and locations of retail outlets.

There may be other sources just as good, but do not presume that clothing sold in small bicycle shops will suit this purpose. Most shops have more clothing than bicycles, but most of the clothing is intended to appeal to youngsters who want the latest in fashion and who merely hang out on their bikes. You will find a very small selection of clothing for the serious cyclist, but a few of the items I list below can be found in neighborhood bike shops.

Working from the top. Hat: I have a closet full of hats of various designs that I bought in oceanside shops, but none filled the bill until I stumbled upon The Ultimate Hat. Write to The Ultimate Hat, 8310 N. Saulray St., Tampa, FL 33606, or phone (813) 9314287. It isn't cheap, but it is sturdily made of canvas, has ventilated crown, a stowable chin strap, and a back flap that can be shaped to shade the ears and back of the neck. The extra long bill is dark green on its bottom surface and has a plastic stiffener that keeps it in shape after washing.

Choose a size larger than your usual hat size if, like me, you wear a sweatband.

Dressing for Messing About in the Sun

By Sam Overman

Canvas shrinks after you wash it, but you can maintain the hat size by placing it on a form while it dries. I took the hat to department stores and found a cheap round plastic trash basket with tapered sides whose bottom would just fit inside the headband. The wet hat is gently slipped over the bottom of the basket and allowed to dry. The hat should not be forced onto a form or the seams can be ripped. It is not necessary to stretch the hat, but merely to prevent it from shrinking as it dries.

Sunglasses: Ordinary sunglasses fog with perspiration, and they tend to slide down my nose as I row. I found an eye-shield (P), available in several tints, that attaches to a supplied absorbent elastic headband with two snaps. This works very well for me. I store the shield in the foot portion of a lint-free sock in my rowing fanny pack. The shield has a removable trim rim, and care must be taken to not let the trim go adrift.

Shirt: It must be long sleeve, and it must be Coolmax fabric (P). This fabric absorbs perspiration, wicks it to the surface and allows it to evaporate quickly. It will actually make you feel cool on a hot day. Get the lightest weight fabric made for summer wear (different weights are offered for sale during appropriate seasons of the year), and choose a light color for reflecting the sunlight and for making you visible on the water.

If you intend to row in this shirt, buy a size larger than your usual shirt size so that you will have ample freedom of shoulder and arm movement. A handy feature is a plastic zipper at the neck, and the zipper will be attached in such a way that it does not contact the skin. All bicycling shirts come with storage pockets on their backs, but I prefer to use a fanny pack for small items instead.

Gloves: I row in gloves year round to minimize blistering to my hands. Gloves also keep the sun off the backs of my hands and provide some warmth in winter. I have tried many types, some of them expensive athletic gloves, but have settled on lightweight white knit work gloves that can be bought in hardware and gardening stores for less than two dollars per pair.

A less satisfactory alternative is a common jersey work glove, which I have seen only in black, and this same glove is usually offered covered with rubber gripper dots. Choose the plain ones, because they provide an excellent grasp of a rubber oar grip, and the rubber dots actually promote blistering. The black gloves are not colorfast, so they should never be washed with any other clothes.

Gauntlets: Vigorous rowing will cause the shirt sleeves to ride up a few inches which I find annoying. I slip a gauntlet over the cuff of each glove and the shirt sleeve end to prevent rideup. Each gauntlet consists of the top portion of a man's synthetic caflength sock, hemmed to prevent unraveling.

Pants, from the inside out: First, a generous dash of talcum powder right

where it will do the most good. For male rowers I recommend against the traditional athletic supporter or elasticized briefs. Instead, use a Coolmax seamless undershort (P). Over that a pair of spandex or equivalent bicycling shorts (P) that has no seams in the seat. Most any will do, but be sure to get ones with the heavy felt pad in the seat area. This pad wicks away perspiration and also adds comfort, though it cannot replace the relief of a sorbathane seat pad for sliding-seat rowers.

On the outside add a pair of lightweight long legged stretchy tights (P). These tend to be offered mostly in dark colors, which is not beneficial in the hot sun, but I find that teal works well enough. In addition to elastic in the waist, look for a drawstring. I do not need the optional foot yokes that keep the legs down at the ankle.

Socks: I row in low top athletic shoes that have well ventilated uppers. Inside them I wear low top Coolmax (P) socks.

Washing up: I row almost daily, and I have only one set of these rowing clothes, so I wash them right after I take them off. It is not worth running the automatic clothes washer for this small bundle, so I wash them with mild liquid laundry detergent in a rectangular plastic bucket in the bottom of the bathtub before I take my shower. These clothes, including the hat, will dry quickly indoors and without dripping if they are given a high speed spin-dry in the automatic washer before hanging them up.

There is no need to collect these clothes unless you have the nerve to be seen in them in public. If you appear exercising in the sun in this garb, people will probably understand the wisdom of your outfit, even if they choose not to emulate it. If you can carry off this "look," you will be cooler, have more energy and stamina when exercising in the hot sun, and you will also protect yourself completely from its harmful rays.

Other, more stylish clothing is available for protecting yourself from the sun when you are not exerting yourself heavily. Sunveil Sunwear, Inc., 355 Plains Rd. E, Unit #7A Downsview Plaza, Burlington, Ontario, Canada, L7T 4H7, offers a complete line of outerwear made of a cool open-weave fabric that is designed especially to also block the harmful rays. A free brochure is available by mail request, or phone (905) 637-3029.

**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**

On a Saturday afternoon in late April, a group of dreamers and doers gathered outside the Small Boat Exchange in Burlington, Vermont to witness some boatbuilding magic. Fred Shell of Shell Boats was going to make a 12' daysailer appear out of thin air. Well, almost...

The scene was set. To one side was a finely finished example of what we had come to witness, a Swifty 12, Fred's most popular kit. A stiff breeze off Lake Champlain, with its reminder of the winter just passing, beat the brightly colored sprit sail. An elusive sun with just a promise of summer, shone off the varnished foredeck and white lapstrake hull. To the other side a long thin box was set atop an upturned pram. Fred stood behind the box, waved his cordless drill and there appeared another Swifty 12. Well, almost...

Fortunately for the observers Fred is a better kit manufacturer than he is a magician. All could see the method behind the assembly of the 12' Swifty. The kit for this boat is boxed in a container made of two 14' two-by-fours stood on edge to form the sides of the crate; plywood forms the top and bottom. This one thin crate contains the entire hull kit, which explains why Fred has satisfied customers as far away as Japan. The Swifty is easy to ship. The laminated spars, sails, and daggerboard are boxed separately.

Opening the crate reveals parts that are pre-cut of quality marine plywood or good grade ash, pine and spruce. All the parts have been pre-drilled at least fifty percent of that required and have been marked for identification and, more importantly, for alignment. All of this is possible because Fred takes the time to dry assemble every kit before it is shipped to check the fit and alignment of all pieces.

"Abracadabra"... a Swifty 12

By Richard Chasse

The first step after the initial inventory of parts is to fabricate a simple strongback on which to construct the hull. Here is another area where Fred's method of design results in a benefit to the home boatbuilder. The Swifty was designed in the tradition of the Norwegian "holmsbupram" in which a hull is built right side up starting with a flat narrow bottom piece to which are fitted the lapstrake sides and decking. In this method every boat is designed and fitted by eye; every boat is a prototype. The finished boat is then disassembled and patterns are made from the fitted pieces.

An advantage for the kit builder is that the required strongback is a simple affair with only three cross-pieces: Two outer members at the same level and one center member at a slightly lower level. The 3/8" ply bottom is temporarily screwed to the strongback. The different level crosspieces provide the correct rocker or hull shape and immobilize the work for epoxying. All work from there is attached to the bottom plank and not to the strongback as the Swifty takes shape right side up.

The transom, prefabricated daggerboard trunk, and adjoining bulkhead are epoxied and screwed in place on the bottom plank. Positioning these parts provides attachment points and shape to the lapstrake planks that are to follow. These planks are of 1/4" ply and appear to have a mind of their own until they are in place.

However, they are very light and can be handled by one person. The lapstrake method overlaps the planks, providing ample area for the epoxy to do its work without the use of fiberglass cloth at every joint that, again, translates to simplicity and economy well as traditional good looks.

The planks are epoxied in place and temporarily screwed to the bottom or preceding plank and to the transom and bulkheads. There is no bow stem piece used in this design so the planks are joined at the bow using the stitch and glue method. A length of wire is run through pre-drilled holes in effect "sewing" the planks together until the epoxy cures. The wire is then removed. As each level of plank is applied, the hull gets more rigid. So much so, that it is not necessary to wait for the epoxy to cure on one level of plank before proceeding to the next. The entire hull can therefore be assembled in as little as a day without disturbing the curing process of the epoxy, a feature that probably benefits the first-time builder by providing rapid, encouraging results.

Seats, decks, rubrails and gunwales are all installed in turn according to direction; each adding strength and rigidity, some adding sealed flotation chambers. All work is encapsulated in epoxy as the project progresses. All interior joints are faired with epoxy putty. The mast (which is unstayed and folds to fit in the boat), the laminated curved sprit boom, daggerboard, and rudder all arrive needing only light sanding before finishing. A sixty-five sq. ft. sail is included in the kit and is available in a variety of colors. The most difficult part of the project may be selecting the hue of the final coat of paint.

Abracadabra! Back to that day in April. Fred dry assembled that Swifty in one hour and a half without breaking a sweat and while stopping to answer questions from the surrounding group. No hocus-pocus was involved; just an affordable, quality, easy to assemble product that provides performance and good looks. The only real magic to the novice is the rigidity and strength that 1/4" ply assumes when it is bent into hull shape.

Some of Fred's customers were standing in the group. They had previously completed some of his kits and had nothing but praise for his products. Fred has a portfolio of letters from satisfied builders and many of kit orders are from repeat customers.

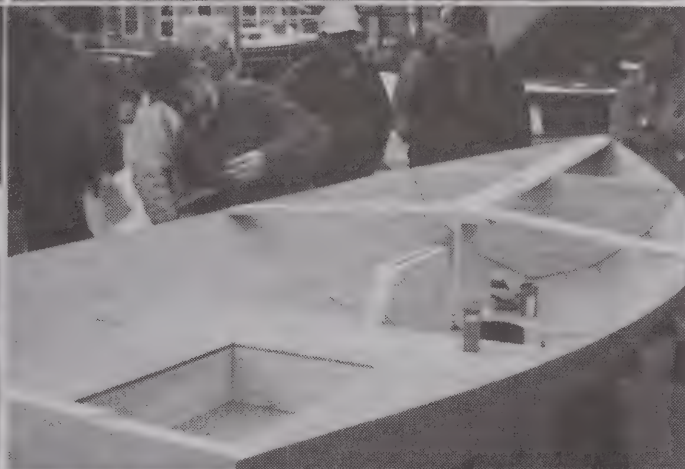
The Swifty is not the only kit available from Shell Boats. Fred offers a catalogue of small craft that includes, among others, the Marty; a twin shoal keel, ketch rig with cuddy all in nine feet. This pocket cruiser is an ideal project for those with limited shop space and is guaranteed to turn heads everywhere.

Also included in the catalogue are two offerings of trimarans which should be of interest to many readers of this magazine if all the discussion of multi-hulls in previous issues is any indication (Editor's Note: Watch for this in our upcoming trimaran issue). All of Fred's kits require no tools other than a screw-driver as all parts are pre-cut and fitted.

Fred can be reached at Shell Boats, RD 2, Box 289C, St. Albans, Vt. 05478, (802) 524-9645.

A finished "Swifty" on display illustrated what the kit boat would look like when completed.

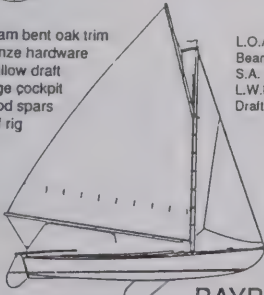




In an hour and a half Fred Shell assembled the pre-fit kit this far while fielding all the comments and questions.

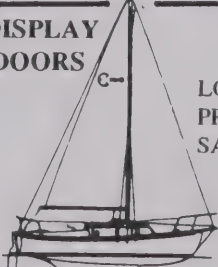
 **COMPASS CLASSIC YACHTS INC.**
Box 143 • South Orleans • MA 02662 • (508) 255-5187

Steam bent oak trim	L.O.A.	18' 0"
Bronze hardware	Beam	5' 6"
Shallow draft	S.A.	145 ft.
Large cockpit	L.W.L.	16' 0"
Wood spars	Draft	0' 8"
Gaff rig		



BAYBIRD
A 1918 Burgess and Chamberlain design
Now in fiberglass

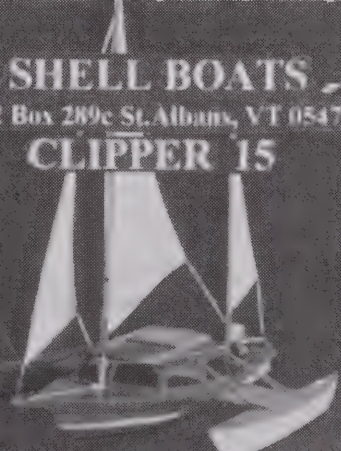
**ON DISPLAY
INDOORS**



**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

SHELL BOATS
Rt. 2 Box 289c St. Albans, VT 05478
CLIPPER 15



Catalog of 13 economical kits \$5

For several years I admired the various cradle boats in the pages of *WoodenBoat* magazine. I thought it would be interesting to build one, but I needed an excuse. When my brother and his wife announced the first of a new generation of McManus', my first reaction of course was how happy I was for them. This was quickly followed by the realization that I now had the excuse I needed.

My reasons, besides the desire just to build a cradle boat, stem from my responsibilities as an uncle. As far as I could see, starting my new niece or nephew off with the right boat was paramount. He or she would be exposed to other worthwhile activities (skiing, camping, fishing, etc.) through other family members or friends. I would be the only source of boating influence. I felt an awesome responsibility!

My options were to build a cradle shaped like a boat or to build a boat the size of a cradle. Given the importance of the event, and my preference for boatbuilding over furniture building, the latter was the obvious choice.

The *Expectant Father's Cradle Boat Book*, by Peter Spectre, provides two designs. The Bahama Dinghy was round bottomed, strip planked, with beautiful lines and a graceful sheer. Exactly my type of boat. Plans, including full size patterns for the molds were available. Off went a check to RKL Boatworks for the plans. The book contains very detailed building instructions. Although I won't repeat those here, I would like to share my comments on the building process.

For strip planking I used #2 pine from the lumberyard. Estimate how much you'll need (don't forget a saw kerf is almost as thick as a strip), and double it. This allows for knots, defects and breakage, and still provides plenty of clear strips. Run the planks through a thickness planer then rip the strips on a table saw. Sort the strips for rejects, knots, cross grain etc... Lay the strips flat on a bench and sand out the saw marks with a sanding block or small palm sander. If you intend to finish the hull bright, some denatured alcohol wiped on the surface will show any remaining saw marks.

Building the Bahama Dinghy Cradle Boat (An Uncle's Mission)

By Michael McManus

The transom, stems, keel, breasthook, knees and gunwales were made from 3/4" mahogany planed to 1/2". I used 1/2" AC plywood for the molds and box beam. Don't skimp on materials here, you need flat panels with few voids. The transom and inner stem are clamped in place at this point. Spend an inordinate amount of time fairing and beveling the mold edges, transom and stem. Staple some spare strips at several spots around the hull, fasten one at the sheer line marks on the molds.

Look at the hull shape from lots of angles; take your time, and don't forget you're building the boat upside down. Be sure the lines are fair and everything makes sense, because what you do now dictates the finished product. Trim and bevel the molds, then adjust the strip at the sheer as necessary. Don't forget, what looks right is right.

Remove the clamps from the stem and replace them with small nylon "zip ties". They're easier to work around than clamps and can be cut off as the planking progresses. The planks are glued and stapled to each other on edge, and to the stem and transom. For ease in bending, I used strips about 3/16" by 3/8". Staple first in the middle, then work towards the ends.

I used unthickened epoxy so the inside coating would be clear for varnish. Lay a bead of epoxy with a plastic syringe. It's a good idea to mask off the inside of the transom to ease a difficult sanding job later. Don't hang more than two or three planks per side at a time, this avoids distorting the hull. I used mahogany as the third strip on each side for an accent. Mahogany doesn't bend as well as pine so don't try this much further down in the hull

where its shape demands greater flexibility.

A little known fact of life is that cleaning uncured epoxy out of staple guns is not fun. After a while (two staple guns) I figured out a better way to attach the strips: Don't apply epoxy to the strip edge where it rests against the mold. Glue is still needed at the stem and transom. This glue gap at the mold can be filled later with epoxy.

I used staples made for ceiling tile. Unlike regular staples that have chisel points, these have sharp points which makes them easy to drive. Because of the hull shape, you will need to use strips tapered at their ends, and "stealers", strips tapered to points. Start tapering early and don't forget to match tapers on each side. The progression of tapered strips is easy to see from the drawing in the book. You can taper four to six strips at a time by setting them on edge on the bench, clamping together in the center, and planing them together.

It is NOT easy to get the planking to lie flat on the molds and even with their neighboring plank. The twist is quite severe. I made inner lips on the first three station molds by cutting a piece of 1/2" plywood 1/4" smaller than the mold, and about 1" wide. I fastened these to the mold with screws. Using a handful of 2" C clamps, I was able to pull the strips to the mold before stapling. Use a scrap of strip vertically to clamp two or three at a time. This also keeps the planks in line with their neighbors and prevents the clamps from marring the hull.

Use a small piece of polyethylene bag to keep from gluing the scrap to the hull. Do whatever is necessary to keep the planks in line while the glue sets. The book suggests using screws or small nails to hold the tough planks, but this method creates the problem of hiding the resulting holes.

After pulling all the staples, use a sharp scraper to begin fairing the hull, followed by careful use of a sander. Use epoxy thickened with microballoons or Gougeon's Microlite to fill the hollows, then sand again. Repeat as necessary.

I used two layers of four ounce cloth set in epoxy for sheathing. I added an extra layer more than was called for, because I anticipated the boat to be used (admittedly more out of the water than in) and wanted to be sure it could stand up to a playful child.

Before removing the hull from the mold, laminate the outwales for each side from two mahogany strips, using the hull as a mold. This will make fitting them easier and reduces the likelihood of distorting the hull.

Attach the knees and breast hook with bronze screws. My breasthook was made in three pieces, the center section being pine for contrast. Both knees and breasthook had notches cut for the inwales. The inwales are installed with epoxy only, and clamped in place. Counterbore and install bungs in the holes in the transom for the knees.

The keel and outer stem are installed in two pieces and joined with a spline. The slots for the spline were cut on the table saw using a temporary jig. The outer stem was made to extend about 1 1/2"



above the breast hook. The stem was faired into the breasthook and a hole was drilled to provide for a spliced-in painter. I added a mahogany keelson for appearance and skipped the floorboards and mattress. I assumed this boat would be played in more than slept in.

The outwales were attached with screws at the ends and epoxy along their lengths. I added mahogany rubrails about 1" below the outwales, fastened with glue only. Carefully cut the bevels where these rails will join the stem. Allow some extra length for trial and error, then trim them flush at the transom.

I cut a sculling notch in the top of the transom using a jig pre-drilled with a hole saw and clamped on to the transom. The jig provides the correct angle and prevents damage to the transom. The center of the hole saw is positioned about 1" greater than its diameter when measured from the top of the transom to form a lip so the oar doesn't hop out when learning to scull, ...and looks good too.

I discovered something called "pattern grade" mahogany when I was selecting wood for the rockers. Pattern grade doesn't survive the grading process, and is much less expensive than the good stuff. Go through the pile and you'll find some nice pieces. It's finished rough, measures about 1-1/8" and planes beautifully to 1". Since this was to be a real boat, holes in the hull to attach the rockers were out of the question (at this point I couldn't bring myself to drill holes in the hull anyway.)

The rockers were held together by two 1" square rails mortised into them. Take care in scribing the rockers to fit the hull. I fastened two small blocks to the inside of each rocker next to the keel and holes were drilled through the blocks and the keel. The boat was secured to the rocker assembly with brass machine screws and cap nuts, making it easily removable for launching.

All the mahogany pieces and the interior were varnished. The hull was painted.

Beware of the amine blush that forms on epoxy as it cures! To remove the blush, wash the hull with warm soapy water and rinse thoroughly before and after sanding. Solvents don't work. This film can severely inhibit your paint and varnish from drying. It wouldn't hurt to wash the hull just before painting either, even if the epoxy has been cured for a while. Amine blush can continue to form for several weeks, especially in cooler climates. I recall blow drying a kayak for 700 miles on the roof of my car that was painted a few days prior to a trip. It finally took three weeks for the paint to dry!

The choice of finishing materials had to be non-toxic when cured for obvious reasons. The paint I used was Pettit Easy-poxy, a one part polyurethane. The material safety data sheets didn't say anything about the cured material, only about the application process. The technical representative at Pettit indicated that once cured, polyurethanes are non-toxic (but do your own checking). The hull was painted gloss white and the area between the rubrail and outwale ocean blue. I have used this paint on many projects before, and the results using disposable foam brushes are remarkable. It looks almost as if it



were sprayed.

My choice of varnish didn't work out so well. I used a water-based gloss polyurethane from a home center store that clearly said "non-toxic" on the can. It seemed like a perfect choice. After the first coat the finish looked "OK" and I assumed it would improve with subsequent coats. To my disappointment, after about five coats, the surface was shiny and smooth but the warmth of varnished mahogany wasn't there.

The resulting finish had a cold, plastic quality, which I suppose shouldn't have come as a surprise. I have since learned that not all polyurethane varnishes behave this way. When I have the patience, I'll sand off the old finish and re-coat with something more appropriate. Don't forget to test all materials you haven't worked with before!

I have no idea how many hours went into the boat; I'd really rather not know. In retrospect it would have been easier to build a full size boat rather than a 4' version. I have met other builders of this boat who agree. They also agree that it is a great boat when finished.

I didn't feel it was my place to choose a name for the vessel, I would leave that to

the owner at the appropriate time.

As you can see from the photo, the launching was a success. Before someone comments on the lack of a PFD, both father and uncle are just out of the camera's view in the event of a capsize...or a tantrum. After a few puzzling moments of orientation, Captain James Murphy McManus felt quite confident at the helm, and began his life afloat.

COMPASS CLASSIC YACHTS INC.
Box 143 • South Orleans • MA 02662
(508) 255-5187 • (508) 240-1032

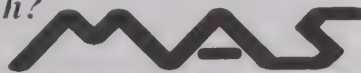
Fiberglass hull and deck
Varnished oak trim
Bronze hardware
Wood spars

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

RAINBOW
Now in fiberglass

Ready to sail or complete it yourself component kits

Is your present epoxy system making you blush?



Introducing the New
MATRIX
ADHESIVE SYSTEM

A complete epoxy system designed by builders with the best characteristics in mind:

- * No blush laminating & coating
- * Blendable catalyst: for custom work times
- * Low viscosity: for easy wet out
- * Sands cleanly: no more gummy paper omm
- * High Barcol hardness: surface durability
- * High flexural modulus: flexibility
- * Clear color for coating
- * Recoat with no surface prep

Epoxy has come a long way since the '60's, find out just how far. Call for your local supply: Matrix Adhesive Systems at (800) 398-7556.

You would think that after sailing dinghies for 40+ years I would avoid capsize altogether. Well...not so. While it has been a while since I've turned one over while sailing, I flipped one last year while anchored. But, I'm getting ahead of myself.

My interest in this subject probably started when I was five and had just launched an apple crate dinghy in a local creek. As I sank to the bottom I gained some insight into the nature of boats and their need to keep water on the outside. Luckily the water was only about 10" deep. I didn't bother to carry the boat home. Over the next 15 years I confined my activities to boats built by others.

When I was 21 I built a Luger Industries sailboard. I knew right away that capsize was inevitable and developed the ability to scramble back on and get sailing again. I did try to avoid them and generally succeeded.

One memorable capsize was due to inattention. I was sailing along a pier in Santa Barbara Harbor that had 200, or so, people lined up on it waiting to visit a Navy ship offshore. The crowd contained a number of pretty young women that I was noticing. What I wasn't noticing was the end of the boom. It managed to hook itself on the top of a piling, promptly flipping the boat over in full view of those pretty women I was trying to impress. I scrambled back aboard, thankful that the boat needed no bailing so I could make a quick getaway. That's how I learned about paying attention as a way to avoid capsizing.

My next debacle was in a Flying Junior dinghy about three years later. I was sailing in gusty conditions with my mother and a teenage boy as crew. I said "Ready about" and then "Helm's alee", and put the helm down. I switched sides and looked down at my mother and the boy on the leeward side of the boat. I soon joined them as the dinghy turned over.

After checking to make sure my crew was afloat I got the sails off and righted the boat by standing on the center board. The flotation under the foredeck insured that the dinghy didn't sink but also insured that the transom was 2 inches under water. No amount of bailing was going to lower the water level inside.

Capsized!

By: Reed V. Smith

As I was pondering this sad state of affairs I heard a very loud voice behind me ask, "Can we give you a hand?" I looked up over my shoulder at the bow of a Coast Guard 82' patrol vessel. Someone onshore had seen our plight and called them. Was I ever glad. They lowered a 4" hose overboard. I put flotation cushions under the stern of the dinghy and pushed up on it to raise the top of the transom out of the water. That hose emptied the water out of the dinghy in a few minutes. A kind fisherman towed us back to the launching ramp. Now I had learned that having flotation wasn't enough, it needed to be properly located.

Over the next 15 years I worked my way up from a West Wight Potter to a Vi-vacuity 20 to a Santana 27, sailing to all the islands and ports of Southern California. Now that my children are grown and I usually only have myself for a crew my interest in dinghies has blossomed again. I've built several over the last few years; two Tortoises, a Brick and a Nymph by Bolger and a Piccup Pram by Michalak. I also bought and sold an O'Day Widgeon and a Snark Wildflower.

The Widgeon I capsized on purpose to see if my wife could right it. It had flotation chambers fore and aft and foam under the side decks. She had no trouble putting the boat back on its feet and after climbing aboard still had 6" of freeboard while she bailed (she is now married to a non-sailor and has probably let these hard won skills slip.)

While the flotation was clearly well placed I did wonder if the boat floated high enough to allow bailing in conditions where an accidental capsize might occur; i.e. outside of the harbor with a stiff breeze and waves. One of my neighbors had turned his Widgeon over about two miles offshore. I asked him if he tried to right it and he replied that he had just hung onto the bottom until a nearby boat gave him a hand.

I also turned over my Bolger Nymph on purpose and learned that a boat made of wood, without any additional flotation, will float, but not high enough to reboard and bail it out. This made me very cautious in sailing it.

Last year I had anchored my Wildflower in the outer harbor when I dropped a plastic tool overboard. I could see it on the bottom in 15' of water. I jumped overboard and retrieved it. Then I tried to reboard the boat by climbing in over the side. Too late I saw the dinghy was turning over. I couldn't get off fast enough to stop the roll. The boat turned completely over, mast pointing at the bottom.

The daggerboard was not in place so I had to swim underneath the boat and insert the daggerboard up into its slot. I climbed up and with considerable effort was able to right the boat, on the second try. I was then able to climb aboard over the stern.

The Wildflower was built by surrounding a foam core with plastic so there was plenty of flotation to allow me to be aboard and bail. By the time I got back to the dock I was pretty tired and thinking

that 12' is about the limit of any boat I would be able to right and bail without doing myself in.

Tony Groves told me of capsizing his 14' Cynthia J. He wasn't able to get the boat to remain upright until he took the sailing rig off as its weight kept turning the filled boat over. Then he had to be towed back to the launch ramp by park rangers. On arriving there he was so cold he wasn't able to speak. I notice Bernie Wolford puts a warning about this problem with Cynthia J. in his plans catalogue.

Presently I have a modified Piccup Pram designed by Jim Michalak. To avoid the problem of equipment floating off during a capsize I've tied a large nylon bag at the forward end of the cockpit. It contains a bucket for bailing, my 2-1/2lb Danforth anchor and rode, my paddle, miscellaneous pieces of line, flares, a horn and a spare PFD. The zipper closure means easy access and assurance that these items won't float off in a capsize. The Piccup has it's flotation high in the ends. I knew that, in theory, this was the best placement.

Next I tested the flotation. My friend Rex Meach helped. Rex is the kind of friend that lets me build dinghies in his back yard and even appreciates the sculptures I make out of resin filled throw-away brushes at the end of a day. We turned the boat over in the marina. At first it felt like we weren't going to be able to flip it. Then when the mast was below horizontal it went over. That is good initial stability! Turned over, the boat floated on it's high ends, leaving the gunwales actually clear of the water.

Rex then was able to right it with only arm strength on the leeboard. Clearly it was less stable in the upside down position than right side up. As the boat righted it floated high on it side so that the inside was not full of water by the time it was completely up. Then I was able to stand and walk around in the dinghy with the water in it. It was easily bailed out with a bucket in 4 to 5 minutes. I felt a lot better about my dinghy.

I have since worked out a way to reboard my dinghy from the side. One or two flotation cushions placed under the chine, behind the leeboard, provides enough extra buoyancy to allow me to scramble in without swamping the boat.

The local harbor patrol has told me I have the most stable dinghy they have ever seen and they have seen me sailing it in sustained wind speeds of 20 to 25 gusts. But, they are not used to dinghies that have reefable sails and low balanced lug sails. I have broken 2 masts in the last couple of years, but that had to do with me trying to make them with wood I had on hand instead out of the proper materials.

The effects of capsizing can be minimized. If I do capsize I know my equipment won't float off. I can lower the sail, right the vessel, climb back aboard and bail it out.

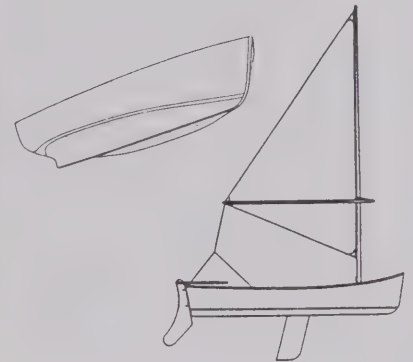
Are capsize inevitable? Probably. Anyone who messes around in boats for even a short while will experience events that lead to Sea Stories. I think most capsize can be prevented by attention to the prevailing conditions and care in boat handling. Now if I can just not let my attention wander when pretty women are around...



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



KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull

Traditional Looking Yacht Tender

Specifically Designed for Ease of
Rowing & Minimum Drag When
Towing

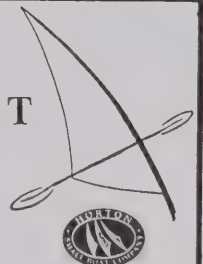
Row & Sail Models

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' Sampans



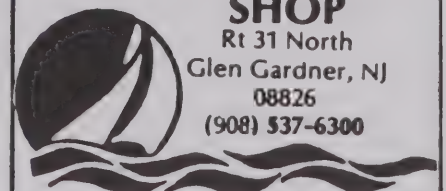
HUGH HORTON SMALL BOATS
29474 Old North River Road
Mt Clemens MI 48045
810 468-6456

SMALL SAILBOAT SPECIALISTS

- Precision
- Summer
- PT Jude
- Amor Sail
- Phantom
- Nimble
- Corn-Pac
- Florida Hens
- Sunfish/Zuma
- New/Used

THE SAILBOAT SHOP

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



Techniques, Tools, Materials: Your Ideas & Needs

I really enjoyed seeing Stephen Bobo's article on "Duck" in your May 15, 1995 issue. There are not enough articles on design and particularly the use of software. I am concerned, however, that your readers may get the impression that the Plyboats software is useful only for the design of small boats. In the case in point, very small boats.

I have sold the software to many amateur and professional designers and the projects that are under way include everything imaginable. For instance, there is a 33' steel tug being designed in Jacksonville using this software. The software can be used from model scale to 100 feet length. Designers of kayaks, canoes, workboats, trawlers, sailboats, trimarans, catamarans are all using the software. I would like to read more about their experiences.

On the other extreme, the model features have also found use. Three boys from Blue Hill, Maine just won the PAC-95 Young America, America's Cup national model contest using this software to design the hull. They competed against 27 schools in Maine, then beat out the California champions in a run off in San Diego.

The results have really turned the local Blue Hill educators around. These were average junior high school kids and not great scholars. Their performance in this contest was absolutely fabulous. They came up with a very neat hull, did a very creative design for the sail, made great presentations and put on an excellent table top display. They are living proof that we need to encourage the creativity of all students, not just the high scholastic types. They went from dullsville to sheer delight. What an experience!

Educators are finding the program use-

Plyboat's Not Just for Small Boats

By Ray Clark

ful to introduce high school students to computer design and CAD. The Sound School, a city high school in New Haven, Connecticut, has set up a full classroom with the software. There they design models, then advance to full scale boats, build them and integrate this with a Long Island Sound environmental program.

Boatbuilding is a great way to get young people interested in a broad spectrum of technology. They are easily involved in the craft, but get a piece of physics (in the form of hydrodynamics and aerodynamics), math, shop construction, materials management, project management and, if using software, an appreciation for what can be done with a computer. After all, computers will dominate their future. Isn't this a more practical experience and a better way to get them into it than with games?

Further to Stephen's article. The bow does not have to be straight. Once the design is completed in Plyboats, a small bow curve can be added to the plywood strakes during layout. This should be kept small, say a maximum of 3/4" chord height per foot. When the sheets are joined at the bow, this will result in a small outward curve in the plane of the sheet. This will stiffen the sheet and makes a nice appearance.

Some designers do the same at the transom, that is, bow the sheet slightly where it contacts the transom edges. This assures that hollows will not appear in the sheet. It also stiffens the sides. Plywood, sheet steel and sheet aluminum will all allow some hollow in the sheet. If you support a sheet of plywood horizontally by the edges and add weight in the middle, the center will sag and take on a saucer shape. Try it, put 2 x 4's under the edges of a 1/4"

plywood sheet, step in the middle and you will reach the floor.

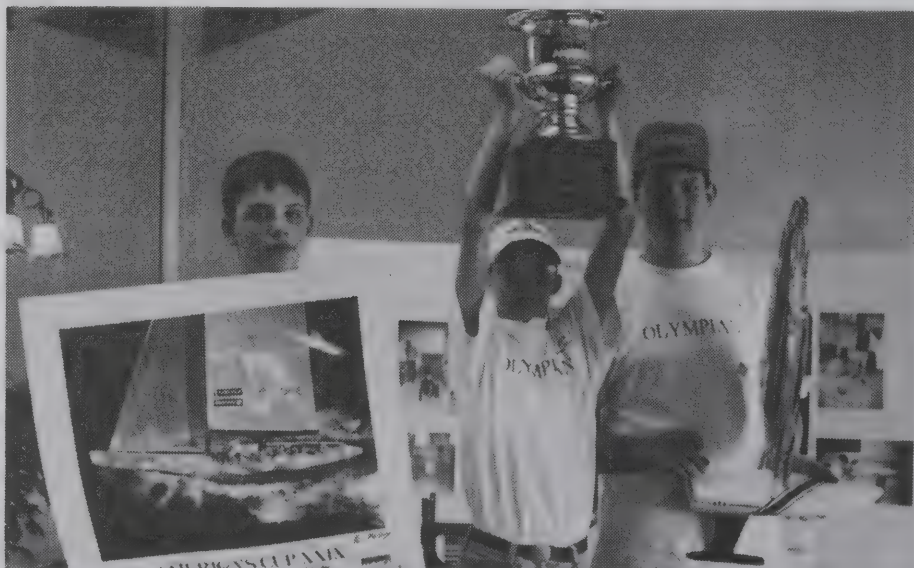
The International 110 sailboat's bottom was deliberately designed this way for plywood construction and was very successful. Even a steel plate will easily allow as much as an inch of hollow in 6'. This is also the proper way to take the ripple out of steel or aluminum hulls.

I receive many customer calls expressing much concern about "conics" and developable sheets. The older articles on hull development required modification of the hull lines to allow location of the apex points of the "conics" or cylinders. This is a very painful, tedious procedure. It has since been found that matching of a developable surface to acceptable curves does not require finding conic apexes or centers of curves. I will be happy to discuss this with readers or share this information.

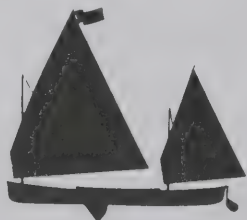
Plyboats does help you to design very fair, sweet lines. These do not have to be changed to provide developable surfaces. The strakes laid out by the software go together very well. Note the twist in the bottom at the bow of Stephen's small boat. He says this "fell together". I have built hulls with as much as 89 degrees of twist from the transom to the bow and this went well also. When doing stitch and glue, reasonable twist is really not that much of a problem.

Twist in long skinny strakes, as for kayaks or canoes, are never a problem. Twist in a highly angled carrot shape is mechanically difficult and should be avoided. If you are trying to fit to precut frames, then the curvature of the sheet developed from twist, can be a problem. If you use straight frames, you will have to splice, pad or shim to fill the inside gaps. Just do not try to pull the sheet into contact with straight frames, only fasten at the chine edges and then fill the inside gaps. A development approach using a model is shown in Pollard's *Boatbuilding with Aluminum*.

The Blue Hill, Maine, kids who won the Pac 95 Young America contest. This photo shows the great trophy that they won and the model they built.



DOUGLAS FOWLER SAILMAKER



Sails that will fit perfectly

Sunfish® \$150

Laser® \$225

Sunfish and Laser are registered trademarks of Sunfish Laser, Inc.

Dacron & Cotton

Canoe Sails

1182 East Shore Drive
Ithaca, NY 14850
(607) 277-0041

For those of you who are into design contests, *Classic Boat* magazine (British) is sponsoring a contest. They have approved Plyboats for use by contestants.

I include some photographs of a multichine tender during construction in Germany. The designer, builder and photographer is Wolf Huber, Muenchen. Note how few stitches were used. His construction "framing" consists of one 1"x 2" stick.



Wolf Huber working on his tender, *Seawolfchen*. This was designed using Plyboats software. He has written me giving permission to use the photo as long as he is given photographer credit.

Recharging Electric Outboards

By Roger James

In the January 1st issue at the end of Jim Michalak's review of *Electric Boats - The Handbook of Clean, Quiet Boating*, by Douglas Little, he asked if you could rig an independent trolling motor battery to charge from your car's alternator while you drive. I made a such a rig from Radio Shack parts which seems to work. I say it seems to work because I have only used it to recharge a dead car battery and to recharge the battery for my trolling motor after the only time I have used it so far.

I bought a diode with the highest amperage rating Radio Shack had, some "zip cord" speaker wire, a pair of big alligator clips, and a plug for the cigarette lighter. The speaker wire has one copper colored wire and one silver colored wire. I connected the copper colored wire to the "+" center contact on the cigarette lighter plug and the silver colored wire to the "-" outside contact on the plug. At the other end, I connected the copper colored wire to the unbanded end of the diode, the banded end of the diode to one alligator clip and the silver colored wire was connected to the other alligator clip.

I drop the battery into the hatchback with the rest of my gear and connect the diode side to "+" and the non-diode side to "-". The diode prevents the battery from helping the car's battery when it is under heavy load (like when it is starting the car). It also has about a .7 volt drop across it so that the charging voltage is .7 volts less than the car battery gets. This might be a feature. I am not an expert at this stuff so if anyone has any reason to think I will destroy something feel free to correct me.

The design is easy with Plyboats.

Build boats! A great family exercise. Promote boatbuilding in the schools. The kids will thank you for it by showing what they can do. I offer special deals for educators and yacht design students.

Ray Clark, 5861 Woodboro Dr., Huntington Beach, CA 92649, (714) 840-7284.

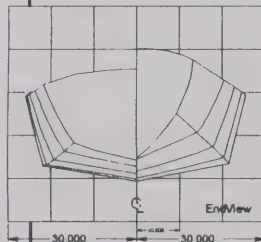
Wing Systems Touring Shell ...The 1-Boat Fleet



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 Piantedosi, 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

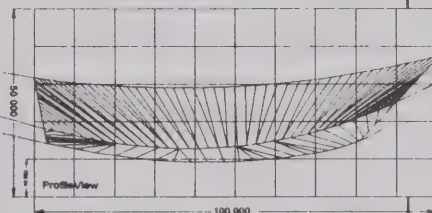
Hard-Chine Boat Design with EasyCAD



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

The 'Hook & Loop' System that Really Works!

Great Paper, Great Price, Great Service -- Great Value

The SANDEZE™ Line

of
Professional Abrasives

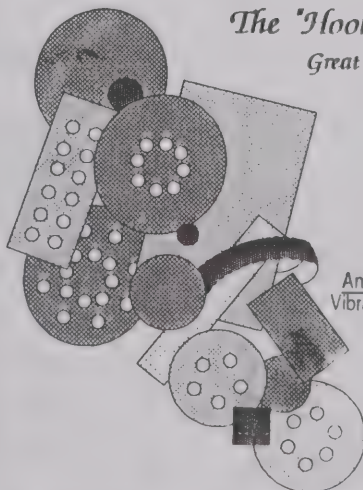
Top-Quality, Best Price Retail or Wholesale
No Clamps, Glue, or Messy Clean-Up
Improves Productivity, Eliminates Waste

Any Size, Any Hole Pattern For Any Disc Sanders, Palm Sanders, Vibrating Sanders Or Industrial Sanding Machinery & Now Belts Too!

Aluminum Oxide Pink Steret -- 40 to 1000 Grit
Yellow Marathon w/No Chemical Residue -- 40 to 400 Grit
Resin on Resin Red -- 40 to 150 Grit
Wet/Dry Black Silicon Carbide

For Free Catalog, Information or \$10 Trial Pack
Call 1-800-272-SAND

Or Write SANDEZE • 9210 Lee Ave. • Manassas, VA 22110





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

Adirondack Wherry

ADIRONDACK ROWING
 306 Lake George Ave.
 Ticonderoga, NY 12883
 (518) 585-7870

All Terrain Boat Dolly

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

MCM/Visa
\$114.95
 Plus P&H

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

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

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.

Variations on a "Cat's Cradle"

By Roger James

I was flattered to read that Roy Terwilliger chose my "cat's cradle" method to roll a Snipe and Beetle Cat over. I wanted to share some variations on the original idea published in *Messing About in Boats*, but I hadn't tried them out until recently.

Two drawings show before and after slight improvement on the cat's cradle. My garage ceiling is low enough so that what starts out as a good zig-zagging line from the ceiling to the boat to the ceiling, etc., ends up as almost a straight line when the boat is high enough to clear the trailer. My solution was to add a few more pulleys to the ceiling (my garage ceiling looks like velcro with all the hooks I use to hang lights and lift boats.)

I agree with Roy that bigger pulleys are needed and I solved the problem with some pulleys made for garage door cables. They are cheap, big, and have ball bearings. The only problem with them is that the edges of the sheaves are rough so that if a pulley is not lined up right, the rope rides up on the edge of the sheave and drops down between the sheave and the bale.

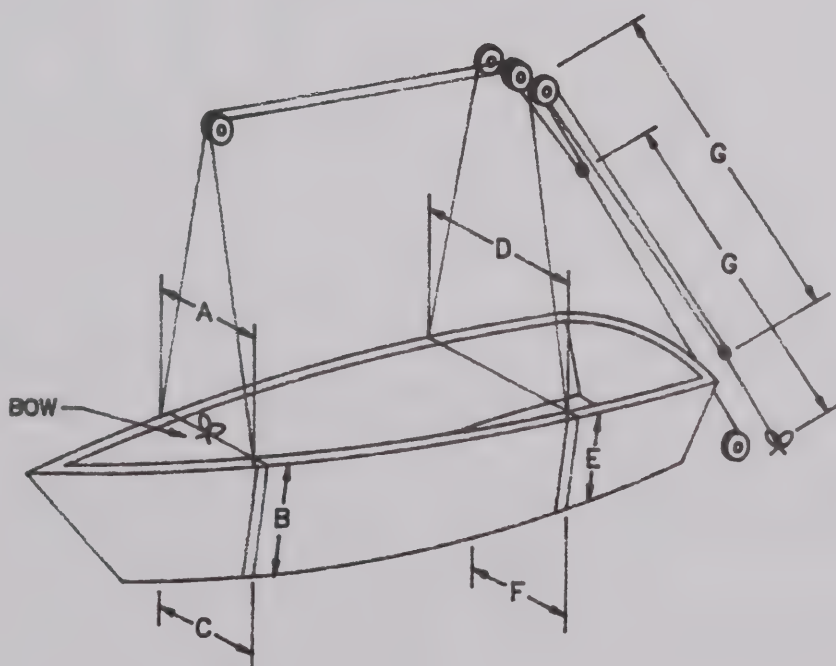
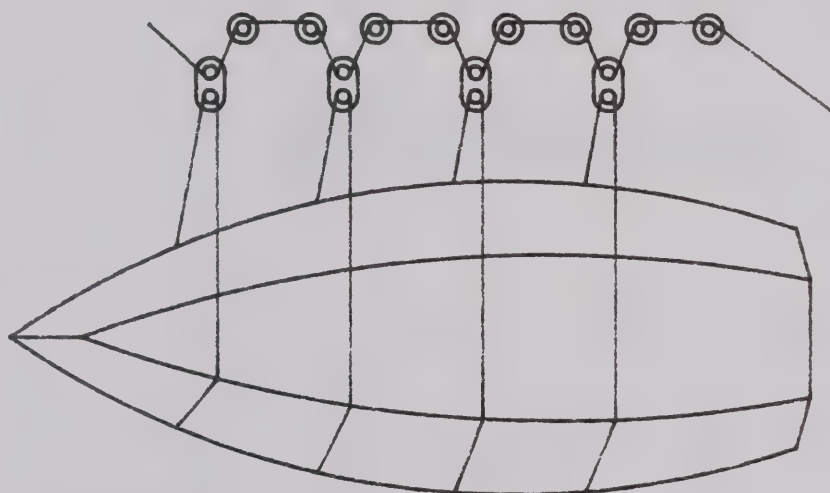
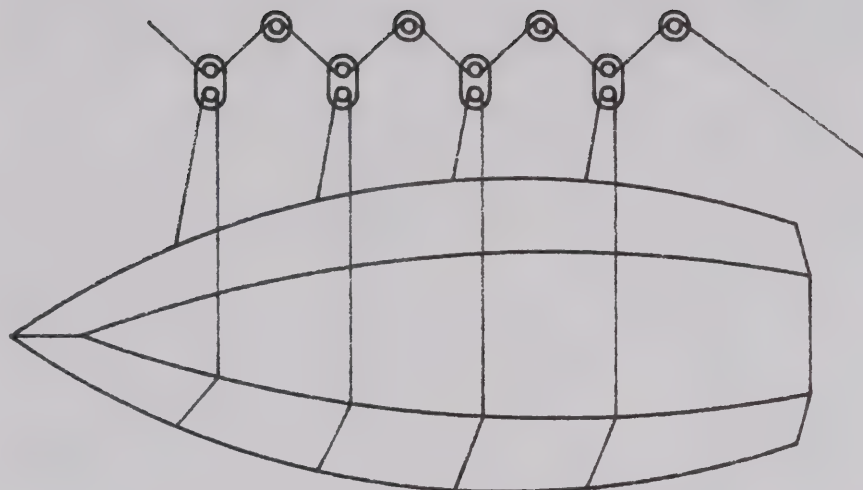
I picked up a small boat winch at a tag sale and bolted it to the back wall of the garage. This makes it easier to lift the boat, plus the ratchet holds the boat without my having to make the line fast on a cleat while not letting the boat slip down.

The problem with the cat's cradle is that the boat is hard to roll over because its center of gravity is not near the center of roll, so it is hard to turn on its side and it tends to want to roll back upright when upside down.

The third sketch is my second experiment which uses a parbuckle arrangement. A disadvantage of this is that it has a mechanical advantage of only 2:1, but there are fewer pulleys and so less friction. An advantage is that the winch controls the roll by turning the boat over as it lifts. Each side is controlled separately so that after one side is lifted, the other side is dropped, rolling the boat over. I use jam cleats to hold the side not attached to the winch.

Though the operation is simple the setting up is a little complicated. There is one very long rope that starts at the bow, goes down one side, up the other, up to a large pulley on the ceiling, over to another large pulley on the ceiling, through a small pulley attached to a rope, of length "g" (minimum) going to the winch, back to a large pulley on the ceiling down around the bottom at the stern twice, back up to another large pulley on the ceiling, to another small pulley, "g" away from the pulleys on the ceiling, attached to another rope going to a jam cleat, back to a large pulley on the ceiling, to the last large pulley, back down around the bottom at the bow and back the other end.

One critical dimension for determining the length of rope needed is marked "g" on the sketch. I determined it by trial and error and then figured out the equation later. "g" is roughly equal to 1/4 of the length of rope wrapped around the hull at the bow and around the hull at the stern.

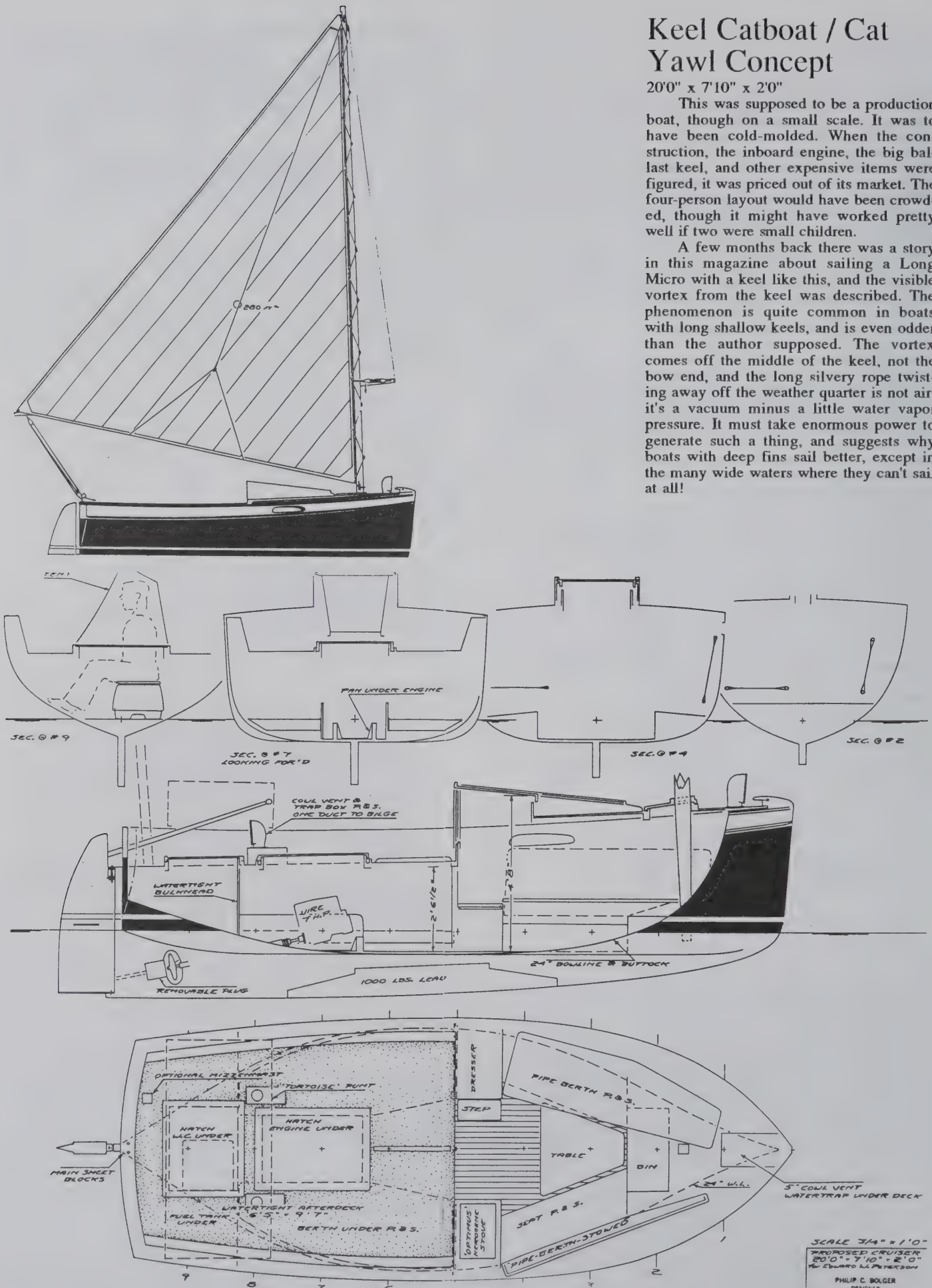


Keel Catboat / Cat Yawl Concept

20'0" x 7'10" x 2'0"

This was supposed to be a production boat, though on a small scale. It was to have been cold-molded. When the construction, the inboard engine, the big ballast keel, and other expensive items were figured, it was priced out of its market. The four-person layout would have been crowded, though it might have worked pretty well if two were small children.

A few months back there was a story in this magazine about sailing a Long Micro with a keel like this, and the visible vortex from the keel was described. The phenomenon is quite common in boats with long shallow keels, and is even odder than the author supposed. The vortex comes off the middle of the keel, not the bow end, and the long silvery rope twisting away off the weather quarter is not air; it's a vacuum minus a little water vapor pressure. It must take enormous power to generate such a thing, and suggests why boats with deep fins sail better, except in the many wide waters where they can't sail at all!



PLYBOATS

SOFTWARE FOR THE DESIGN OF SMALL BOATS

SOFTWARE FEATURES:

Generates Hull Curves in plan and elevation from the formulas for uniform drafting splines bent under various loads. The curves are from the formulas for uniform beams. Six curve shapes are provided and these may be combined, fore and aft, into 36 combinations. The curves are always fair and since they are derived from the formulas for bent wood they are easily attained during construction.

Displacement, Center of Buoyancy and Prismatic, Block coefficients, etc., are calculated and updated in the background. These are shown on the graphics screens along with the lines graphics as well as in tabular form.

The Longitudinal Displacement Curve is automatically plotted for comparison to the Colin Archer and Modern hull curves.

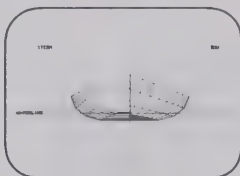
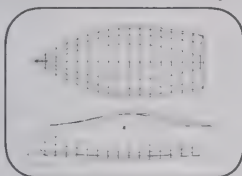
Graphics show all views, top, side, end view sections and orthographic projections. The Orthographic views are presented with vanishing points to provide better perspective. The orthographic figures are painted to appear solid and to provide an excellent feel for the hull shape. These include hidden line elimination.

The hull may be Heeled To Selected Angles and the program calculates a displacement curve. The righting moment, righting arm and a heeling force at the sheer are calculated and shown. The location of the centroids of the submerged areas are also shown.

The trail or Trajectory of the Centroidal Points indicates the water flow path beneath the hull. A secondary plan view shows the shape of this curve and the shape of the heeled wetted area. The wetted area of the hull in square feet and the total surface area of the hull are also shown.

The lines dimensional offsets of the design may be entered, or may be printed in either Decimal Inches

Plywood panels are developed and the offsets are printed. The transom is presented in projected size. Bulkheads are designed for any position in the hull complete with edge bevel angles.



Layout your design in side view, top view and sections. Make changes and get instant design modification, displacement, Prismatic coefficient. Your design is heeled and righting forces are calculated and the displaced areas are shown. The shape of the wetted area is shown in plan view. A water flow path is indicated by the trail of centroids from the displacement areas.

Your newly created designs are Easily Saved as computer data files for future reference.

The program is designed to aid and facilitate construction. The Hull Plywood Is Developed (unrolled) and the dimensions given as a set of easily lofted off-sets. The transoms, both bow and stern, are developed and lofting offsets provided. Bulkheads at any location in the length of the hull are dimensioned for lofting and the edge bevels calculated.

The program selectively creates four .DXF files for transfer of the design to CAD programs. These include the hull side, plan and sections view, a 3D hull file, a sailplan file and a file for the Plywood and transom layout. The first two are used to develop cabin, rib and deck layouts. The sail plan file is used to develop and dimension sails and spars. The plywood layout is used to organize the strakes on the plywood sheets for most economical material usage.

The Sail Plan Designer allows use of 20 sail types, plus a jib. Two masts are accepted, main and mizzen. The program calculates the centers of effort of each sail and the combined center and calculates the lead of this relative to the center of lateral area of the hull.

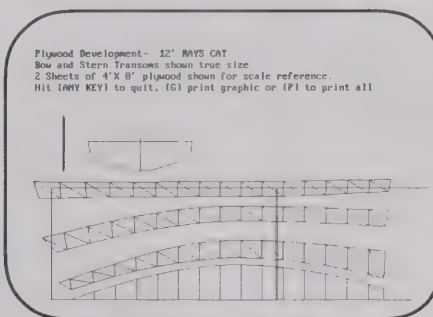
The software automatically calculates the Prismatic, Block, Waterline Fineness and the Midship section coefficients.

The Lateral Utility does interactive lateral area calculations for location of the centerboard and the rudder areas.

The Model Scaling Utility provides a rescaling of the design to any model scale (up or down). It also allows bulkhead, plywood and .DXF file operations at model scale. Scale factors can be .01 to 10 X.

Prints out a full set of Loftable Offsets using either decimal inches or feet-inch-eighths. Full design data and coefficients are included.

All graphics can be ZOOMed for enlargement or reduction and moved right or left and up or down. This allows closeup viewing of detail.



Plywood Development - 32" BAYS CAT
Bow and Stern Transoms shown true size
2 Sheets of 4'X 8' plywood shown for scale reference.
Hit (ANY KEY) to quit, (G) print graphic or (P) to print all

or Feet-Inch-Eighths.

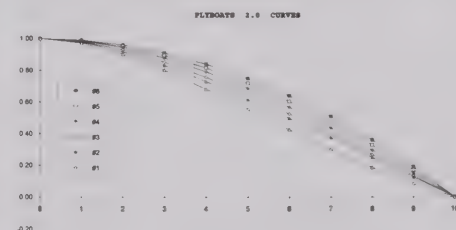
Many Sample Designs are included to use as starting points for your design. These include kayaks, canoes, prams, fishing hulls, sailboats, scows, sharpies, tugs, skiffs, etc., etc.

HP Laser or Ink Jet graphics printing is available in four sizes. The program also supports Epson or IBM Proprinter dot matrix printers.

A simple calculator is provided on screen.

CURVES:

This software uses the curve shapes from draftsman's splines. Six equations for bent wooden splines are derived as bent beams and these are modified by the length and width dimensions input by the designer. The curves generated are always fair and sweet. Since these are the natural bending curves for wood, they always work properly with plywood or uniform bending materials. Unlike B-splines, they do not require complicated fairing procedures.



For example, when designing the sheer, the designer selects one of the six curves for the forward plan view and another for the stern, say #5 and #4. He enters "54". The software then uses the widths entered for the bow, stern and midsection and lays out a perfectly fair "54" curve. If the "54" is changed to "25", the new curve will immediately be shown and it will also be fair. You repeat this procedure for the sheer sweep. If you enter "66", you will immediately see the traditional radial curve appropriate for the sheer profile. This is not easy to do with a "B-spline." The six curve shapes provide variable fullness progressing from the round of the #6 to an almost straight #2. The #1 curve contains a smooth reverse curve such as that found at the bow of a canoe. Any one of these six curve shapes, when combined with the length and width variables of a given design, provide an infinity of shapes.

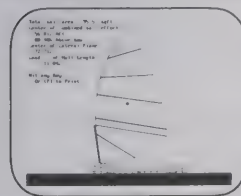
ADVANTAGES OF THIS METHOD:

1. All curves are precisely fair and do not require secondary fairing procedures. When a curve selection is changed, the new curve is fair.
2. Four variables, i.e., length, three widths and a selected curve number provide an infinity of shapes. If any of these variables are changed, the new curve will immediately be fair.

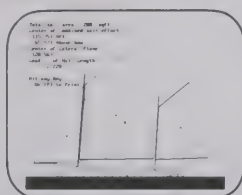
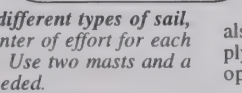
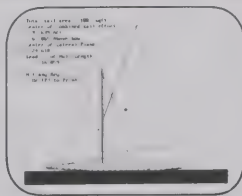
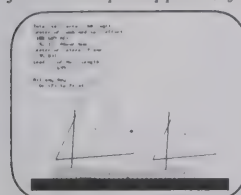
3. All curves will fit to bent wood, including reverse bends.

4. The effortless experimentation that is allowed through curve shape selection encourages the designer to explore the

significance of hull curve changes. He can quickly evaluate the effect on the aesthetics of the design, the change in displacement curves, changes in righting moment, or lateral area. This procedure, is almost impossibly complex and extremely time consuming with other design software methods.



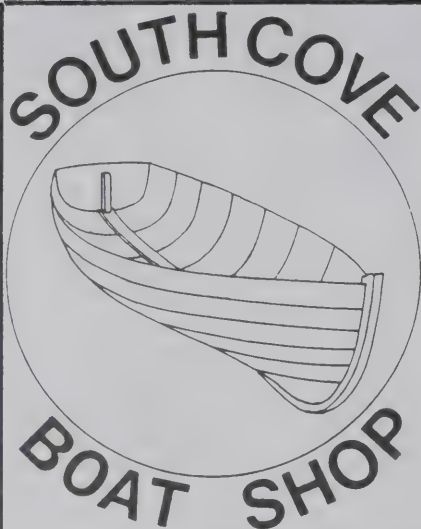
Design sail rigs using 20 different types of sail, two masts and a jib. The center of effort for each sail and the group is shown. Use two masts and a jib. A bowsprit appears, if needed.



Plyboats® 2.0 will run on any PCAT. It does not require a co-processor. The software and the 120 page manual are available for \$145.00 plus \$5.50 shipping and handling. California residents include sales tax. Send a check or money order to:

Note: Upgrades for owners of record \$40.00

Ray Clark Enterprises • 5861 Woodboro Drive • Huntington Beach, CA 92649 • Voice & Fax (714) 840-7284



TRADITIONAL WOODEN BOATBUILDING
REPAIRS AND RESTORATIONS

ROB BARKER

615 MOYERS LANE, EASTON, PA 18042

PHONE/FAX (610) 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 VENEER OVERLAYS



1962 BEETLE CAT
— Receiving a new skin

An affordable alternative for saving vintage wooden boats, when a traditional restoration is either too expensive or impracticable.

Estimates available on request.

O'CONNELL'S WOODEN BOAT SHOP
303 Cannon Street
Chestertown, Maryland 21620
(410) 778-3213 FAX (301) 293-1169

VICTORY BOAT CO.

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

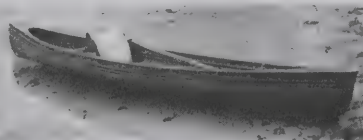
16' Swampscott Dory - \$1,500

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.
Hanwood, 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

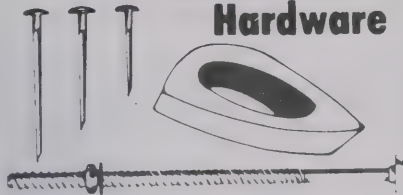
Boat Building Classes

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

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, WIDOMICO 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



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

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

JAMESTOWN DISTRIBUTORS

FASTENERS

Boatbuilding And Woodworking
Supplies

800-423-0030

Fax **800-423-0542**

US & CANADA

If you are building, restoring, or repairing, send for a free copy of Jamestown Distributors' catalog. This is a thorough catalog filled with marine grade fasteners in stainless steel, silicon bronze, brass and hot dipped galvanized as well as marine hardware, finishes, glues, resins, and tools.

JAMESTOWN,
RHODE ISLAND
28 Narragansett Ave.
P.O. Box 348

BEAUFORT,
SOUTH CAROLINA
Hwy 17 & 21,
Gardens Corner
Rt. 1 Box 375

Jamestown, RI 02835 Seabrook, SC 29940
Local 401-423-2520 Local 803-846-9500
Fax 401-423-0542 Fax 803-846-9005

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

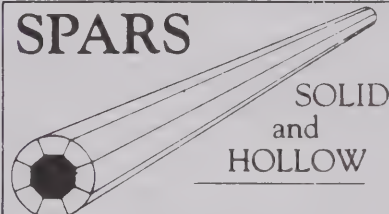
CUT COPPER CLENCH NAILS

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



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

Free 29' Ulrichson, wooden cabin cruiser, 318 Chrysler engine. Slps 6, hull gd, top nds work. 1st come, 1st served.

RAY VALENTINO, Subury, MA, (508) 443-9834. (5)

15'6" Gloucester Light Dory, epoxy & glass cloth, bronze nails & screws. \$650.

RICHARD DOWNES, Weymouth, MA, (617) 335-6677. (5)

25' Westerly Windrush Sloop, blt '67 to Lloyd's specs. Twin keel, 9.9 Evinrude. Slps 4, fully found. Asking \$7,000. Located Shelter Island, NY.

GEORGE GONNEAU, Brooklyn, NY, (718) 797-3285. (5)

'93 19' McGregor Powersailer, sail w/main jib or cruise at over 20kts w/'94 40hp Mercury. Water ballasted. Slps 4, enclosed head, galley, dodger, electronics, trlr, more. Like new. \$11,000, partial trades considered.

DON CURRY, Topsham, ME, (207) 725-6914. (5)

22' Star Class Sloop, FG Buchan hull #5995, updated Harken hrdwre, Spartech mast & boom, heavy galv trlr w/box. Book \$3,850, sell \$1,950. Don't let price fool you, this is great boat.

RON SILLIMAN, New London, NH, (603) 526-9363. (5)

21' MacGregor Venture, '69, fast FG swing keel daysailer-weekender. Small cabin, lg 6' cockpit, shoal draft (18" keel up, 5' keel down). Main, jib, 6hp Johnson, running lights, VHF, Danforth. 2 quarter berths & V-berth, cooler, mahogany shelves, FM cassette. Gd cond. Weight 1,000 lbs. W/trlr, \$1,900/BO. Tow vehicle available, negotiable.

BOB & LOIS WARE, 200 Surrey Ln, Fairfield, CT 06430, (203) 259-6622. (5)

19' Yankee Privateer, British blt gaff rigged cutter w/tanbark sails, late '70's. FG hull w/wood mast & trim. CB. Pocket cruiser design w/4 berths, portable head, alcohol stove. 4hp Johnson OB. Steel trlr & fitted canvas cover. Many extras. A pretty little boat. \$5,300.

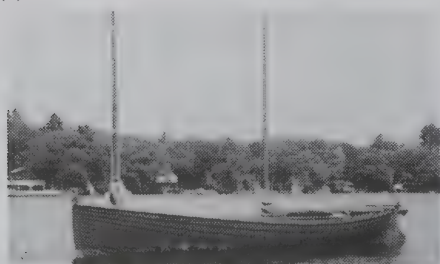
GEORGE MARNIK, Deer Isle, ME, (207) 348-2705. (5)

20' Sailstar Corinthian, wonderful full keel family day sailer or weekender similar to Cape Dory Typhoon (slightly bigger) and slightly smaller than a Pearson Ensign. Nds a little TLC. \$1,000. Come and get her, she's lying in CT.

STEVEN ROSSI, W. Bloomfield, MI, (810) 682-7259. (5)

11-1/2' Dinghy, FG hull, mahogany trim, oars, oarlocks, painter. \$800.

GEORGE MARNIK, Deer Isle, ME, (207) 348-2705. (5)



Ayrie, 20'5" Crotch Island (Cliff Island, ME) Pinky, lapstrake cedar over steam bent oak, copper fastened. Classic Pinky blt by Maine Maritime Museum, has 2 rowing stations w/hand made oars, cat ketch sprit rig. CB. In like new (or "old new") cond w/galv trlr \$6,850.

ALAN BOYES, S. Casco, ME, (207) 655-7996 eves. (5)

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.



Jabberwock, 1933 classic 23' pocket cruiser designed by W. Starling Burgess & Wm. Atkin. Restored over past 7 yrs. Slps 2, big cockpit, galley, sink, head, VHF, Loran, 6hp Farymann diesel IB. Out of water but ready to go. A delight to sail. \$3,500.

TOM HALSTEAD, 5 Ocean St., Manchester, MA 01944, (508) 526-4548. (5)

Bluejay, hull only w/original hrdwre. Gd cond. \$300.

'32 Sailboat Hull, 18', cedar on oak, V-bottom, inbd rudder, small bowsprit, assorted hrdwre. Deckboards & sheerstrake off. Vy gd strong cond. Please make offer.

DERWOOD CROCKER, P.O.B. 128, Aurora, NY 13026, (315) 364-7458. (5P)

Kevlar Arluk 1.9 & Kevlar Arluk 3, in exceptional condition, less than 20 miles use ea & stored under cover. Incl travel covers & nylon spray skirts. \$1,950 ea. **Lendal Powermaster Paddle**, 1 pc, & **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.

IZABELA CIESZYNSKI or DAVID WEST, Newport News, VA, (804) 599-0690. (6)

17' Dirigo Sea Kayak, w/spray skirt and 8' Werner San Juan paddle, \$1,100. **VCP Selkie Expedition Model**, w/skeg, Henderson deck pump, spray skirt, and Lendall Powermaster paddle. \$1,100. **WILSON HUGHES**, Amherst, NH, (603) 673-1460. (6)

18.5' Cape Cod Catboat, owner blt, seaworthy, nds some work to restore CB trunk & refinish mast. Boat, trlr, 6hp OB, anchors, Dauphinee blocks. \$1,500 lot or BO. Send SASE.

BILLO'SULLIVAN, 931 Lawrence Dr., Emmaus, PA 18049, (610) 965-2341. (6)

Beautiful 20' Fantail Steamboat Launch, Exc cond, FG hull, hand-pegged oak deck & int, surrey top, 20sf boiler, single cyl Stevenson Link engine. Award winning. On trlr ready to steam. \$13,500.

DEAN ALLEN, Milford, CT, (203) 795-0305 or (203) 877-0301. (6)

10' Yacht Tender, FG, 4' beam. Green w/white trim. Blt by Northeast, Sebago, ME. CB slot for conversion to sailing dinghy. \$400. Looks salty. **BOB MONK**, Burlington, MA, (617) 272-9658. (6)

'31 17' Old Town Model HW CS, #107880. '94 restoration to original by Al Bratton/Woodstrip Watercraft. Asking \$1,500.

PETE SCHANTZ 1840 Bauman Rd., Quakertown, PA 18951, (215) 536-5407. (6)

18.5' FG Cruising Sailboat, w/3 keels, 1 nds repair. Anodized alum mast, roller reefing, sails in gd cond, much other equipment. On almost new trlr. Dinghy available. \$2,500.

DOUG BUCHANAN, Andover, MA, (508) 474-0332. (6)

Saroca, new sail-row-paddle, compl w/spoon blades, sail rig, paddles & fore & aft covers. Now \$2,395

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (6)

Cape Dory 19, '74, OB. \$3,000 OBO.

TOM MC GRATH, Lynn, MA, (617) 595-3660. (6)

14' Daysailer Trimaran, stable, fast. Beam 12'6", sail area 120sf. Carries 1-4 persons. W/trlr. \$800.

KEN CURRIE, Ft. Wayne, IN, (219) 485-8571. (6)

10' Herreshoff Pram, cedar on oak, mahogany transoms & thwarts, copper & bronze fastened. Tows & rows well. **'93" Lawley Tender**, cedar on oak, mahogany transom, thwarts & sheer strake. Copper & bronze fastened. Tows & rows well. \$1,400 OBO.

GEORGE OVERBAUGH, 69 S. Stonybrook Dr., Marlborough, CT 06447, (203) 295-0693. (6)

12' Old Town Sportboat, '54, cedar & canvas. Just restored, 4' beam, w/'63 6hp Evinrude. \$3,000.

BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (6)

23' McIntosh Sloop, gaff rigged, Bud McIntosh blt '63. Cedar on oak, shoal draft V-bottom CB. Slps 2, big cockpit. '86 8hp Evinrude, 18lb plow anchor, gd sails, many extras. Exc cond. \$4,000 OBO.

VINCE TODD, JR., Durham, NH, (603) 659-6528. (6)

24' Noank Lobster Boat, blt Eldridge yard '56 (see *Wooden Boat* #59). Cedar over oak, 40hp Westerbeke. Vy tight solid, well maintained little cruiser. \$6,500. **KARL BERARDI**, Bedford, NH, (603) 668-4445. (6)

16' FG Sloop, self tending jib, Rhodes 19 sail, w/gold on mount. Asking \$1,800.

RICH GOLDSTEIN, S. Dartmouth, MA, (508) 636-8454. (6)

Dovekie, Hull #23, on trlr. Engine mount detachable, remainder original. \$4,000.

DICK ZAHN, 320 Edison Ave., Pitman, NJ 08071, (609) 589-2407. (6)

Antique Canoe, mfg by E.M. White Co., Old Town, ME, '28. Rare 18'4" Guide model. Not mint but restored to really gd cond w/newly caned seats, new varnish & urethane painted exterior. \$1,250.

J. ANTHONY, Wakefield, RI, (401) 783-2199 aft 7pm. (6)

'89 Sea Pearl MS 16 Catboat, FG & teak, full tent, Merc 15hp, 10' oars, 3 modes switchable on water, trlr. \$3,825. **'84 Spindrift 22 Sloop**, (cover story *SB* #37), 4 sails, VHF, sounder, compass, keel/CB, 8hp Sailmaster, trlr. Vy clean. \$5,525.

JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (6)

15' "Cheemaun" Canoe, wood/canvas, Thurlow designed. Mahogany decks, seats, thwarts & outwales. Brand new. \$1,500.

TOM TOMPKINS, Virginia Beach, VA, (804) 427-3454. (6)

14' "Roar" Pulling Skiff, Jim Michalak design. Ltwt lauan/epoxy constr, cartoppable, fast. 2 rowing stations. \$500.
LARRY NUESSEIN, Bar Harbor, ME, (207) 288-9465. (6)

10' Walden Paddler, w/spray skirt, paddle. \$325. **12' Walden Vision**, new, green deck, white hull, w/airbags. \$600.
RON GULISH, Portsmouth, NH, (603) 431-3067. (6)

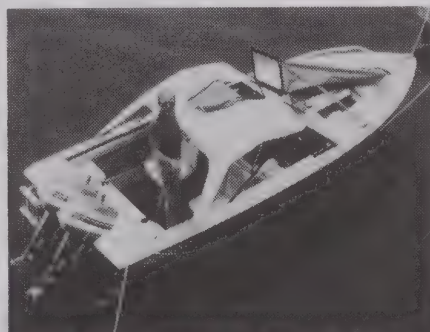
Alcott Sunfish, in gd shape, old sailor too old to fool around in wet boat.
LLOYD GRIMES, Holliston, MA, (508) 429-4406. (6)



15' Wooden Lapstrake Skiff, sprit catboat, cedar on oak, bronze & copper fastened, spruce spars, tanbark. CB, 2 row stations. By Greg Jaris. All exc. Trlr. \$2,500.
JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (6)



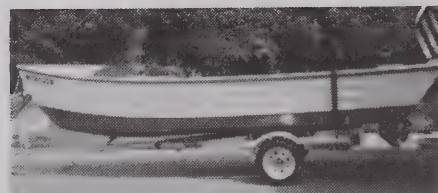
26' Folkboat, Vaga, rebuilt '82-'86, FG over lapstrake, new keel bolts, deadwood, floors, rudder, all new interior, five sails. Teak decks, FG cabin roof, new coamings & cabin sides, galley, head, VHF radio, Loran, Autohelm, Honda 7.5hp. First in class & 3rd overall in '93 *WoodenBoat* Regatta. This 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, (508) 533-7910. (6)



16' Sunbird, twin 25 Evinrudes, 10gal fresh water tank, full canvas, side curtains & screens. Ideal camp/ Maine Island Trail cruiser for 2. Sumlog, lg compass, galv trlr, mooring/trlr cover, all "as new". \$2,500 or trade for same size sailboat: Precision 15, Galilee 15, Montgomery 15, etc.
STERLING HUBBARD, Mathews Rd., Conway, MA 01341, (413) 369-4035 or (207) 677-3888. (6)

16' Whisp Rowing Boat, Newport RI blt. Flat bottom, 3 caned seats. Never in water. Asking \$1,000.
LEE THOMAS, Rockport, ME, (207) 785-2220. (6P)

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)



18' Simmons Sea Skiff, just blt. Marine ply & red oak, FG bottom & garboard strake, 6 coats Interlux paint, Teleflex steering system, fire ext, horn, etc. '90 25hp Merc OB, electr start, low hrs, new remote contr cables. New fully galv "Yach Club" trlr. See ad for plans under "Designs-Plans". \$8,000.
JERRY ENOT, 286 Dover Pt. Rd., Dover, NH 03820-4666, (603) 749-4100. (6)

Beetle Cat, exc cond, new trlr, mooring, motor, lifevests, etc. \$3,750.
E. MOTCHOK, W. Harwich, MA, (508) 432-3056. (6P)

BOATS WANTED

Grumman Sportboat, & Penn Squidder #145 fishing reel.
BILL BAILEY, Kittery Point, ME, (207) 439-4231. (5)

Klepper Aerius I.
T.F. TROSTLE, Rt. 2, Box 59, Boones mill, VA 24065. (6)

Racine Boat Co. Canoes.
TOM, Lost Canoe Works, Racine, WI, (414) 634-1272. (6)

SAILS & RIGGING FOR SALE

Genoa, for Bristol 30, wire luff for old style roller furl, useable cond w/cover & sailbag. \$95. **Vang**, brand new for 30' boat, complete. \$75.
RON SILLIMAN, New London, NH, (603) 526-9363. (5)

Marconi Sail, white nylon 194"x96", "Boston" made, canvas sailbag. \$50. **Downrigger**, Wille "Little Guy", \$30.
GEORGE MARNIK, Deer Isle, ME, (207) 348-2705. (5)

Sails, new dacron main, fully battened (FG), approx 80sf & roller reef jib, approx 30sf. **Rig**, roller reefing boom, mast, SS shrouds & forestay. \$500.
STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (5)

Garrington Sails, never used, gd sizes for small boats. Jib: Luff 9'5", leach 9'10", foot 3'10". Main: Luff 14'2", leach 15'5", foot 4'4".
LLOYD GRIMES, Holliston, MA, (508) 429-4406. (6)

FreeLightning Mast, compl w/fittings, halyard, turnbuckles, shrouds, boom w/fittings, main sheet, 2 suits of sails. Old but useable.
KARLARBOGAST, Dallas, PA, (717) 675-4820. (6)

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

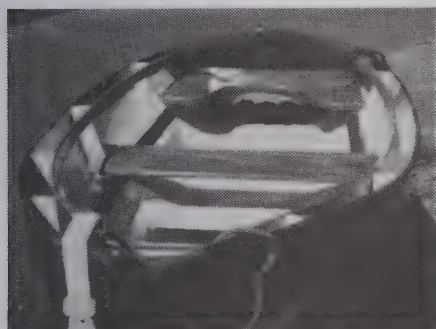
GEAR FOR SALE

Bronze Propellor, RH 13"d x 16"p. \$20.
STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (5)

Bronze Prop, new 14x15x1" 3 blade equipoise cup type, \$50. **Bronze Prop**, used 13x11x7/8". \$25.
RON SILLIMAN, New London, NH, (603) 526-9363. (5)



Norska 16 Sloop, dbl end, sprit main, OB well, oars, dagger, tanbark, FG, mahogany & spruce, trlr. All exc. \$1,300.
JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (6)



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) 231-5490, (617) 233-6214. (6)



27' SEAFORD RAISED DECK CABIN CRUISER, blt '35. SLPS 2 COMFORTABLY. GALLEY AREA, NEW TOILET IN ENCLOSED HEAD, 60HP PERKINS IN EXC COND. OWNER ANXIOUS TO DEAL. LOCATED PORTLAND, CT.
MICHAEL SHERWOOD, LYME, CT, (203) 767-2234. (6)

Atomic Four Parts: Zenith 61 iron carb for Atomic or Gray \$45; std. size pistons & rings \$40; 2 water pumps, fuel filter, 12amp marine generator/reg \$10 ea; heat exchanger, SS muffler w/1.5" hose \$30 ea. **Bronze Shaft**, 1"x 36" w/Volvo cplg \$20. **New Fuel Tank**, 18gal, gas or diesel, incl level guage, by Mirax \$45. **Evinrude 10hp OB**, short shaft '64. Just rblt, lacking steering arm, incl 3 gal tank. Can demo. \$120. **16' Spruce Boom**, hollow spruce w/bronze hrdwre. \$60. **VHF**, Titan radio sets w/crystals \$10. **Datamarine Commander** digital depth w/new xdr \$65. **DARRELL STREET**, Burlington, MA, (617) 270-9416. (5)

VHF Radio, Sea Ranger 5.5, handheld, rechargeable battery, \$225. **Danforth 8 Anchor**, standard, 150' 3/8" line & 1/4" chain, \$90. **Herreshoff Anchor**, homebuilt, 20" shaft, \$25. **Mooring Buoy**, 40" pick-up buoy w/telescoping boat hook, \$50. **Chart Kit**, Maine coast, waterproof slipcase, USPS ouse plotter, \$35. **Thirsty Mate Bilge Pump**, 8' hose, \$20. **Ritchie Compass**, B81, \$50. **GEORGE MARNIK**, Deer Isle, ME, (207) 348-2705. (5)

Perkins Diesel, 20hp 3 cyl w/Hurth gear & panel. Brand new in crate. \$5,195. **JAY FOLEY**, Worcester, MA, (508) 791-3933. (6)

Stainless Steel Tank, 14 guage, for fuel or water. 60 gal, 66" x 12" d x 18" h. Has three 3-1/4" diam access ports. Perf cond. \$350 OBO. **PETER WATTERS**, Cambridge, MA, (617) 492-0483. (6)

Palmer M60 Engine, 4cyl w/reduction gear. For parts. \$50. **R.K. WILMES**, 120 Warner Rd., E. Haddam, CT 06423, (203) 873-1051. (6)

Radial Arm Saw, 9" Delta Rockwell in exc cond. Vy little use. \$200. **JOE ROGERS**, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206 eves. (6)

Canoe Cover, fitted for 16' Old Town. New cond. \$95. **FERNALD'S CANOES**, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (6)

'76 **Johnson OB**, 5.5hp w/4gal remote tank. Ran when winterized & stored in '72 by orig owner Beautiful dark metallic copper paint, decals like new, orig owner's manual incl. Asking \$200 plus shipping. **OB Motor Stand**, early '50's Johnson roll-around for small motors to 7.5hp. Light metallic green w/white wheels. \$25 plus UPS. **JIM CLARK**, Oxford, OH, (513) 523-6515 eves. (6)

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)



AHOY OPEN WATER ROWERS! New for 1995 - The ROW HARD No Excuses T-shirt. 100% heavy weight grey cotton T-shirt. Sizes: M, L, XL & XXL. \$16 ea, \$3.75 (S/H) Add \$2 for XXL size. ORDER TOLL FREE 1.800.985.4421, FAX 1.207.985.7633 Visa, MC & American Express. **WATERMARK**, P.O. Box 2732, Kennebunkport, ME 04046. (TFP)

30

There is nothing— absolutely nothing—

half so much worth doing



as simply messing 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

Universal Fisherman, single cylinder engine, any cond.

JEFF STOBBE, 310 Park Ave., Capitola, CA 95010, (408) 475-6233. (5)

Kayak Rudder Assembly, suitable for adapting to a Dirigo. Manufacturer's just doesn't do the job.

PHIL TINGLEY, 327 Trailrama Dr., Northport, FL 34287, (813) 423-1358. (5)

Good Clean Lead, at a fair price. Will pay on pickup or delivery.

CHRIS SPOHR, Barnstable, MA, (508) 362-2248. (5)

Johnson OB, '50's model, 20-30hp. Decent shape, hopefully running cond.

JIM MINCHER, Wrightsville Beach, NC, (910) 799-5003, (910) 256-3604. (6)

6 Volt Rule Bilge Pump.

GEORGE EVANS, P.O. Box 19, Islesboro, ME 04848, (207) 734-6641. (6)

BOOKS & PLANS FOR SALE

Cruising World Magazines, 126 issues from Nov. '76 to Feb. '90. About 100lbs. BO plus shipping.

JOHN ZOHLEN, 3 Wilelinor Dr., Edgewater, MD 21037-1006, (410) 266-6516. (5)

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.

PAULLEFEVRE, 1615 SW 58th Ave., Gainesville, FL 32608-5354, (904) 376-4977. (5)

Building a Strip Canoe, Gil Gilpatrick. \$14. **Ultralight Boatbuilding**, Thomas Hill. \$17. As new cond. Add \$3 for shipping per book or buy both for FREE shipping.

R.H. REIBEL, 99 Mt. Airy Rd., Croton-on-Hudson, NY 10520, (914) 271-8940. (6)

Boat Restoration, Repair & Maintenance Instruction Manual, sample send \$2.

BRISTOL FASHION, PO Box 20M, Enola, PA 17025. (6)

Canal Cruise Charts, & related material for cruise from Hudson River to Canada via NY & Canadian canal systems.

R.K. WILMES, 120 Warner Rd., E. Haddam, CT 06423, (203) 873-1051. (6)

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. (TFP)

"Sleeper", 7' 10" cartoppable sailing cruiser. Slips 2 below deck. Info \$3. Plans \$17 (my cost). You send me \$20 more if you use them.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (9/95P)

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

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

Out Your Backdoor #7. The boatiest bunch of biking, archery & other adventure stories you'll ever read. No boat story per se this issue but plenty of wild boat vibe. 48 stunning pages. Legible layout. "I just discovered OYB. Where have I been? Living in cave?" \$8 for 4/issue sub.

OYB, 4686 Meridian Rd., Williamston, MI 48895. (TF)

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 blt or wood/canvas construction.

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



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. (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)

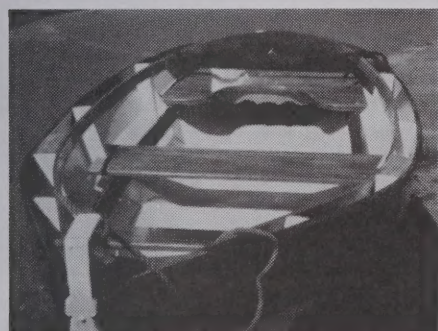
14' "Roar" Pulling Skiff, Jim Michalak design. Ltwt lauan/epoxy constr, cartoppable, fast. 2 rowing stations. \$500.
LARRY NUSSLEIN, Bar Harbor, ME, (207) 288-9465. (6)

10' Walden Paddler, w/spray skirt, paddle. \$325. **12' Walden Vision**, new, green deck, white hull, w/airbags. \$600.
RON GULISH, Portsmouth, NH, (603) 431-3067. (6)

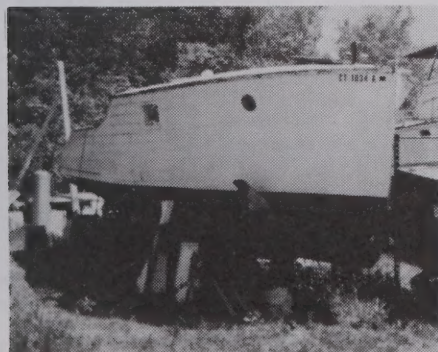
Alcott Sunfish, in gd shape, old sailor too old to fool around in wet boat.
LLOYD GRIMES, Holliston, MA, (508) 429-4406. (6)



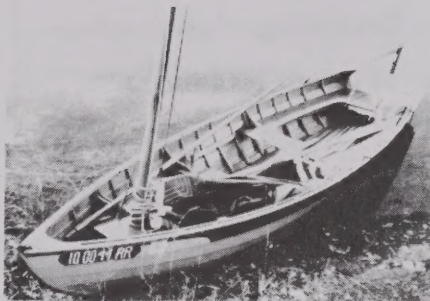
Norska 16 Sloop, dbl end, sprit main, OB well, oars, dagger, tanbark, FG, mahogany & spruce, trlr. All exc. \$1,300.
JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (6)



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) 231-5490, (617) 233-6214. (6)



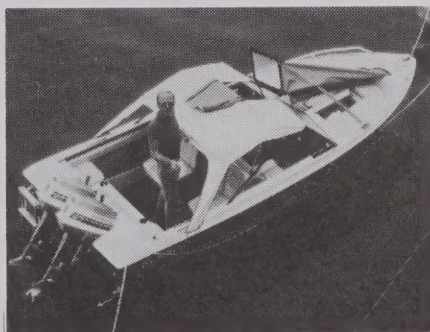
27' SEAFORD RAISED DECK CABIN CRUISER, BLT '35. SLPS 2 COMFORTABLY. GALLEY AREA, NEW TOILET IN ENCLOSED HEAD, 60HP PERKINS IN EXC COND. OWNER ANXIOUS TO DEAL. LOCATED PORTLAND, CT.
MICHAEL SHERWOOD, LYME, CT, (203) 767-2234. (6)



15' Wooden Lapstrake Skiff, sprit catboat, cedar on oak, bronze & copper fastened, spruce spars, tanbark. CB, 2 row stations. By Greg Jaris. All exc. Trlr. \$2,500.
JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (6)



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 Wooden Boat 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, (508) 533-7910. (6)



16' Sunbird, twin 25 Evinrudes, 10gal fresh water tank, full canvas, side curtains & screens. Ideal camp/ Maine Island Trail cruiser for 2. Sumlog, lg compass, galv trlr, mooring/trlr cover, all "as new". \$2,500 or trade for same size sailboat: Precision 15, Galilee 15, Montgomery 15, etc.
STERLING HUBBARD, Mathews Rd., Conway, MA 01341, (413) 369-4035 or (207) 677-3888. (6)

16' Whisp Rowing Boat, Newport RI blt. Flat bottom, 3 caned seats. Never in water. Asking \$1,000.
LEE THOMAS, Rockport, ME, (207) 785-2220. (6P)

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)



18' Simmons Sea Skiff, just blt. Marine ply & red oak, FG bottom & garboard strake, 6 coats Interlux paint, Teleflex steering system, fire ext, horn, etc. '90 25hp Merc OB, electr start, low hrs, new remote contr cables. New fully galv "Yach Club" trlr. See ad for plans under "Designs-Plans". \$8,000.
JERRY ENOT, 286 Dover Pt. Rd., Dover, NH 03820-4666, (603) 749-4100. (6)

Beetle Cat, exc cond, new trlr, mooring, motor, lifevests, etc. \$3,750.
E. MOTCHOK, W. Harwich, MA, (508) 432-3056. (6P)

BOATS WANTED

Grumman Sportboat, & Penn Squidder #145 fishing reel.
BILL BAILEY, Kittery Point, ME, (207) 439-4231. (5)

Klepper Aerius I.
T.F. TROSTLE, Rt. 2, Box 59, Boones mill, VA 24065. (6)

Racine Boat Co. Canoes.
TOM, Lost Canoe Works, Racine, WI, (414) 634-1272. (6)

SAILS & RIGGING FOR SALE

Genoa, for Bristol 30, wire luff for old style roller furl, useable cond w/cover & sailbag. \$95. **Vang**, brand new for 30' boat, complete. \$75.
RON SILLIMAN, New London, NH, (603) 526-9363. (5)

Marconi Sail, white nylon 194"x96", "Boston" made, canvas sailbag. \$50. **Downrigger**, Wille "Little Guy", \$30.
GEORGE MARNIK, Deer Isle, ME, (207) 348-2705. (5)

Sails, new dacron main, fully battened (FG), approx 80sf & roller reef jib, approx 30sf. **Rig**, roller reefing boom, mast, SS shrouds & forestay. \$500.
STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (5)

Garritson Sails, never used, gd sizes for small boats. Jib: Luff 9'5", leach 9'10", foot 3'10". Main: Luff 14'2", leach 15'5", foot 4'4".
LLOYD GRIMES, Holliston, MA, (508) 429-4406. (6)

FreeLightning Mast, compl w/fittings, halyard, turnbuckles, shrouds, boom w/fittings, main sheet, 2 suits of sails. Old but useable.
KARLARBOGAST, Dallas, PA, (717) 675-4820. (6)

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)

GEAR FOR SALE

Bronze Propellor, RH 13"d x 16"p. \$20.
STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (5)

Bronze Prop, new 14x15x1" 3 blade equipoise cup type, \$50. **Bronze Prop**, used 13x11x7/8". \$25.
RON SILLIMAN, New London, NH, (603) 526-9363. (5)

Atomic Four Parts: Zenith 61 iron carb for Atomic or Gray \$45; std. size pistons & rings \$40; 2 water pumps, fuel filter, 12amp marine generator/reg \$10 ea; heat exchanger, SS muffler w/1.5" hose \$30 ea. **Bronze Shaft**, 1"x 36" w/Volvo cplg \$20. **New Fuel Tank**, 18gal, gas or diesel, incl level guage, by Mirax \$45. **Evinrude 10hp OB**, short shaft '64. Just rblt, lacking steering arm, incl 3 gal tank. Can demo. \$120. **16' Spruce Boom**, hollow spruce w/bronze hrdwre. \$60. **VHF**, Titan radio sets w/crystals \$10. **Datamarine Commander** digital depth w/new xdcr \$65. DARRELL STREET, Burlington, MA, (617) 270-9416. (5)

VHF Radio, Sea Ranger 5.5, handheld, rechargeable battery, \$225. **Danforth 8 Anchor**, standard, 150' 3/8" line & 1/4" chain, \$90. **Herreshoff Anchor**, homebuilt, 20" shaft, \$25. **Mooring Buoy**, 40" pick-up buoy w/telescoping boat hook, \$50. **Chart Kit**, Maine coast, waterproof slipcase, USPS ouse plotter, \$35. **Thirsty Mate Bilge Pump**, 8' hose, \$20. **Ritchie Compass**, B81, \$50. GEORGE MARNIK, Deer Isle, ME, (207) 348-2705. (5)

Perkins Diesel, 20hp 3 cyl w/Hurth gear & panel. Brand new in crate. \$5,195. JAY FOLEY, Worcester, MA, (508) 791-3933. (6)

Stainless Steel Tank, 14 guage, for fuel or water. 60 gal, 66"l x 12"d x 18"h. Has three 3-1/4" diam access ports. Perf cond. \$350 OBO. PETER WATTERS, Cambridge, MA, (617) 492-0483. (6)

Palmer M60 Engine, 4cyl w/reduction gear. For parts. \$50. R.K. WILMES, 120 Warner Rd., E. Haddam, CT 06423, (203) 873-1051. (6)

Radial Arm Saw, 9" Delta Rockwell in exc cond. Vy little use. \$200. JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206 eves. (6)

Canoe Cover, fitted for 16' Old Town. New cond. \$95. FERNALD'S CANOES, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (6)

'76 **Johnson OB**, 5.5hp w/4gal remote tank. Ran when winterized & stored in '72 by orig owner. Beautiful dark metallic copper paint, decals like new, orig owner's manual incl. Asking \$200 plus shipping. **OB Motor Stand**, early '50's Johnson roll-around for small motors to 7.5hp. Light metallic green w/white wheels. \$25 plus UPS. JIM CLARK, Oxford, OH, (513) 523-6515 eves. (6)

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)



AHOY OPEN WATER ROWERS! New for 1995 - The ROW HARD No Excuses T-shirt. 100% heavy weight grey cotton T-shirt. Sizes: M, L, XL & XXL. \$16 ea, \$3.75 (S/H) Add \$2 for XXL size. ORDER TOLL FREE 1.800.985.4421, FAX 1.207.985.7633 Visa, MC & American Express. WATERMARK, P.O. Box 2732, 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

Universal Fisherman, single cylinder engine, any cond. JEFF STOBBE, 310 Park Ave., Capitola, CA 95010, (408) 475-6233. (5)

Kayak Rudder Assembly, suitable for adapting to a Dirigo. Manufacturer's just doesn't do the job. PHIL TINGLEY, 327 Trailerama Dr., Northport, FL 34287, (813) 423-1358. (5)

Good Clean Lead, at a fair price. Will pay on pickup or delivery. CHRIS SPOHR, Barnstable, MA, (508) 362-2248. (5)

Johnson OB, '50's model, 20-30hp. Decent shape, hopefully running cond. JIM MINCHER, Wrightsville Beach, NC, (910) 799-5003, (910) 256-3604. (6)

6 Volt Rule Bilge Pump. GEORGE EVANS, P.O. Box 19, Islesboro, ME 04848, (207) 734-6641. (6)

BOOKS & PLANS FOR SALE

Cruising World Magazines, 126 issues from Nov. '76 to Feb. '90. About 100lbs. BO plus shipping. JOHN ZOHLIN, 3 Wilelinor Dr., Edgewater, MD 21037-1006, (410) 266-6516. (5)

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 58th Ave., Gainesville, FL 32608-5354, (904) 376-4977. (5)

Building a Strip Canoe, Gil Gilpatrick. \$14. **Ultralight Boatbuilding**, Thomas Hill. \$17. As new cond. Add \$3 for shipping per book or buy both for FREE shipping. R.H. REIBEL, 99 Mt. Airy Rd., Croton-on-Hudson, NY 10520, (914) 271-8940. (6)

Boat Restoration, Repair & Maintenance Instruction Manual, sample send \$2. BRISTOL FASHION, PO Box 20M, Enola, PA 17025. (6)

Canal Cruise Charts, & related material for cruise from Hudson River to Canada via NY & Canadian canal systems. R.K. WILMES, 120 Warner Rd., E. Haddam, CT 06423, (203) 873-1051. (6)

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. (TFP)

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

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

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

Out Your Backdoor #7. The boatiest bunch of biking, archery & other adventure stories you'll ever read. No boat story per se this issue but plenty of wild boat vibe. 48 stunning pages. Legible layout. "I just discovered OYB. Where have I been? Living in cave?" \$8 for 4/issue sub. OYB, 4686 Meridian Rd., Williamston, MI 48895. (TF)

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 blt or wood/canvas construction. FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)



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. (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)



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)

BOOKS & PLANS WANTED

Universal Fisherman Engine Manual, or information.
JEFF STOBBE, 310 Park Ave., Capitola, CA 95010, (408) 475-6233. (5)

Silverline '77 Dolphin Info, copies of owner's instruction booklet & other helpful info or comments for '77 #325.
DON REINSFELDER, 272 Ridge Tr. Dr., Chesterfield, MO 63017, (314) 434-3520 collect. (6)

Racine Boat Co. Catalogs.
TOM, Lost Canoe Works, Racine, WI, (414) 634-1272. (6)

Wolverine Runabout Literature, or information.
JIM MINCHER, Wrightsville Beach, NC, (910) 799-5003, (910) 256-3604. (6)

MISC NAUTICAL RELATED ADS

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)

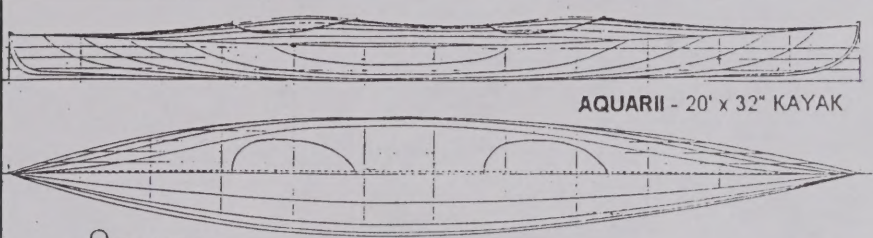
Maine Coast, Spruce Head, 2br on tidal cove. Views, deck, FP, mooring, sail/row dinghy. Avail 9/16-10/14 @ 463/wk. Row, sail or paddle Seal Harbor & Penobscot Bay. 3 MITA islands nrby.
FRANK O'BRIEN, Roslindale, MA, (617) 323-4759. (TF)

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



BROCHURE \$1.00
 Canoes, kayaks, pulling boats, small cruisers, sail rigs and hardware

A TRULY PRACTICAL TANDEM, intended for long-distance paddling and sumptuous camping. Patterns for strip or veneer construction or tack & tape, and deck & sheer options are given for a large-capacity expedition hull or a sporty low-slung boat.

Fifteen Years And Still Holding Strong.



For over fifteen years, owner-built projects have relied on System Three Resins for products that fit a variety of applications.

We have created products for wood and composite construction, including a clear penetrating epoxy sealer, water reduceable finishes, five minute epoxy glue, pre-mixed epoxy compounds, and the venerable T-88 structural epoxy adhesive.

From start to finish, no matter what your project, we've got the right product for you. And we'll get it to you when you need it. Call or fax your order before noon Pacific Time and it's on its way to you the very next day. Freight to a U.S. zip code is never more than \$5.00 — regardless of the size of your order.

Stick with System Three. For literature about any of these products call 1-800-333-5514.



System Three Resins, Inc. • P.O. Box 70436 • Seattle, WA 98107



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

messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984-1943

Design and Build Your Own Boat ... By Computer!

- o Create and fair full 3D hull shapes interactively
- o Use state-of-the-art surface modeling techniques
- o Any hull shape allowed - round or chine hull
- o No lines drawing experience required
- o Eliminate lofting by hand
- o Plot lines drawing automatically
- o Plot full-size frame and plate shapes
- o 30+ calculated values - disp, LCB, stability ...
- o Stretch, shrink, or modify existing hull shapes
- o Low cost professional software: **JUST \$395.**
- o *Call, write, or Fax for our free literature*



60 knot commuter

New Wave Systems, Inc.

79 Narragansett Ave., Jamestown, Rhode Island 02835
Tel: (401) 423-1852 Fax: (401) 423-1810

POSTMASTER: ADDRESS CORRECTION REQUESTED

To:

XIII-5

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

BUILT IN GARAGES...



...And in carports and barns and basements and home workshops.

Our customers build hundreds of kayaks at home every year. Some start with plan sets, others with our easy-to-assemble kits.

Most of our customers don't have a lot of tools or woodworking skill. Fortunately, a few simple hand tools and basic skills are enough.

Some don't have a lot of spare time. They're glad it takes only about 60 hours to build the boat in the photo.

Many of our customers don't have big bank accounts, either. So our kits cost half as much as a plastic kayak.

What our customers do have are kayaks that weigh half as much, are stiffer and paddle better, and are a whole lot prettier than plastic kayaks.

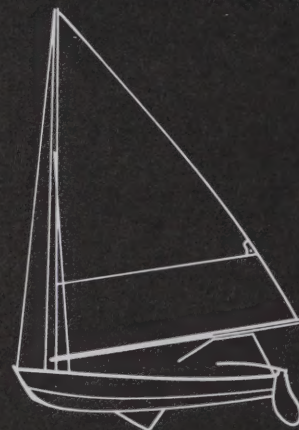
If all this sounds good to you, call for our free catalog. And get that car out of the garage.

Kayak Kits, Plans, Finished Boats, and Accessories from

Chesapeake Light Craft, Inc.

34 S. Pershing Drive ♦ Arlington VA 22204 ♦ (703) 271-8787

AN OLD CLASSIC



This cat rigged sailboat was introduced in Marblehead in the early 1920's and has proved a great boat for training ever since. With its generous sail area it can fly through the water; but, its wide beam and hard chine make for very stable sailing. We can build this boat in traditional mahogany, or in Eastern pine.

Send for our brochure.

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

Custom wooden boats; mast hoops; authentic nautical furnishing.