



messing about in BOATS

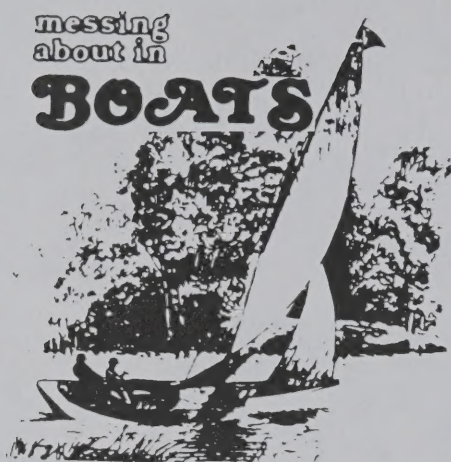
Special Features This Issue
Lake Champlain Small Boat Show
Wooden Boat Show - No Octane Regatta

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Volume 13 - Number 7

August 15, 1995





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Editor & Publisher is Bob Hicks

Volume 13 - Number 7

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Our Next Issue...

Returns to a more varied fare. We should feature coverage of the Blackburn Challenge Rowing/Paddling Race.

We will choose from amongst the following adventure tales: Martin Stevens' "Cedar Key Cruising"; Peter Gray's "A Simple Mistake"; Ruth Pearsall's "On the Erie Canal"; Dr. Nord Isacson's "A Short Offshore Passage"; and Ruth Larkin's "First Expedition in *Katharsis* & *Reepicheep*".

Project reports will come from amongst these: Michael Notigan's "Happy With My Whisp"; Mac McCarthy's "18' Strip Built Kingston Lobster Boat"; Doug McNary's "Building Wee Brick"; and Bob Archibald's "The Turning".

Nils Andersson presents his design for his "Suite 14 Offshore Cruiser"; and Phillip Teece nostalgia trips "Remembering the Homebuilts". Phil Bolger describes a "52' Commercial Gill Net Fishing Boat".

A wide selection of techniques, tools and materials news has collected here, some that might make it into the next issue include David Carnell's "Spruce for Spars"; Ron Rantilla's "Everyone Needs a Good Sawhorse"; David Goodchild's comments on "Polyethylene, Titebond II, and Epoxy"; and Doug McNary's "Observations on Sprit Booms & Polytarp Sails".

No, they won't all make it, but those that fail will lead into the following issue.

On the Cover...

War canoe action at the No Octane Regatta on Blue Mountain Lake in New York's Adirondacks, just one of many activities at this event chronicled for us by Chuck Raynor.

Commentary...

Two boat shows in a week's time! That's what happened to us in July when we decided to go to the Lake Champlain Maritime Museum Small Boat Show the weekend before we were scheduled to be at the Wooden Boat Show at Southwest Harbor, Maine. In the case of the Lake Champlain Show we were just visiting journalists, and the results of this activity are in this issue. At the Wooden Boat Show this aspect of our magazine work was augmented by our also being an exhibitor to present the magazine to hopefully new potential subscribers.

The Lake Champlain show was strong on inland watercraft; canoes, guideboats, St. Lawrence skiffs. Lapstrake and carvel planking predominated, with minor gestures towards plywood construction and one display of Platt Monfort geodesic construction. With about 20 exhibitors this was a low key weekend, never a press of people, lots of time to enjoy being there with one's work, but also with statistically low prospects of selling the boat or lining up a commission for a boat.

The museum values this event as another of its growing list of annual activities, a special attraction to bring people in, not only to see the craftsmanship of area boatbuilders but also to discover what the museum itself is engaged in. Since our last visit several years ago both the museum and the show have grown in scale some. Both are still small scale but seem to have achieved a level now that requires several hours to see it all and do justice to what is on display.

We spent our time there on Saturday, heading home on our four hour journey mid-afternoon, for the following Thursday we had to depart for Southwest Harbor, five hours away in another direction. Off to the Maine coast for four days at an entirely different maritime environment. *Wooden Boat* had enjoyed phenomenal success with its 1994 show at Southwest Harbor, attracting some 10,000 people over three days. This year, on a roll from the impetus of the 1994 show, they had sold out the exhibit space, even that which was up on the hill alongside the entry road, outside the ticket gates.

The scale was tenfold larger than at Lake Champlain, with over 200 exhibitors and 6,000 attendees. This attendance was down a lot from 1994, but anticipated, for last year's show had been held in conjunction with a week-long celebration of *Wooden Boat's* 20th anniversary and many of that magazine's readers made it a focus for vacation travel. In any other context, 6,000 people coming to a wooden boat show way down there in eastern Maine would be considered outstanding, and it was, for they were almost all boat people, not tourists looking for something to do.

There I divided my time between roaming the show looking for the photo ops and stories that are featured in this issue, and being in our booth to introduce the magazine to new prospects, and to say hello to many of you who dropped by. As I've said before, this is a very rewarding part of being in a show, meeting those of you who make this magazine what it is. There was always plenty to do each day during the eight hours the show was open,

eight hour days that flew by until about 4pm when the crowd thinned noticeably and we had to still sit it out for two more hours.

The larger scale show offers a higher level of anticipation as to what one might see or hear, and the array of boats is far more diverse. The Wooden Boat Show included in its boat displays a large number of larger wooden yachts privately owned, some for sale, some acting as examples of a boatyard's skills at restoration or building, and many simply being shown off by their owners. The small boat displays, while larger in number than at the Lake Champlain show, and more diversified, are almost all there with business in mind. A boat show is where the builder tries to interest potential owners in his work.

I'd guess that far and away the majority of people who attend these shows do so simply to enjoy seeing the boats, and in the case of the Wooden Boat Show, perhaps look into some of the gear, materials or tools on display that might have some value to whatever project might be underway at home. So the builders of the boats are not really presenting their work to 6,000 potential buyers. Out of that throng hopefully will distill a handful who are there with definite ideas about buying a wooden boat or having one built. Listening to someone tell of his project at home is not what these builders are there for. That sort of input is for us, this magazine's focus.

Keeping this in mind, it's not surprising then to find that the reaction of some builders with whom I spoke to the news that the 1996 Wooden Boat Show will go to Mystic Seaport in Connecticut is very positive, for perhaps there, with the established famous location guaranteeing big crowds of new people, might be real prospects for their boats. Those of you who go simply to enjoy being there might find the \$17.50 admission (\$20 for the weekend) kinda steep, especially if you've already done Mystic.

The Wooden Boat Show as a special attraction at Mystic Seaport, within easy reach of all major northeastern population centers, certainly should demonstrate if it really can reach out to those serious prospects for wooden boats. Anyone thinking about investing tens of thousands of dollars in a wooden boat, or even just thousands in a wooden skiff, won't be put off by the steep admission. I would anticipate that exhibitors will face large numbers of curiosity seekers who go to Mystic as a theme park, all those tour busloads included, but as one builder commented, "I only want the chance to talk with a few serious prospects."

This will be a novel experience, and I look forward to seeing how it will turn out on the last weekend in June. Interestingly enough this will be not unlike that Lake Champlain Show where a maritime museum and a wooden boat show come together, except in scale. Wooden boat builders still haven't found the ideal venue for presenting their work with some realistic prospect of selling boats and getting orders. Perhaps this will be the one.

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At the time we mailed this **LAST ISSUE** of your current subscription to you, we had not received your renewal order form which we had enclosed in the preceding issue. So here is a second reminder, and this one is in the **LAST ISSUE** to be mailed until we do receive your renewal order.

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Contributed by Tom Shaw

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It Won't Work If You Don't Wear It

I have just spent a depressing two hours studying the Coast Guard report of 1994 boating fatalities in the 5th District (Pennsylvania, New Jersey, Delaware, Maryland, District of Columbia, Virginia and North Carolina.) One hundred and eighty people ranging in age from 12 to 64 died on those waters. Almost all of them were in small boats and canoes and almost all were in protected waters, rivers, bays, ponds, lakes, the Intercoastal Waterway and (in one case) a sand pit. Almost all the accidents were in good weather and during daylight hours.

Those accidents did not have to happen. Reading the reports from state after state, clear patterns emerged so I did a very amateur statistical study of my own state of North Carolina where there were 22 deaths on the water last year.

Fifteen of the victims (68%) were not wearing PFD's although two were admitted non-swimmers and one a self-described poor swimmer. Three of the vessels had no PFD's on board! In a fourth, there were PFD's, but they were in a locked cabinet.

The good news, if there is any, is that we seem to insist that our children wear jackets even if we do not wear them ourselves. A 12 year old, the only young victim wearing a PFD, was killed in a collision.

In eight of the fatal accidents (36%), alcohol was a factor. One victim's body showed both alcohol and drugs. In only one alcohol related case was the victim wearing a PFD, he drove his jet ski into a bulkhead at high speed.

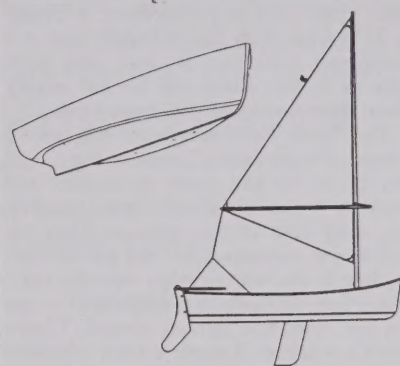
There were three deaths from collisions: The jet ski and two conventional small boats. One has to conclude that the skippers did not maintain a constant lookout or were ignorant of the rules of the road, or both.

One man died in a gasoline explosion on his home-made boat. The report did not say if there was a bilge blower or if it was operable.

There are the obvious conclusions: That the 1995 National Safe Boating slogan is right, "A PFD won't work if you don't wear it"; that alcohol and water do not mix, except perhaps in a cocktail glass at the dock; that all of us must practice "defensive boating, always, repeat, always, observing the Navigation Rule that the operator of a vessel "shall maintain a proper lookout at all times."

Twenty-two people died on the waters of my state last year. Unfortunately, others died where you go boating. Those deaths were unnecessary. People like you and me, people who love to "mess about in boats", people who understand that the sea is a jealous mistress, we are the people who can reduce the death toll in 1995, and we can do it by example.

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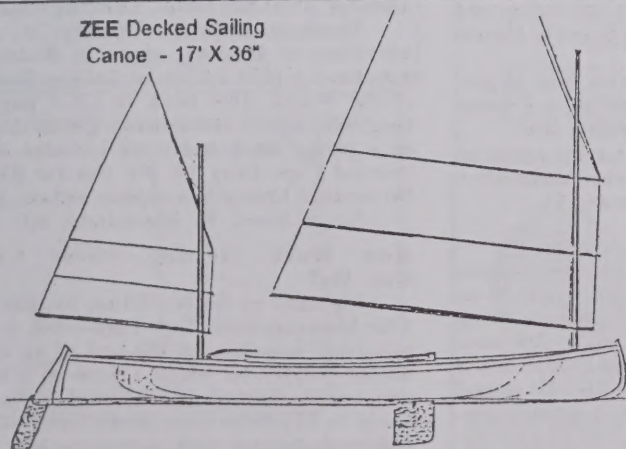
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I Love our Sport Boat

Thanks for the David Getchell "Canoe Power" Article. I got my Sport Boat shortly after I had tried its predecessor, a Grumman 17' canoe with the outrigger and a 4 horsepower Johnson. It was OK with people in it, but could not be left empty because the whole deal just tipped over.

The Sport Boat serves as our family explorer, always taking summer trips with us on top of the car, ready to explore any accessible water we come upon, usually taking only five or ten minutes from car top to water, assuming we can get reasonable close to the water's edge with the car.

As for its amusing tendency to go "nose up" with one person aboard, I have devised a solution. I made a tiller extender about five feet long out of a couple broken hockey sticks, hinged in the middle. I attach it to the outboard with two "U" bolts. I steer the boat from the middle seat, or lounging on a couple soft pads on the floor in front of that seat, or, if conditions require a lower center of gravity, I kneel.

The Johnson does not have a twist grip throttle, so I had to figure out a way to slow down quickly when the need arose. My high tech solution to this one is that I reach back with my oar and whack the throttle levers I have managed to break neither the motor nor the oar in eight years.

Michael Timm, Poughkeepsie, NY.

Sail Rig for My Sport Boat

I just got a Grumman Sport Boat primarily for rowing and times when I have an hour or two to kill and don't feel like putting the Sea Pearl in the water. The Pearl taught me to row, and is just fine when I've time to kill rather than distance. I found I enjoyed rowing as much as sailing, and sometimes think of the Pearl as a rowboat with a sail auxiliary. But the Sport Boat is a lot faster and more responsive under oars. So now I am thinking of building a sail rig for the Grumman. I would appreciate any information on the sail rig Grumman made for them, or suggestions from anyone who has built their own.

Lynwood Wilson, Boulder, CO.

What's the Matter With Today's "Safety Experts"?

Back in the '30's the Boy Scout camp I attended (and still visit) taught us a lot of things about canoe safety that I never see being taught today. Dunno why.

Showed us how to slosh water out of a swamped canoe, how to board it, how to help occupants in one, how to use long legged pants as life preservers, and all the ways of using paddles to make canoes behave.

Dunno what's the matter with today's "safety experts"?

Bob Whittier, Duxbury, MA.

Cape Dory 14 Info Wanted

I need to learn how to remove the centerboard from my Cape Dory 14. While I'm asking, is there an active class association, as I have other questions for which I need answers for this restoration? I will be grateful for any replies.

Charles Siferd, 131 Westfield Dr., Lima, OH 45805, phone or fax (419) 222-0386, fax only (419) 223-7886.



Your Commentary

Cape Dory Sail Co-op Purchase Anyone?

I own a beautiful Cape Dory Typhoon. This winter I am to buy a new mainsail from Hood Sails. If anyone is interested in joining me for a group purchase please contact me at the address given. If several people get involved in this we should be able to get top quality sails and save some money.

John Menocal, 272 Providence Rd., Annapolis, MD 21401, (410) 757-1987, email at johnmenoca@aol.com.

Huck Finn '97 Invitational Interest

A trip like Al Levine's "Huck Finn '97 Invitational" as described in the March, 1, 1995 issue has long been a dream of mine, so I have some questions:

How long is the trip likely to take?

Could I join for only a portion of the trip? I was born in Quincy, Illinois, and lived there until my high school graduation in 1958. Depending on the available time, I would like to do the upper river and down as far as Quincy or possibly Hannibal, Twain's home.

I do not have a suitable boat at present, what would be appropriate, as I would consider building or purchasing one?

Whatever made Mr. Levine come up with such an idea, I am excited about it?

Dale Niemann, Clearwater, FL.

Those Inquiries Get Answered

A couple of months ago Nelson Rooker of Norwich, Vermont inquired on these pages for information about building a peapod. I happened to attend his wedding to a cousin of mine and I asked him if he had received any replies. He said he had received a half dozen or so in the first couple of weeks!

Those inquiries do get answered.

Tom Sleeper, Marblehead, MA.

Surprising What We Find

My son and I are headed south on a business and pleasure trip towards Atlanta from here in Springfield, Kentucky. We stop at every old boatyard we see along the way. It's surprising what we find sometimes.

Bill Burns, Springfield, KY.

Down at the U.S.L.H.S. Depot

Prominent in the golden haze of my mid-1930's high school days are the pleasures I remember in Saturday morning visits to the shops and docks of the old U.S. Light House Service, adjacent to the ferry terminal at Staten Island, New York. In that innocent era, devoid of security and liability problems, I was free to wander unaccompanied and at will through all the facility, and many were the wonderous things I saw and gained in wisdom from.

In the shops these included the precise exercise in geometry in the layout of bolt holes on the flange of an enormous cast-iron fog horn, and the subsequent occasional correction of the drill-spotting with hammer and cold chisel; the choreography of the turret lathe in its ballet of operations under a continuous bath of coolant on the hexagonal brass bar stock, advancing automatically through the head stock; and on the spinning lathe the flowing transformation of a great disc of metal into a bowl-shaped form, under the deft control of the operator using a series of yard-long instruments levered under his arm against the tool rest.

On the docks I discovered the floating equipment of this Service (subsequently gathered into the U.S. Coast guard) and acquired a set of blue prints of both a lovely 60-foot motor buoy-tender and the standard-design steam-powered light ship. Hours of study of these drawings brought a respectful appreciation of the organic relationships involved in their design and construction. As the ultimate act of worship I made scale models of both these fascinating craft.

These leisurely days of boyish curiosity, funded by ample opportunity now seem, sixty years later, to have been an idyllic introduction to a technology, and a perfect preface to a design career. What are the contemporary equivalents, broadened to include social concerns and ecological responsibilities?

Philip Thiel, NA, Seattle, WA.

Thanks to Columbia Trading

Thanks to Columbia Trading Co., an advertiser in *Messing About in Boats*, I now have a 1974 edition of *Sailing Boats of the World*. This book is 1,237 pages long with over 1,800 entries. It's as thick as a phone book and even includes my beloved Cape Dory 14. All this for \$35! No nautical library is complete without it.

Steven Rossi, W. Bloomfield, MI.

How Much Messing About Can One Do?

My story on the No Octane Regatta at Blue Mountain Lake, New York which is in this issue was done at the end of an extended holiday on which I went on a ten day cruise through the Dismal Swamp Canal to Elizabeth City, North Carolina. I followed this up with a visit to Mystic Seaport in Connecticut and then on to Blue Mountain Lake.

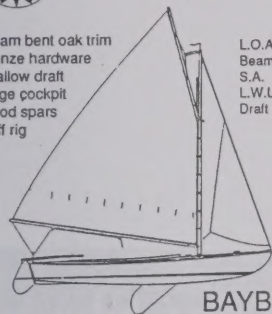
So now I'm working seven days a week at least through Labor Day to catch up. I do plan to get to the Mid-Atlantic Small Craft Festival at St. Michaels, Maryland in October and with lots of luck I may have my Bolger "Whale Watcher", which I'm now building, in sailing condition by then.

Chuck Raynor, Richmond, VA.



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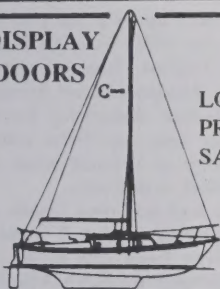
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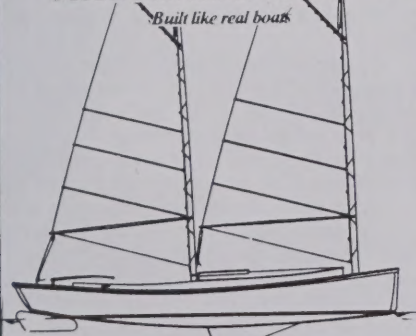
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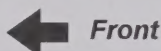
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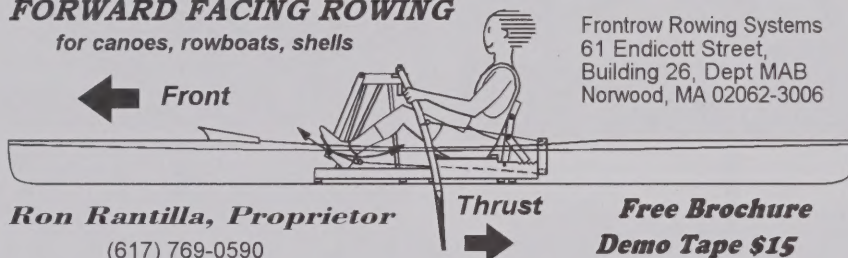
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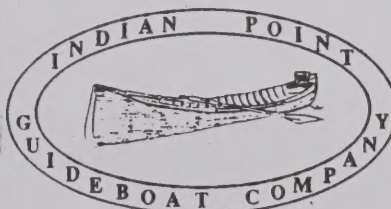


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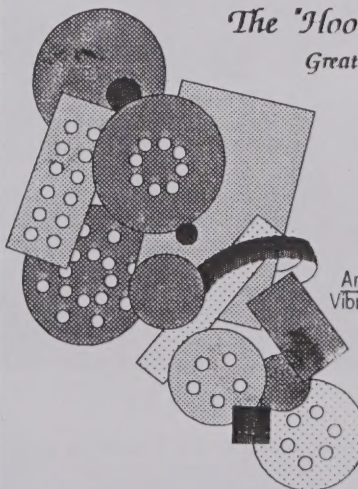
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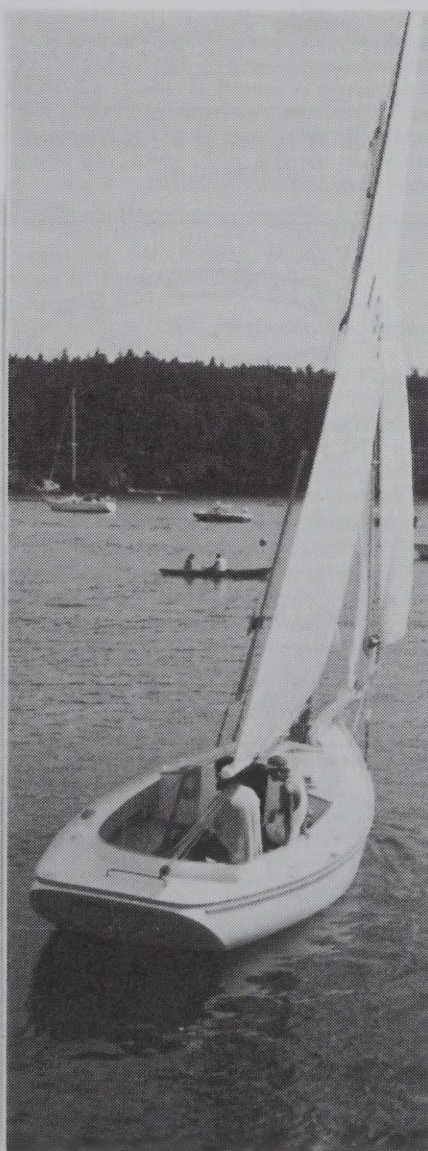
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The 1995 Wooden Boat Show



Here we were again at the end of a five hour drive, at the 1995 Wooden Boat Show at Southwest Harbor, Maine, just around the corner on Mount Desert Island from touristy Bar Harbor. Ahead lay three bright sunny hot days with one brief interruption midday Saturday as a front went through with mucho wind, some rain.

We again had our own booth and enjoyed meeting many of you. I spent quite a bit of time away from our booth chasing down news for this report, taking photos, and listening for the latest scuttlebutt on this wooden boat building game. Overall a pretty upbeat and optimistic bunch of builders.

With the show sold out, there was much to see. The outer docks were loaded with the bigger sorts of wooden boats, the small boat dock not quite so populated as it was last year. I realized that when I had toured the inner small boat dock and turned right to head out to the next, I was entering *WoodenBoat* country, for here were many of the elegant larger yachts we get to see so much of in that magazine. I gotta admit they're something to see and admire, if not possible to aspire to owning.

But my focus continues to be smaller boats and so the following photographic tour around the show is mostly about small boats that you and I can relate to, even perhaps entertain notions of buying or building. Except maybe for the three Rozinante canoe yawls. \$50,000 and up doesn't relate me, but they sure were nice boats.

The crowd was off from '94, no *WoodenBoat* 20th Anniversary Celebration extravaganza to add to the gathered throng. And Southwest Harbor, Maine is a long, long way for most who would make the show a day trip. At Southwest Harbor it's got to be more a part of a vacation trip, even an extended weekend at the least. For 1995, though, this problem will disappear, for the 1996 Wooden Boat Show will appear at Mystic Seaport Museum in Mystic, Connecticut. Sort of a special attraction for the last weekend in June. So save that date. And start saving for admission.

It just isn't a real down east nautical adventure without the sighting of a Friendship sloop, and this one obliged all of us, serenely sailing right in around the small boat docks. Like the Swampscott dory, the Friendship sloop was one of my earliest infatuations with traditional boats. And like the Swampscott, one never came to be mine.

It was the year of the Rozinante, how often does one get to see three modern versions of this desirable Herreshoff canoe yawl all in one place, sailing with one another at that? Damian McLaughlin displayed *Edith*, Benjamin River Marine displayed *Pudding* (ex-*Redhead*), and the Apprenticeship of Rockland, in cooperation with the Rockland Harbor Boatyard, displayed *Mardi*. Wanna own one? Dig deep, *Edith* was offered at \$65,000 (\$9.85/lb said McLaughlin); *Mardi* could be bought for \$50,000. *Pudding* had been built in 1994 at a cost of \$80,000 but ended up being sold for \$55,000 we were told. Damien McLaughlin Jr. Corp., P.O. Box 538, N. Falmouth, MA 02556, (508) 563-3075; Benjamin River Marine, Inc., P.O. Box 58, Brooklin, ME 04616, (207) 359-2244; Apprenticeship of Rockland, P.O. Box B, Rockland, ME 04841, (207) 594-1800.





Thad Danielson (at the helm) built this elegant little 13' "Mini-Presto", a much scaled down version of Commodore Munroe's round bottomed sharpie concept. Thad builds totally traditional even to oiled finish and cotton sails. Redd's Pond Boatworks, 1 Norman St., Marblehead, MA 01945, (617) 631-3443.



Admiral Pulsifer assembled his largest yet fleet of Hamptons for this year's show, at one time seven were rafted up at the dock. Dick told us that five had come in convoy through the fog from their assembly location over at Small Point, guided in by the local knowledge of one of the owners. Dick is building two a year as demand for the inboard launch, indigenous to the Maine coast waters, remains steady. R.S. Pulsifer Co., 642 Merepoint Rd., Brunswick, ME 04011, (207) 725-5457.



Chris Emerson got his boatbuilding business off to a fast start after graduating from the Landing School when he contracted to build an authentic reproduction of a Beetle whaleboat for Nantucket Whaleboat Adventures of Nantucket, Massachusetts. Chris not only came through with the quality but did it working alone and on time in the six months the client required. Chris had this Dark Harbor 17 on display at the show, superbly finished and decorated with his bright red T-shirts which announce, "You can't cut corners to get great curves!" Emerson Boatworks, 1 Beaver Dam Rd., Manchester, MA 01944, (508) 526-7363.

Trimaran preview. Chris Kulczycki of Chesapeake Light Craft chose to exhibit his sea kayak designs, plans and kits at the Wooden Boat Show rather than at the Sea Kayak Symposium going on the same weekend over in nearby Castine, Maine. Not surprising, Chris has been wildly successful with his designs following major exposure in *WoodenBoat* and publication of his book, *The Kayak Shop*. His designs are for wooden boat builders to build. Chris' new trimaran sailing rig was the feature, at least in my biased eyes. A nice job, beautifully made, and adaptable to most sea kayaks or even canoes. A 32 sq ft BSD sail rig was fitted to one of his 12 designs. Chesapeake Light Craft, Inc., 1805 George Ave., Annapolis, MD 21401, (410) 267-0137.



Beetle Cats are booming, this pair spent many hours sailing back and forth in the dock area. Charlie York is now sole owner of the Beetle Cat firm, having acquired it from Concordia, and says production is up to 20 boats in 1995 with 30 planned for 1996. This in addition to all the repair and restoration work he does on the existing fleet. Charlie smiles as he mentions how Leo Telesmanick, the Beetle Cat builder for a lifetime, still comes by the shop (still in the same location) and likes what he sees. Beetle, Inc., 313 Smith Neck Rd., S. Dartmouth, MA 02748, (508) 996-9971.

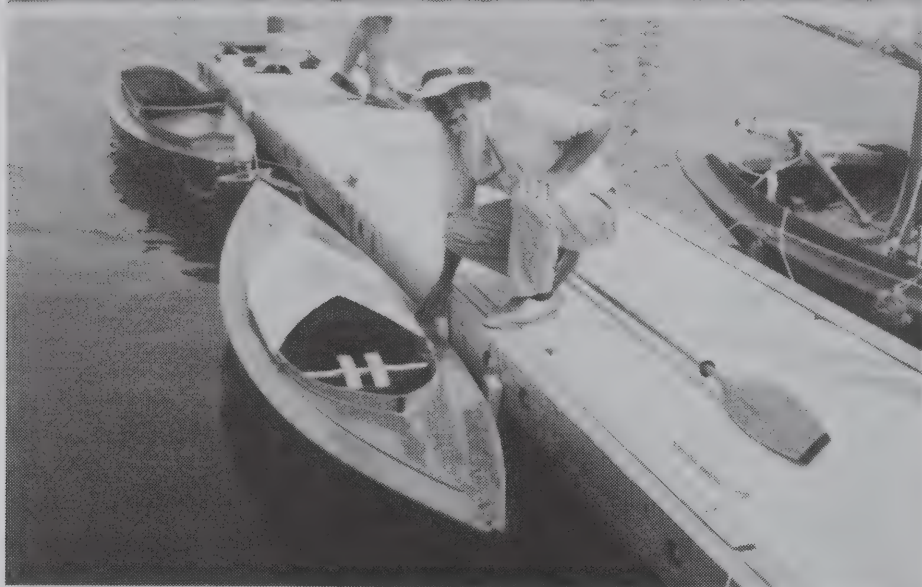


The Sam Devlin presence was again provided by several east coast owners of his Pacific northwest boats (Sam flies in). Again Jim and Linda Strickland of Marblehead, Massachusetts, were exemplary owners, but they had sold their Surf Scoter powerboat and now have a ten year old Arctic Tern that Sam had himself owned for a while. *Malish* looks like new despite its age, a testimony to Devlin's work as well as to Jim's determination to have an immaculate boat. They sailed the 23 footer down east from Marblehead. Devlin Designing Boatbuilders, 2424 Gravelly Beach Loop N.W., Olympia, WA 98502, (360) 866-0164.





Doug Scott's traditionally built workboat finished Chamberlain Gunning Dory was in use over much of the three days. It was a popular "try it out" boat, no intimidating varnish one might accidentally scuff. Here one young man gives his mother a hand at the oars. Parker River Boat Works, 21 Newman Rd. Newbury, MA 01951, (508) 465-4095.



Harry Bryan, the paddle fin boat man from New Brunswick, fits a spray skirt to his little decked canoe, *Fiddlehead*, maybe to keep the sun off the interior finish? It wasn't rainy or rough all weekend. Well, except for one Saturday morning squall. Harry will build you his boats to order or sell you the plans to do them yourself. Bryan Boatbuilding, RR4, St. George, NB E0G 2Y0, (506) 755-2486.

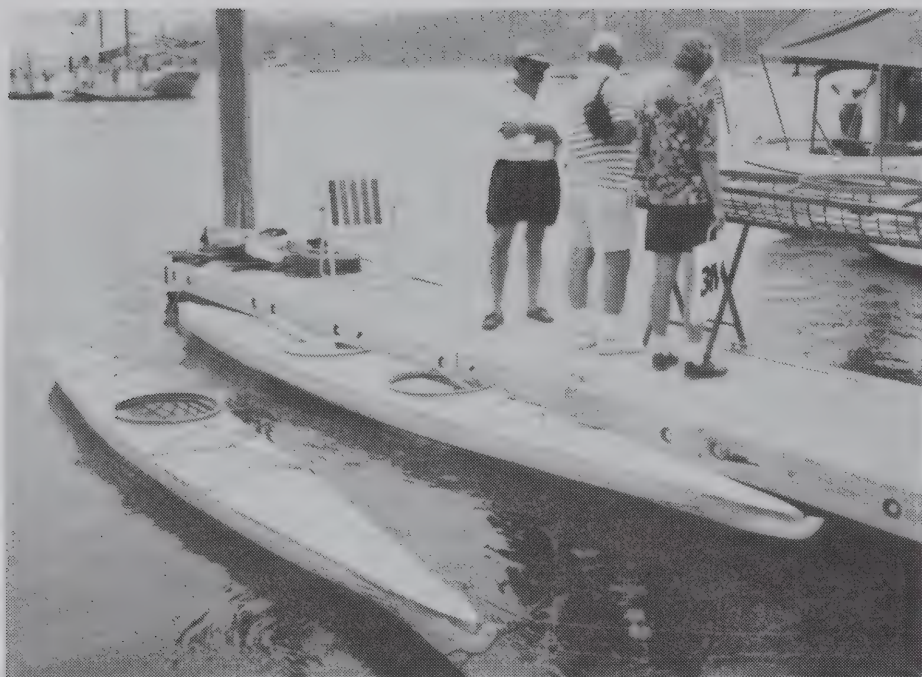


The yacht as display table. Betsey Coakley told us her husband was very understanding in offering to her his classic yacht *Minaret*, a Herreshoff "Araminta", for the weekend so it could serve as display table for her hand knit woolens. Very effective, the woolens and the yacht went well together. Betsy's woolens are a lot like the many wooden boats on display, expensive but oh so nice. Mermaid Woolens, Reach Rd., Sedgwick, ME 04676, (207) 359-2747.

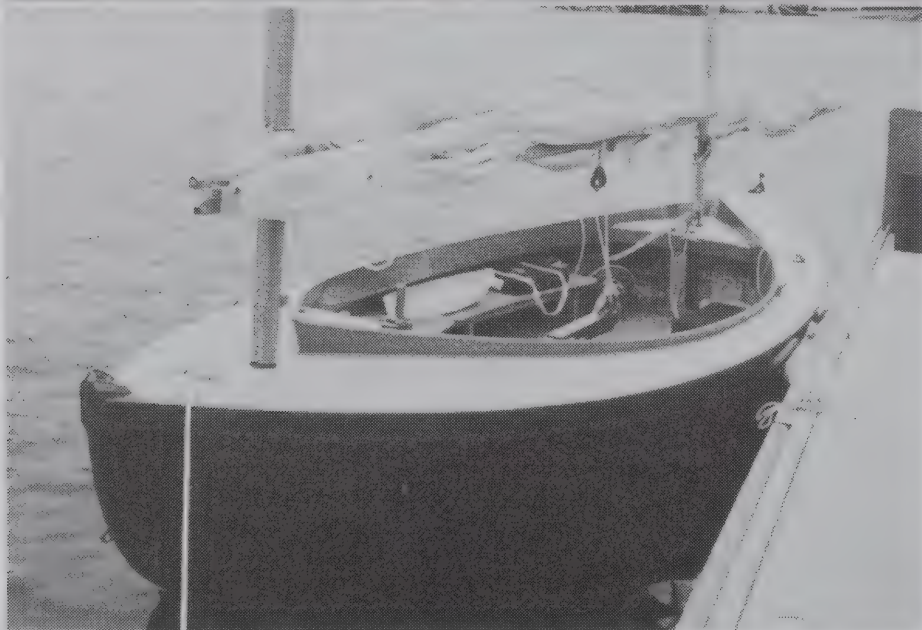


Michelle Post's Highwater Bronze isn't traditional nautical hardware, it's art, real art. Michelle's a sculptor, and has turned her talents to casting a range of unique bronze sailboat hardware that is as functional as the traditional stuff but far more imaginative aesthetically. She parked her restored 1961 21' Celebrity sloop *Sarah Dee*, completely outfitted with her bronze hardware, up on the asphalt above the show entrance as sort of a display table for her work. Her booth in the tent displayed some really exotic items, the binnacle pictured the centerpiece. It's expensive stuff, but not in relation to the value of the yachts on which it would best be installed. Highwater Bronze, P.O. Box 3646, Trenton, NJ 08629-0646, (609) 394-1104.





Bruce Lemon had his baidarka fleet on a dock, another sea kayak builder who chose the Wooden Boat Show as the place to be. Bruce has been teaching as well as building at his shop in upstate New York. When Charlie Reeves of Caretta Kayaks failed to show, MITA's Tom Roeber borrowed one of Bruce's baidarkas for his demonstration gigs on sea kayak technique. Aleut Baidarka, P.O. Box 54, Jacksonville, NY 14854, (607) 387-8000.



Bill Clements had his new "Nord Koster" canoe yawl finished and in the water, a roomy glued lapstrake daysailer Phil Bolger designed for him based on the smaller "Nord Vinden" design he has been building to order. Bill told us he's been discussing building this boat by the constant camber method with John Marples and will spend some time with Mason Smith over in the Adirondacks who uses this method for his Adirondack Goodboats. If he adopts this building method, Bill figures to increase the length of the "Nord Koster" some for even more roominess. William Clements, Boatbuilder, P.O. Box 87, N. Billerica, MA 01862, (508) 663-3103.



Something different from North River Boatworks, this 22' Seabright Pound Net Boat was built to special order for a client from plans that Howie Mittleman found at Mystic Seaport. After years of building traditional rowing skiffs and small sailboats, Howie said the challenge of getting the Yanmar diesel to run properly and hooking up all the wiring and hardware a powerboat requires was demanding. North River Boatworks, 6 Elm St., Albany, NY 12202, (518) 434-4414.

Queen of the Show? Not official, but I decided this 84' Eldridge McInnis motor yacht had to qualify, what with its size and condition. Woodin Associates redesigned the original 1966 design and Hodgdon Brothers built *Yorel* in 1989. She's a symphony in gleaming wood and plate glass varnish, with details to numerous to believe. Mahogany over cedar on laminated oak frames with twin Deutz 450 diesels, *Yorel* must please her owner, John B. Caddell II.



This 39' Hacker Commuter, *Express*, was built by Hutchinson of Alexandria Bay, NY, and restored by Mike Matheson of Biscayne Bay Boatworks, curiously enough located in North Carolina. Hardly any mahogany powerboats this year at the show. They're not ocean critters. Biscayne Bay Boat Works, Rt. 4 Box 412, Murphy, NC 289806, (704) 644-5714.

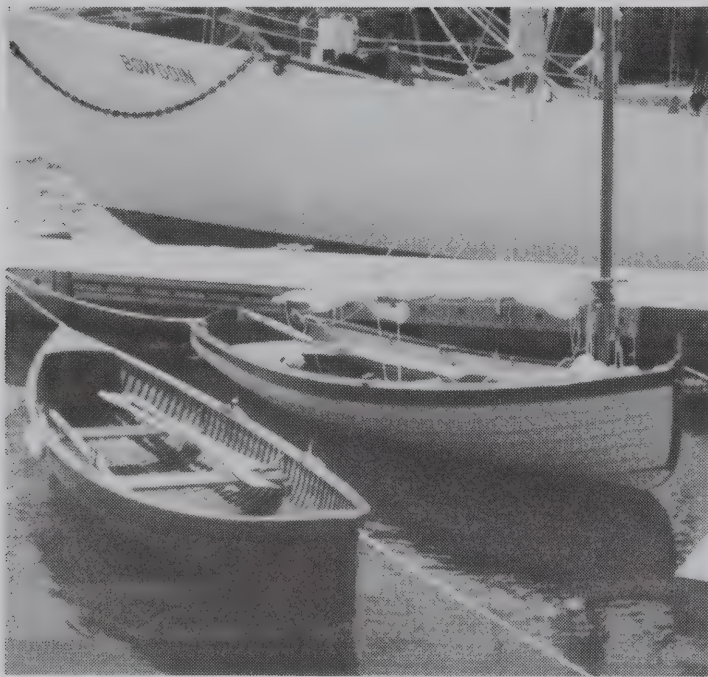


The last time we saw *Nancy Jeanne* was at the last of the "old" Wooden Boat Shows held at Newport by the Newport Yachting Center. Built by the New Fogarty Boatworks of Bradenton, Florida, she is a 24' Culler designed fantail launch powered by a big, slow turning, 20hp Rugorinni diesel. A great funky looking cruising "workboat".



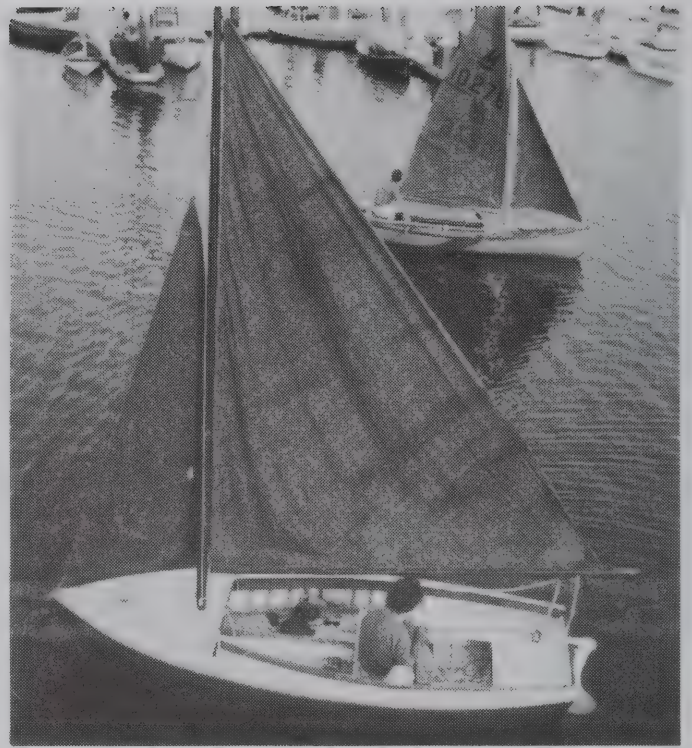
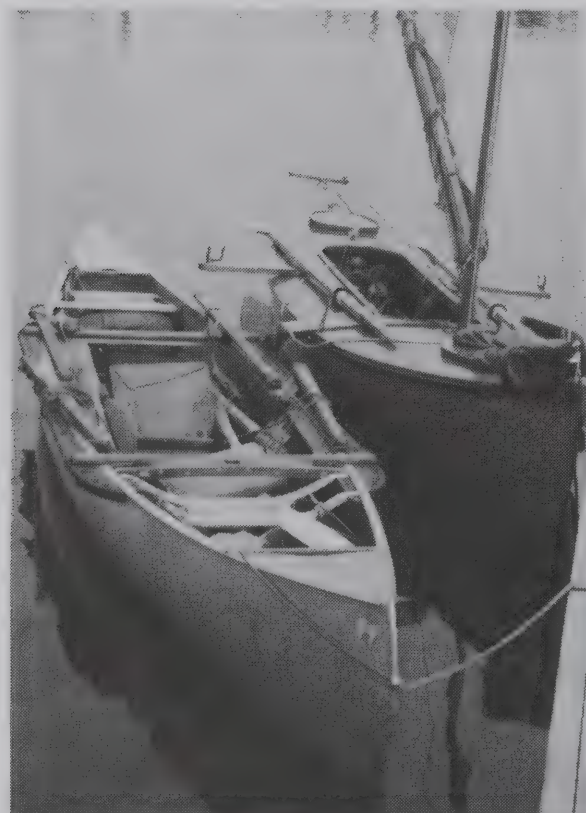
Oldsquaw is a 65' 1925 Chesapeake Bay oyster buy boat that went through a major renovation in 1993-94. She's a good example of workboat turned into cruising boat, still workboat finished but nicely appointed. *Oldsquaw* saw World War II duty in 1943-46. Owner Hol Whitney of Southwest Harbor opened his personal cruising "yacht" to the public for the show.





Tucked into an unused corner of the dock under the bow of the famed schooner *Bowdoin* were these two nice small boats. The catboat is Tony Dias' "Little Cat" design, which was the subject of a photo ops session for the British wooden boat magazine, *The Boatman*. The Rangeley belongs to Bob Lavertue of Springfield Fan Centerboard Co., and served as the photo boat for Peter Cheswick of *The Boatman*. Tony's had really great coverage in this British publication of his unique designs. Antonio Dias, 193 Tillson Lake Rd., Wallkill, NY 12589, (914) 895-9165. *The Boatman*, Arrowheart Publications, P.O. Box 496, Boothbay, ME 04537, (207) 633-0715 (U.S. Agent).

Visitors. Odd corners of the docks provided temporary tie ups for small boat visitors. Here an aluminum canoe shares space with a decked double ender. Both were fitted with rowing and sailing rigs and both appeared to have been used a lot.



One could sail into the show without paying admission, there were no ticket takers out there. These were two examples we spotted, a canoe and a decked skiff, both obviously well used, not of "show quality". Their skippers took their time looking over all the elegant craft tied up at the docks.

From out of the North Woods and down to the shore came Maine traditional canoe builder/restorers Jerry Stelmok (right leaning on one of his E.M. White replicas) and Rollin Thurlow (left facing camera). Despite the oceanfront ambiance of the show canoes were displayed by several builders, Jerry and Rollin the best known and longest at it. Island Falls Canoe (Stelmok) 220 S. Stagecoach Rd., Atkinson, ME 04426, (207) 564-7612; North Woods Canoe Co.(Thurlow), 336 Range Rd., Atkinson, ME 04426, (207) 564-3667.



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.

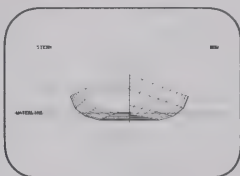
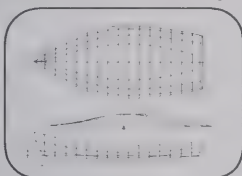
The hull may be Heeled To Selected Angles and the program calculates a displacement curve.

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 offsets. 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.

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.

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.

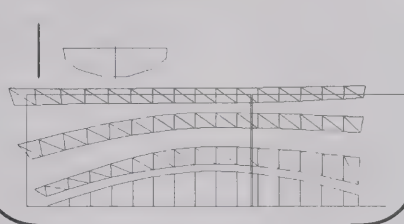
The Lateral Utility does interactive lateral area calculations for location of the centerboard and the rudder areas.

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 - 12' 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



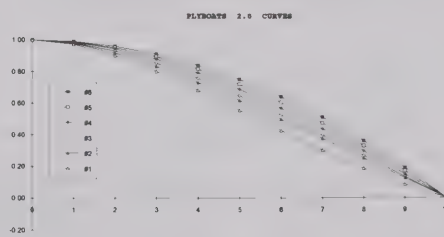
HP Laser or Ink Jet graphics printing is available in four sizes. The program also supports Epson or IBM Proprinter dot matrix printers.

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:

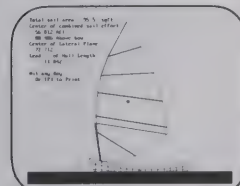
1. All curves are precisely fair and do not require secondary fairing procedures. When a curve selection is changed, the new curve is fair.

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.

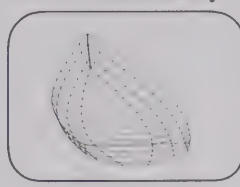
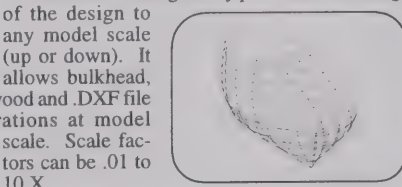
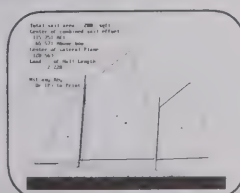
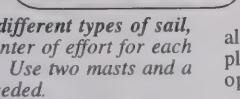
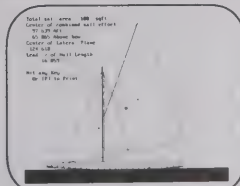
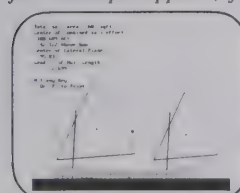
3. All curves will fit to bent wood, including reverse bends.

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.



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SERVICES

The Gatehouse Admissions, the Museum Shop and the Membership Booth are located here. Admissions are open until 4:30 p.m. and the Shop is open until 6:00 p.m.

Members Cottage For the year round enjoyment of museum members, this white clapboard house above the highway is open until 4:30 p.m.

Conference Building The museum's award winning documentary "The Adirondacks" is shown here.

EXHIBIT BUILDINGS

1 Boat Building "Boats and Boating in the Adirondacks," renovated in 1991, features fresh water boats for work and pleasure. The "Boat of the Year," a rotating display of boats from the museum's collection, highlights 13 boats in 1995, from a dugout canoe to a Whitehall rowboat.

2 Main Building Two new exhibits examine the forces that contributed to an influx of people to the Adirondacks in the late 19th century: "The Wilderness Cure: Tuberculosis and the Adirondacks," and "Wild Impressions: The Adirondacks on Paper." Eliot Porter photographs, "Forever Wild: The Adirondacks."

3 Log Hotel Built in 1876, this is the oldest surviving structure from the days when a resort hotel, Blue Mountain House, was located here. The front room was an office and there was a bedroom in back and three others upstairs.

4 "Hotels, Camps & Clubs" Varieties of Adirondack accommodations and their associated artifacts are presented here, in what originally was an addition for guest rooms built behind the log hotel.

5 Adirondack Cottage Landscape painter Gustave Wiegand (1870 - 1955) used this cottage as a studio from about 1900 to 1920, sometimes staying well into autumn. *To reach Sunset Cottage, View Deck, exhibits 6, 7, 8, Classroom, and Cafeteria, walk down hill to the left from the Adirondack Cottage porch.*

Sunset Cottage New this year. Once a part of Camp Cedars built for Frederick Clark Durant, this charming rustic building is a pristine example of mosaic twig work.

View Deck The visitor is about 220 feet above Blue Mountain Lake and 1,750 feet below the summit of Blue Mountain, which is 3,759 feet high. In the distance one can see Eagle and Utowana lakes, which empty into Raquette Lake farther west.

6 Ned Buntline Cabin Fragment from the log house built for a writer and adventurer who lived for a time on Eagle Lake, a few miles to the west.

7 Rising Schoolhouse Built in 1907, this one-room school served a rural Adirondack hamlet in Herkimer County until 1945.

Continue down the hill to reach 8, Classroom and Cafeteria.

Education Classroom Demonstrations and workshops are held here.

Cafeteria Enjoy a spectacular view of Blue Mountain Lake. Salads, sandwiches, soups, beverages are available until 4:30 p.m.

Rest Rooms These are in two locations, behind the Gatehouse and near the Cafeteria.

8 "Woods and Waters: Outdoor Recreation in the Adirondacks" Traditional activities such as camping, fishing, hunting and winter sports are recounted in simulated settings of water, forest, mountains and snow.

9 Road and Rail Transportation Building Complementing the boat exhibit, exhibits in this building center on land transportation and include 50 horse-drawn vehicles for work and fun plus a private railway car. A 1937 mural from a CCC camp is displayed in the Roads Room.

10 Carry Pavilion New in 1991, Carry Pavilion focuses on the area's important transportation system of 1890 - 1930, the steamboats and railroad that linked Raquette Lake and Blue Mountain Lake. The post and beam design, utilizing pine columns and lumber from Adirondack trees, offers an open air shelter for public assembly.

11 through 14 Merwin Hill On this two-acre hill named after Miles Tyler Merwin, proprietor of the hotel that became the site of the museum, are the Nature Path (**11**); Bull Cottage, containing important examples of Adirondack rustic furniture (**12**); the Environmental Pavilion (**13**); and Moodie Cottage (**14**), presently closed to the public.

15 Logging Building This exhibit "Work in the Woods: Logging the Adirondacks" focuses on the region's oldest and most important extractive industry.

16 Mining Building In decline today, mining once was third only to logging and tourism in supporting the Adirondack economy.

17 "Keeping Warm and Keeping Cold" Stoves and Icing return two favorite subjects to the museum. Wood burning stoves and tools for harvesting ice.

18 Photo Belt This device for moving photographs in front of seated visitors may be the only one of its kind in the U.S. There are duplicate sets of 160 historic photographs on the two belts.

19 Three Sisters Garden This hands-on cooperative school project helps students understand the significance of Native American staples (corn, beans and squash) to early Adirondackers.

20 Bill Gates Diner This trolley-diner was a favorite eatery in Bolton Landing on Lake George between 1949 and the early 1980s; originally it was a trolley car operating between Warrensburg and Troy.

*The "Bubble" which housed the sloop *Water Witch*, undergoing restoration, has been removed. The boat will be displayed again in the future.



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ADIRONDACK MUSEUM'S 5TH ANNUAL NO-OCTANE REGATTA

By Chuck Raynor (with help from his dog Gator)

If you like Mystic Seaport's Small Craft Workshop, if you have fun at events like The Mid-Atlantic Small Craft Festival at St Michaels, you'll love The No Octane Regatta.

This year the Adirondack Museum's Hallie Bond with a large group of volunteers and museum staff put on a three day event at Blue Mountain Lake, NY, that thoroughly satisfied those of us who like to mess about in boats. For those of you whose boating is mostly on tidewater, the many beautiful lakes, with really clear water, surrounded by the Adirondack Park that hasn't seen a logger in 100 years, will give you a whole new boating experience.

People have been vacationing in this area for over 100 years. They used to get here by train, steamboat and wagon. The first two-lane tar road to Blue Mountain Lake wasn't built until 1932. People went to a great deal of trouble to get to this area because it was so wonderful. Thomas Alva Edison, a regular visitor, saw to it that one hotel was the first in the country to have electric lights in every room.

For many of us the weekend's festivities began on Friday night at the Long View Lodge on Long Lake, at the Launch Party. Owners Fred and Angela Fink threw a wonderful party with hors d'oeuvres, a band, and lovely decorations such as crossed oars holding a wreath at the front door, and inside a full size guideboat, a model guideboat and much memorabilia. The evening was dedicated to the heritage of Adirondack boating and many people were present whose roots go back generations.

The evening was also highlighted by the rededication of the Adirondack Museum's Cup for the 44 mile flatwater Marathon Race, Guideboat Class winner, awarded for the first time since 1973. Started by Howard Seaman, the first race from Long Lake to Tupper Lake took 6 hours 44 minutes.

Saturday morning after we finished our "Lumberjack's Breakfast" at the Methodist Church, we proceeded to the public beach and with at least 100 other folks, unloaded our boats to prepare for the events on the water. These events are competitive in nature and are based on turn of the century meets that were held by the American Canoe Association. I'll bet the ACA back then got a lot of ideas from the competition between working guides. Larry Zuk where are you? Comments please.

Here is a brief description of what went on. Gunneling: Stand on the gunnels of your boat and attempt to make it go forward by flexing your knees and "ooching". Dump Race: Jump overboard and then climb back aboard during the race. War Canoe Race: 25' long canoes crewed

by a dozen or more paddlers, each screaming and paddling like crazy. Think of a centipede having a convulsion. Hurry Scurry Race: Anchor boat out in the lake. Start on land with a foot race to the water, swim to your boat, climb aboard, weigh anchor and row the race.

There also were a number of races in different classes for guideboats, a Fathers' Day Race teaming fathers and kids, paddling races, a bateaux demonstration by local students who built their boats, sailing races, and what seemed to be the most popular event, jousting. In jousting, one person paddles a canoe while a second stands on the gunwales forward with a pole and tries to knock his opponent off his boat. The Grand Parade gave us non-competitive folks a chance to participate as about 100 boats paddle by the public beach. As each boat passed, its description was broadcast over a PA system for all to hear.

While all this was going on, there were many onshore activities: A builders' and restorers' show, a folding boat exhibit, craft demonstrations and a childrens' toy boatbuilding workshop. Saturday evening most of us gathered for a clam-bake at Potter's Resort. After that those who still had some energy leftover went on the square dance. Mystic Seaport's Peter Vermilya, who came over to help with the events, was particularly graceful.

Hey and we haven't even gotten to Sunday yet! Lots of activities on the Museum's grounds; Boatbuilders' and Restorers' displays, historic boating films, a scavenger hunt, a toy boat regatta for children, a tour of *Boats and Boating in The Adirondacks* exhibit, which just happens to be the title of Hallie Bond's new book which will be out this fall (order now for a discount and an autographed copy), a behind-the-scenes tour to see most of the Museum's 198 boats, most of which are not on exhibit. By the way, this makes the Adirondack Museum the second largest in this category in the United States.

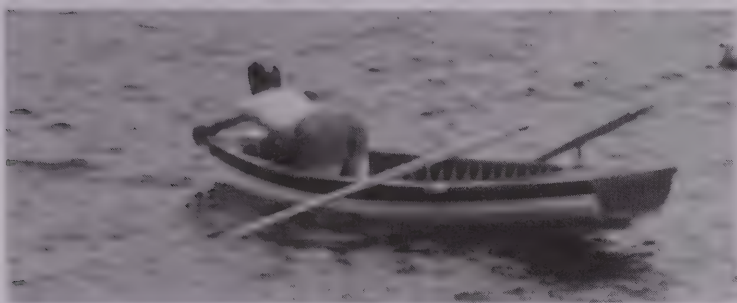
For those who signed up for the regatta, there was free admission to The Great Camp Sagamore, which gave one some idea of how the Vanderbilts did their camping, and a 1-1/2 hour boat tour around Raquette Lake aboard the *W.W. Durant*. Plan to attend in 1996. You will have fun deep in the forests of upstate New York.



Bateau demo by local students who built the boats.

Closeup of a few of the boats on the beach.

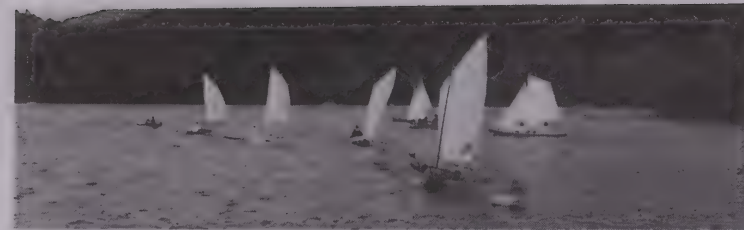




Left from the top: Hurry Scurry Race; Run to beach, swim to anchored boat, enter boat, cast off, row to finish. Rob Ringer casting off. Gunnelling, Joel George (the winner) and Mason Smith. W.W. Durant lake steamer provided free rides around Raquette Lake, the area's largest "natural" lake.



Middle from the top: War canoes from Blue Mountain, Old Forge and Lake Placid. Water skier pulled by war canoe. Guideboat race, mixed doubles, men rowing, women paddling. Dan Sutherland rebuilt this 1911 Ted Shay canoe.



Right from the top: Finish of the sailing race, Mason Smith leading. A new buoy this year escaped his attention. Nat Wells' "Princess", Old Joe, was built in 1884. Toy boat regatta in the wadingpool at the Museum. Kids built their boats in a workshop. "Aw, c'mon, Mason, buy my daddy's guideboat!"

The Lake Champlain Maritime Museum's

7th Annual

Lake Champlain Small Boat Show



By Bob Hicks

Several years have gone by since we last travelled to New England's west coast, the Vermont shoreline of Lake Champlain. Our last trip took in the Small Boatbuilder Show hosted by the then tiny Lake Champlain Maritime Museum in rural Basin Harbor. We also visited small boat kit designer/builder Fred Shell not too far away near St. Albans.

Time to do it again, especially since Fred had just completed building a new 18' Clipper Trimaran (a complete boat, not the kit) for loyal clients Rob and Deb Zachman of Minneapolis (they bought Fred's Blue Heron kit six years ago). They had driven east to take delivery and were heading home the weekend of the Basin Harbor Show. Perceptive readers will have noticed my recent infatuation with trimarans, and I wanted to include Fred's creations in our upcoming "Trimaran Issue". Yes. Watch for it soon.

But back to the Small Boat Show. In the intervening years the show has grown comfortably, with this year about twenty builders displaying their work on the Museum grounds. The Museum has also grown, several new buildings have been built and an array of new programs undertaken. It was indeed time for another look, and we had a nice overnight trip.

Low key best describes the affair, our visit on Saturday in wonderful, if warm, summer sunshine, was shared by a small crowd of several hundred that came on throughout the day steadily, never overwhelming the place.

So, what and who did we see? The photos explain.

Small Boats & Builders

Alder Creek Boatworks
10511 Joslyn rd., Remsen, NY 13438,
(315) 831-5321.

Aaron Turner (right) was working for Mike Hanna when the vigorous proprietor of Alder Creek Boatworks suffered a fatal heart attack. Mike's widow Carol wanted to carry on with his work but her part had

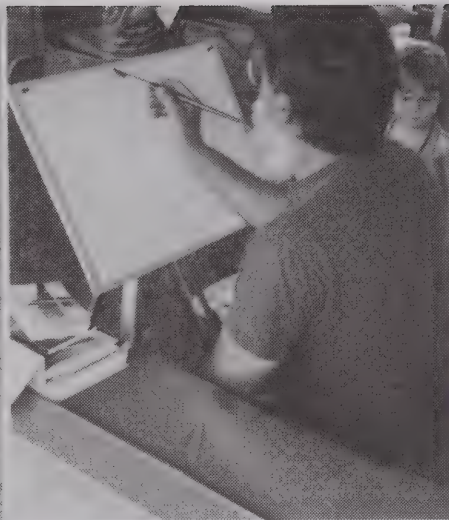
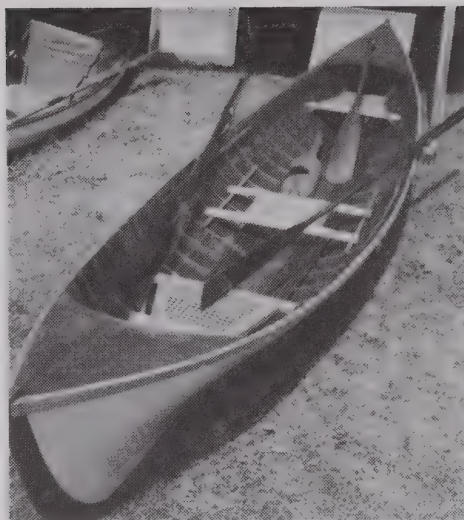
been the business end of it. For about a year and a half their son Tom (left) came on full time, but he had other long range plans for his life. Aaron then suggested that he might try to run the shop, and now he's doing it successfully, doing repairs on the indigenous small boats of the Adirondack country as well as still building new traditional boats, such as this strip canoe, to order.



Ark Homes & Boats

RR2 Box 4980, Bristol, VT 05443, (802) 453-5315.

Santo (that's it) is an artist, he was busy painting illustrations he had hand drawn while one of his boats, an Adirondack guideboat naturally, drew public attention. Of course, who can resist also peering over an artist's shoulder while he works? Santo also builds houses, a not uncommon mix of crafts for small boat-builders between boat orders.



Bike & Ski Touring Center

74 Main St., Middlebury, VT 05753, (802) 388-6666.

Peter Oxford sells bikes and skis but got interested in Platt Monforts' geodesic design small boats and has ended up marketing modest numbers of these from his ski/bike shop.

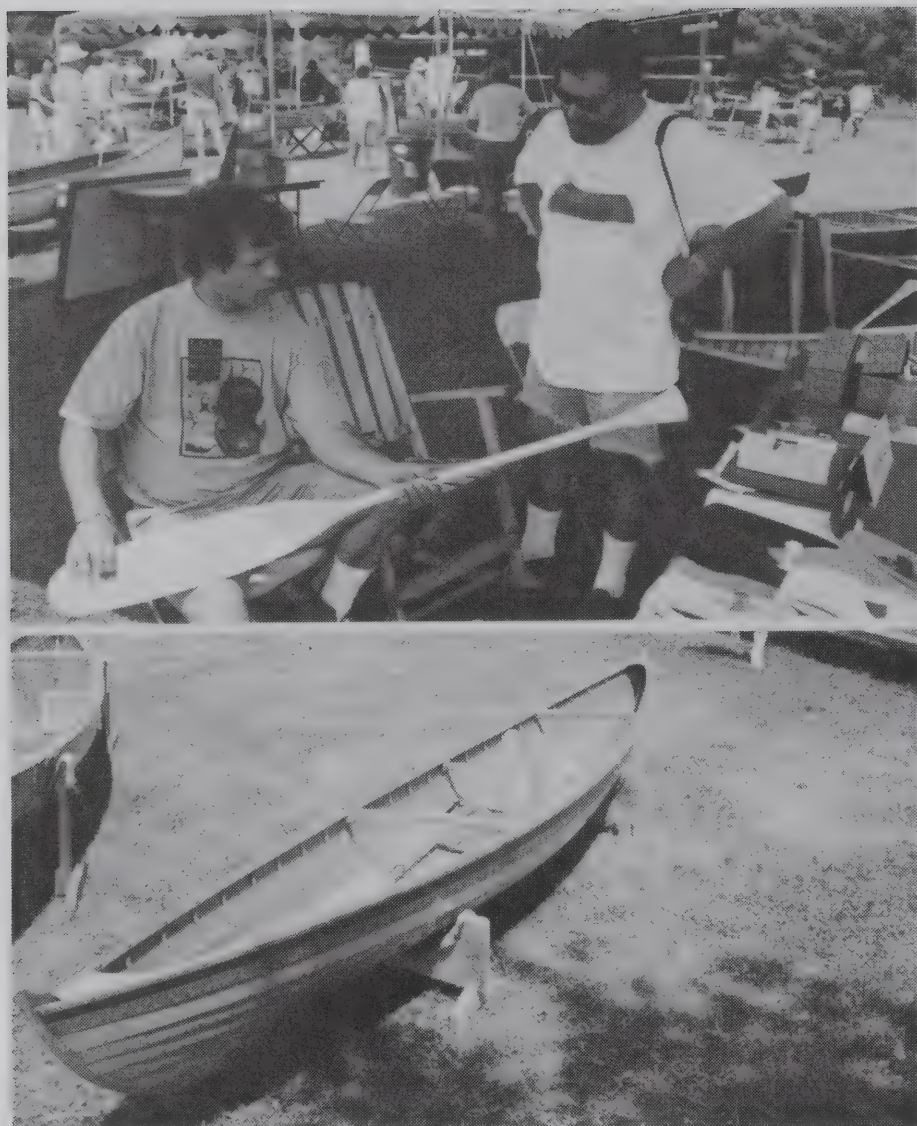


Black Duck Boat Shop

143 West St., New Milford, CT 06776, (203) 350-5178.

Not the only builder to drive all the way up from Connecticut, Don Metz displayed one of his strip built canoes. He likes the low key atmosphere at Basin Harbor, and says canoes are a steady trade for him.





Boatworks Ltd.

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(207) 729-4980.

And over from Maine came Tim Mayer with one of his beautifully fitted out Whitehall style boats, fiberglass hull by Jim Thayer, all the lovely woodwork by cabinetmaker Tim. While Tim says he's sold several of his elegant craft down around Boston, maybe Greater Downtown Burlington, not far from Basin Harbor, might hold prospects.

Geoff Burke, Boatbuilder

Box 212, Chocorua, NH 03817, (603) 323-8702.

Well, maybe he calls himself a boat-builder (which he is, of course), but Geoff Burke seems to have been keeping busy as a boatshow paddlemaker. He probably doesn't want to count how many paddles he's knocked out for onlookers at shows and small boat meets. Here he discusses the paddle student Phil Gingron of St. George, Vermont, made under Geoff's instruction at the Basin Harbor Show. Pretty good job, Geoff allowed.

He had his boats on display too, this one a revision of his "Annie's Boat" (named for his wife) which is going into L.L. Bean's Freeport store to see if anyone out there might want to own it.



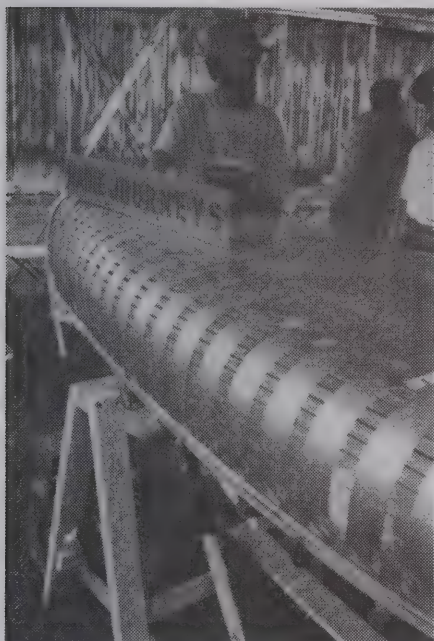
Steve Kaulback

Charlotte, VT 05445, (802) 425-3926.

Since 1979 Steve's been building his Adirondack guideboats, lovely strip built wooden ones, nicely fitted out fiberglass ones. He's lived the ups and downs of the small boatbuilder in spades. He told us that business right now is way up, he's busy, but the new expanded place of business he recently moved into has developed many problems relating to local building codes, insurance requirements, all that stuff that gets in the small businessman's way today. While smiling on, Steve says he'll be real relieved when all the bureaucratic obstacles are removed so he can get on with his boatbuilding undistracted.

William Kissman
Westport, NY

Bill Kissman is a museum booster, he built and donated a 12' Yankee Tender to the museum for its first annual raffle, and for this year's show brought over the Shellback Launch he's working on for his own account, converting the rowing/sailing skiff into a small air-cooled engine powered motor launch. Carrying on with his project at the show added a nice "work-in-progress touch to the displays.



Maine Journeys Canoes

RR 1 Box 130, Charleston, ME 04422,
(207) 285-3332.

Also over from Maine came Dave Mussey. He is a registered maine guide, he takes out individuals and groups on Maine river canoeing/camping adventures of the old time sort, patterned after the Conovers. As a sideline to the guiding trade, Dave builds nice traditional wood/canvas canoes, and his display included this building mold setup, with steam box alongside and cedar rib stock ready for bending. Passers-by could tack home the ends of the hot ribs as Dave bent them over the forms if they liked.

Swamp Yankee Boats

36 Soundview Heights, Branford, CT
06405, (203) 488-5932.

Another Connecticut (Swamp) Yankee who travelled far to be on hand was Bob Sparks. His little stitch and glue double paddle canoe has an interesting mix of hard chine sides and compound curved ends, due to the one-piece cutout hull shape he's developed for building it. Bob offers his design as plans, stencils, kits and finished boats.

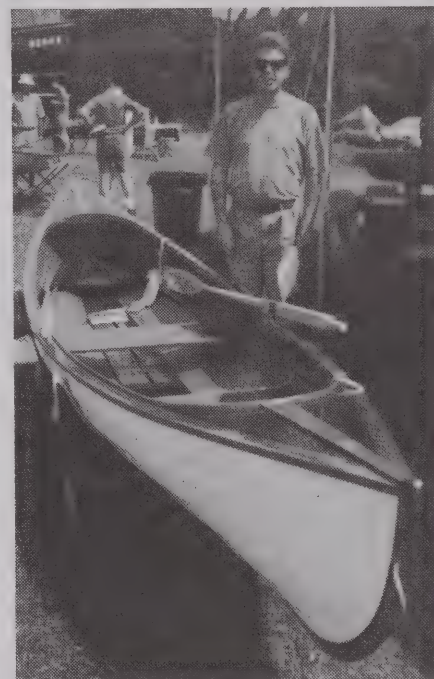


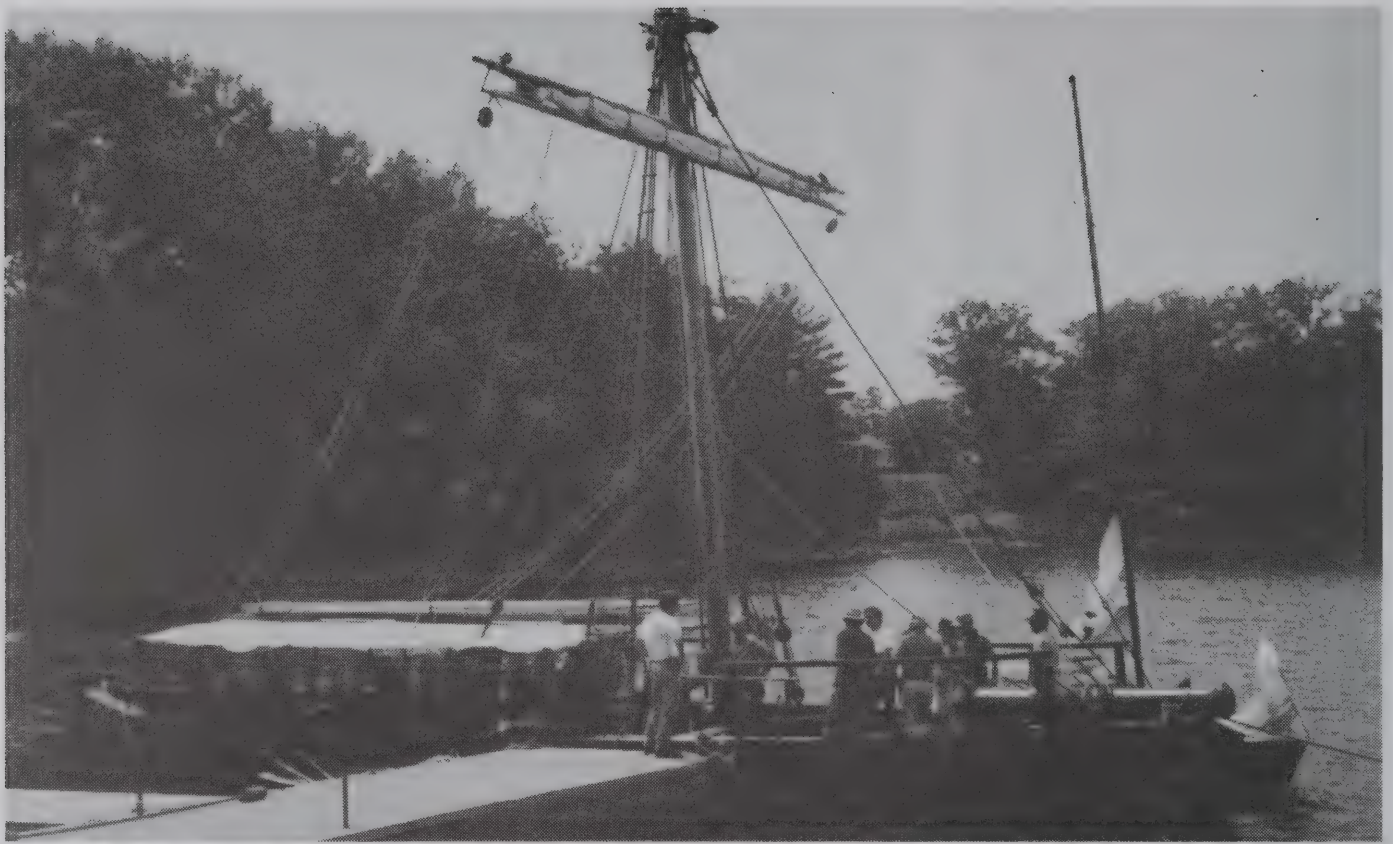
Ogdensburg Boat Works

52 E. River St., Ogdensburg, NY 13669,
(315) 393-8553.

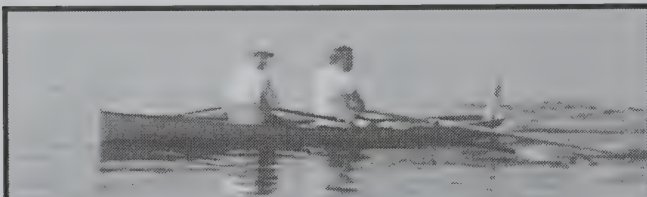
Tom Duffy and Tim Mayer had a lot to talk over, they both buy in fiberglass hulls and do the woodwork outfitting to a high degree of finish. Tom displayed this St. Lawrence skiff as an example of his work. He chose to do the normally carvel planked skiff in lapstrake, made his own plug and mold for his local fiberglass fabricator to lay up hulls for him.

Operating as Duffy's General & Specific Millwork, Tom also makes elegant "million dollar" front doors for fancy homes, and has a contract building all the wooden parts for a Canadian line of traditional woodworking tools. Gotta diversify in small boatbuilding.





Nick Patch (right) heads up the "Champlain Discovery '95" project, taking much time away from his boat repair business. Brett Purinton (left), from nearby N. Ferrisburg, typifies the young people who sign on, he's in his second year now and, since he knows how things are done, helps Nick keep things moving. Brett says he's headed for a career in marine biology. At the right Lee Gaboriault of Vergennes is hard at work on his kayak.



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Lake Champlain Maritime Museum
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Just a Bit More About this Museum

Amongst the programs in progress at so small a museum, the one that catches my attention the most is their nautical archeology effort, which now includes a new building to house ongoing programs. Historic shipwreck exhibits, current research exhibits, a working laboratory, what a valuable service.

Lake Champlain has a long nautical history, and while the naval battles of the Revolutionary war and the War of 1812 tend to offer the most drama, the peacetime use of the lake as a major travel route, mostly for trade reasons, meant a whole lot of boats were used on it for utilitarian reasons as well as recreational.

Many of these rest on the bottom still, and are only now being located and recorded with modern GPS technology. Amongst these are the *L.A. Hall*, a canal boat loaded with Port Henry pig iron which sank in 1878, and the *General Butler*, a lake freighter loaded with marble which sank in 1876 in a December gale while approaching Burlington.

To help it carry on with this exciting research, the museum has received a U.S. Navy Legacy grant designed to be used to inventory the naval vessels of Lake Champlain and document what happened to each, and to recommend management

policies for those still existing as submerged wrecks.

Examples include three survivors of the War of 1812 American and British squadrons which had participated in the Battle of Plattsburgh Bay on September 11, 1814. They rest on the bottom of the lake today, the U.S. brig *Eagle*, the U.S. gunboat *Allen*, and the British brig *Linnet*. These were discovered in the early '80's by divers, including present Museum Director Art Cohn.

I also really like their small boat exhibit, for the boats within are not only small, but indigenous to the lake, and are original and unrestored. This means, in a few cases, near derelict. But they look like they once did when at work on the lake, not like modern day restorations/reconstructions. I found the little fleet of about two dozen boats really interesting to view.

The Lake Champlain Maritime Museum is a seasonal museum, closed to the public winters. It's small in scale but large in historic significance. Anyone with an interest in Lake Champlain's history and the boats which were developed for its waters will find a visit very rewarding. For detailed information contact them at Basin Harbor, RR#3, Box 4092, Vergennes, VT 05491, (802) 475-2022.

Some Museum Activities

The Philadelphia

Docked on the waterfront, a short walk down a wooded path from the museum grounds, is the museum's pride and joy, a faithful replica they built on site of the Revolutionary War gunboat *Philadelphia*, sunk in a Lake Champlain naval battle with a British fleet, and raised a number of years ago by a local entrepreneur, who eventually passed it on to the Smithsonian. Exact lines were taken by the Smithsonian and building plans developed.

The museum's replica, much like the shallop at Plimoth Plantation, is done up as close to original in construction and equipment as possible. A pretty good representation of the real thing. That big old cannon mounted in the bows was its reason for being. The British were just better at waging naval battles. *Philadelphia* is sailed often, one of many ongoing museum programs.

Champlain Discovery '95.

Under the main shed roof a dozen plywood kayaks were under construction by youthful builders, all participating in the "Champlain Discovery '95" program. Patterned after the Chewonkee Camp program on the Maine coast in Wiscasset, this hands-on education program runs for two five week periods during the summer.

The participating youth first build their own kayaks under direction of local boatyard owner Nick Patch. They then head off on a two week cruise along the Champlain coast, learning not only about navigation and seamanship in their kayaks, but also about regional history and culture.

Obviously a success, judging from the large number of participating youths and the energy present in the big shed, this is a major achievement for this small museum, which confesses that it is engaged in "learning how to be a great maritime museum."

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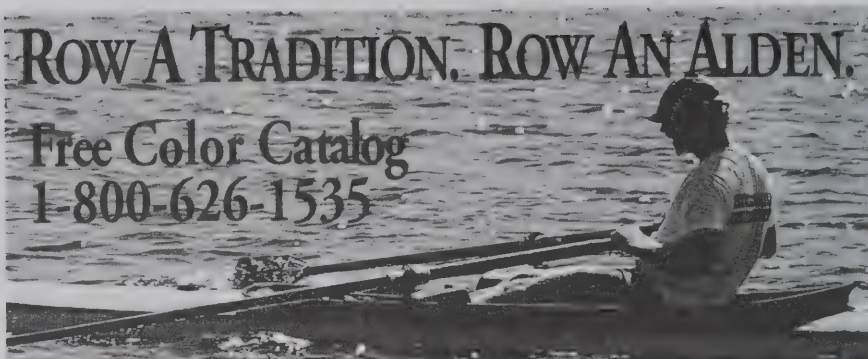
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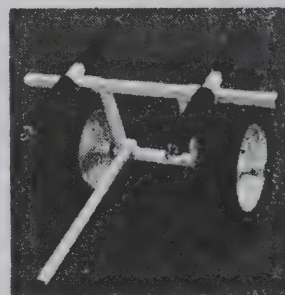
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well). The detailed assembly plans produce an entirely open boat which can be used as such, with or without a spray hood. (It will need some thwarts or other bracing to stiffen it up.) The builder is free to exercise creativity, taking off from any of the five illustrative layouts. The off-centerboard is not absolutely necessary but it improves handling. The hull shows more profile rocker than is usual, to stand variations in weight and placement of weight, and to drive easily with low power. She will cruise at six to eight knots with the 15hp minimum motor, with an extremely small wake. With 50hp (and big trim tabs to control her attitude) she should go twenty

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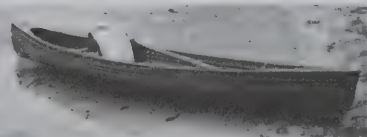
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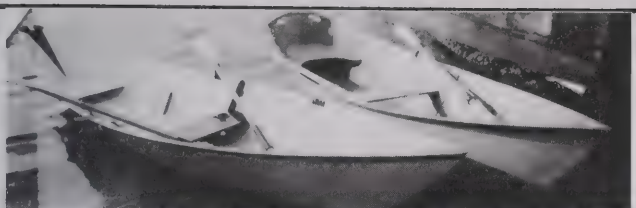
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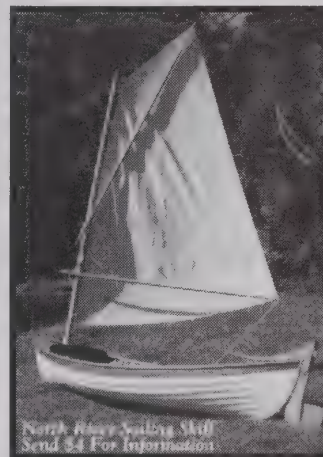
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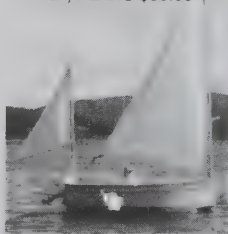
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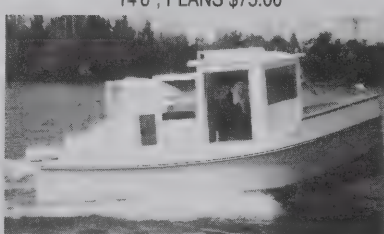
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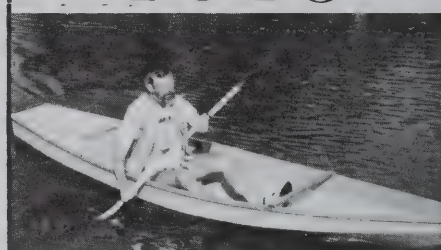
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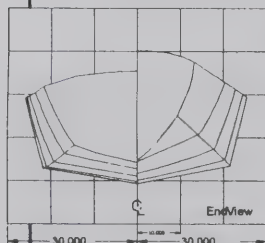


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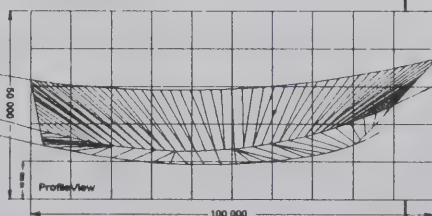
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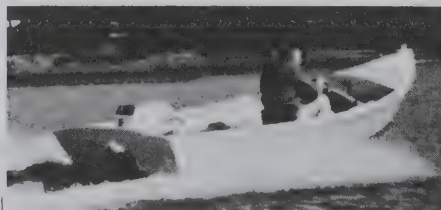
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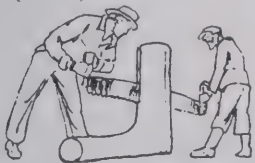
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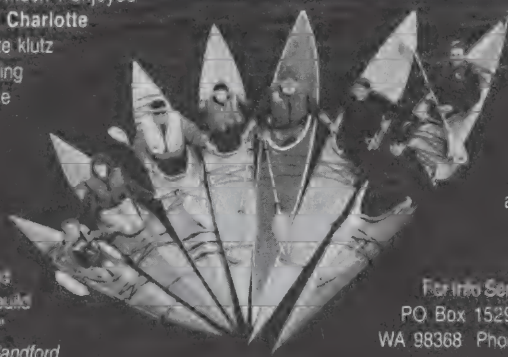
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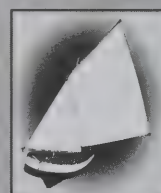
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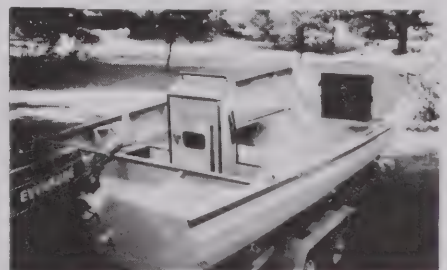
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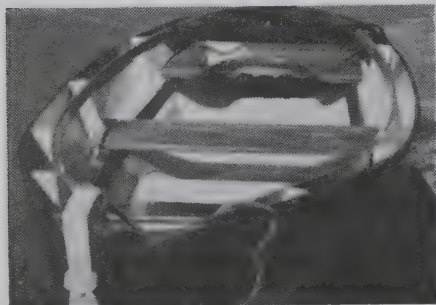
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Fiberglass Boats, in gd cond @ wholesale prices. Various models & sizes. 100% of proceeds donated to medical research.
MASS. CFIDS, Waltham, MA, (617) 893-4415, lv message. (TF)

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Alden Double Ocean Shell, used.
BETSY ROCKWELL, Greenville Jct., ME, (207) 695-2680. (7)

Wood Cartopper, w/these requirements: Carry 2 adults, 1 child, primarily powered w/antique OB, secondary use for rowing. Structurally sound, cosmetics not important (perfectionism kills). Trade nearly new 8' Zodiac w/carrying bag, foot pump, collapsible wood oars, w/optional motor mnt.
BILL BRUCE, 633 S. 14th Ave., Lebanon, PA 17042, (717) 273-1181. (7)

9' Dyer Dhow, sailing version.
DAVID SOLTESZ, 5N3 Arbor Green, 2785 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (7)

Penguin.
C. BRAYTON, 3 Haven St., Boston, MA 02118. (7)

10' Dyer Dinghy & 19' Catalina Sailboat.
WILLIAM BRITTON JR., 245 Commercial St., Portland, ME 04101, (207) 772-1941. (8)

Fiberglass Boats, in relatively gd cond in N.E. area. Receive tax write-off for full fair market value of your boat when you donate it to Mass CFIDS as part of fund raising program. Mass CFIDS will provide for surveying the boat, hauling & all paperwork. 100% of proceeds from donations goes to research & education. Please lv name & tel # and volunteer will return yr call.
MASS CFIDS, Waltham, MA, (617) 893-4415. (TF)

SAILS & RIGGING FOR SALE

Cape Cod MK Dinghy Rig, incl mast, boom, sails, rudder, partners & daggerboard. \$125.
EUGENE TRAINOR, Scituate, MA, (617) 545-3734 aft 6pm. (8)

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BILL BRUCE, 633 S. 14th Ave., Lebanon, PA 170542, (717) 273-1181. (7)

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BOB WHITTIER, Box T, Duxbury, MA 02331. (7)

Chrysler Long Shaft OB, older vy fine 12hp electr start. Trade for 8 or 9.9hp short shaft.
MIKE TIMM, 7 Volino Dr., Poughkeepsie, NY 12603, (914) 462-5444. (7)

Free Building Form, for "Charlotte" 12' solo canoe designed by Tom Hill & described in his book *Ultralight Boat Building*. Mine is almost finished, start yours today. In NJ, come get it.
PETE GRAY, Morris Plains, NJ, (201) 540-1672. (7)

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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.
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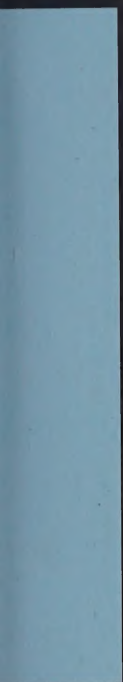
T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.
DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

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TONY TOPOLSKI, 3605 Allen Rd., Eden, MD 21822, (410) 546-1542. (7)

BOOKS & PLANS FOR SALE

Classic Books: *Sail & Oar* by John Leather, \$13.30 *Odd Boats* by Phil Bolger, \$35; *Complete Cruiser* by Herreshoff, \$20; *Four Months in a Sneak-Box* by Bishop (binding needs repair), \$15; *American Small Sailing Ships* by Chappelle, \$15; *The Voyage Alone in the Yawl Rob Roy* by McGregor, \$10; *Ten Thousand Miles in the Rob Roy Canoe* by McGregor, \$12; *A White Boat From England*, \$12; *Love in a Nutshell* by Leslie, \$9. **Current Books**: *Sea Kayaking Along the New England Coast* by Tamsin Venn, \$8; *Beachcruising* by Alvord, \$11; *Cruising Guide to the Chesapeake* (1989), \$12; *Cruising in Seraffyn* by Pardy, \$6; *Seraffyn's European Adventure*, \$9; *Build the New Instant Boats* by Payson, \$10. Please add \$2.00 each for postage etc.
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Boatbuilding Articles. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)

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

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Bolger Books, *Small Boats*, *The Folding Schooner*, *Different Boats*, *Bolger Boats*. Will buy or trade 30 *Odd Boats & Alongshore*. H. WEBB, Broken Bow, OK, (405) 420-3761. (8)

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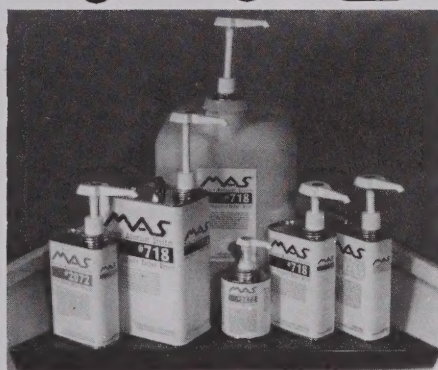
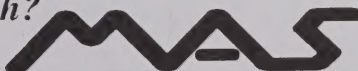
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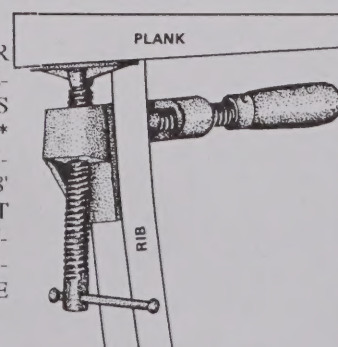
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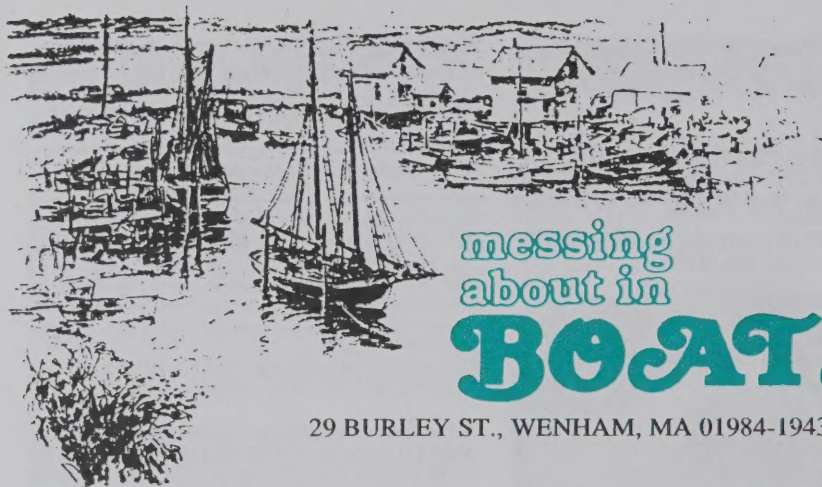
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