



messing about in BOATS

Special Features This Issue
Remembering the Homebuilts
Chesapeake Bay Festival - Cruising a MacGregor 26

Volume 13 - Number 8

1015.305
M585

September 1, 1995



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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 8

September 1, 1995

Commentary...

This messing about in boats game survives on the power of dreams. Many of us hardly ever get much beyond the dreaming stage, the ratio of plans for boats sold to boats actually built from those plans emphasizes this. Were most of these boats actually ever built our harbors would be chock-a-block full of lots of neat little homebuilts.

A feature in this issue discusses this topic, Philip Teece's "Remembering the Homebuilts". And Philip's book, *A Dream of Islands*, which is reviewed in connection with his article on homebuilts, elicits the substance of the dream. Philip is one of us who has lived the dream and his discussion of his success at it is evocative of what many of us must have harbored in our minds and hearts at one time or another, perhaps still do.

Whatever boat it may be that has captured any one of our imaginations, it is often referred to as our "dream" boat. The term has long since gone into general public vernacular, a least when I was younger it was even applied to the girls who most strongly appealed. A boat and a dream seem to have a particularly strong affinity.

What makes Philip's comments on homebuilts fascinating to me is his examination of the other end of the dream, his finding of the bits and pieces of one time dreamboats cast ashore in his cruising grounds on the British Columbia coast. It's one of life's major trips for those who undertake it, from dreaming over the plans in some publication or other, through their purchase, the saga of the construction, the subsequent enjoyment afloat of the dream realized, and then, for whatever reason, its ultimate demise.

Consumer boats that have proliferated since the '60's boom in fiberglass construction don't often figure in this dream, they come and go like cars, usually being traded up for larger in the great American dream of "bigger is better". It's the boats that were built by someone for themselves that carry the weight of emotional involvement. How it is that something that can be so totally engrossing a commitment at its inception can ultimately become a castoff is a lesson in how we change ourselves as we go through life.

This relationship with a homebuilt boat is analagous to human relationships, even marriage. The attachment can be very strong, yet can also evolve over time as life goes on. It is less traumatic to end a relationship with one's dreamboat than with a marriage partner, but it is still not usually an easy thing to do. The offer in a classified ad of some boat for sale to an "appreciative new owner", who will give it the "loving care it deserves", illustrates the nature of this wrenching occasion as a dream comes to its end.

When I was looking around in the late '70's for a sailboat to fulfill what I then thought was my dream, I saw a number of these failed dreams of others in the back rows of some of the boatyards we visited. As I viewed these boats, in varying states of abandonment and decay, I speculated, as does Philip Teece about the wreckage he found on the British Columbia shores, on what sort of people undertook to build them originally and what transpired that

they came to this sad end in "death row". Most were so far gone that they were destined for the boatyard stove as soon as the yard owner could gain title to them.

I was so strongly moved by the sadness of what I saw that I wrote an article about it for *Small Boat Journal* back in the days when it was still the large format "dream magazine" for small boaters being published by International Marine under the editorial direction of Dave Getchell, Sr. I still can see *Ting-Ting* with its faded "For Sale" sign no longer legible, a little plywood hard chine sloop, paint peeling, with the clutter left after its last cruise still in disarray in the cabin. I speculated then, and still do now, on what had happened to cause whoever owned the little boat to just walk away one day leaving all behind, never to return. The yard owner had no idea where to reach them by the time I viewed this end of a dream.

Perhaps the end of the dream does not occur this way for the original dreamer, he may have sold the boat at some point when a new and more exciting dream arose in his heart. Having lived his first dream until its shortcomings became noticeable to him, he moved on, disposing of the now familiar and perhaps humdrum first effort in favor of the next. So maybe by the time the dreamboat has reached the end of its existence it is several times removed from its creator, who may by then be far, far along down his dream course messing about in boats.

Surely, though, it must happen to him sometime that something makes him recall those long ago times and he wonders to himself, or maybe even to friends and family who understand this thing about homebuilt boats, whatever happened to his *Ting-Ting*.

Our Next Issue...

Will have coverage of the "Blackburn Challenge" that didn't get here in time for this issue, along with Roger Rodibaugh's report on the "Melonseed Summer Solstice Regatta" and some evocative drawings by Scott Baldwin from the "Lake Sebago Sailing Canoe Championships".

Ruth Larkin will tell us of "First Expedition in *Katharsis & Reepicheep*", and Andre DeBardeleben tells his tale of "Pittsburghers in Paradise".

A whole list of project reports is lined up, including Michael Notigan's "Happy With My Whisp", Mac McCarthy's "Strip Building a Kingston Lobster Boat", Jerry Weakley's "Building Pencilbox", and Jim Thayer's "First Canon Craft Canoe".

Mike Briggs brings us some impressive closeup photos of "Tug Watching in Long Beach Harbor" and Peter Noyes describes a friend's tugboat job in "Not Just a Mini-Ship". To complete some awesome scale news, Jim Thayer describes some "Awesome Oarships" from Turkey.

There's a bunch of techniques items anxious to see print too, if room permits. I may have to devote an issue soon to this growing collection of useful info.

On the Cover...

Nord Isaacson included this nice photo of catboats on Long Island Sound with his report in this issue on his catboat cruise in "A Short Offshore Passage".

BOOK REVIEW

San Francisco Bay Shoreline Guide

California State Coastal Conservancy
University of California Press, 1995
192 pps, \$14.95

Review by Derek Van Loan

A pedestrian and bike trail around the perimeter of San Francisco Bay has been in the works for years. As shown by this book, it's still incomplete, though there now exists enough of it to warrant a guide. The *San Francisco Bay Shoreline Guide* is that well thought out guide, and it includes information about natural phenomena, and capsule histories that document the impact of man. According to this book, there are 400 miles of bay shoreline; 175 miles of them are now traversed by public pathways.

A lovely pull-out map of the entire bay, refers to the detailed maps that head chapters, all printed in full color. Map symbols indicate appropriate uses, which include hiking, biking, picnicking, fishing, marinas, and wheelchair access. A very complete reference section in the back of the book lists phone numbers and addresses for anything one might imagine, including public transportation. Free and fee public parking areas are indicated, though actual launching ramp access, for boaters, onto the water is not adequately shown. The "Marina" symbol may or may not indicate boat launching. There are numerous color and black and white photos throughout the book.

My home is a ten minute walk from the bridge in the foreground of the photo on page 168. I walk there daily, through Bothin Marsh often at night. And I bike this path several times a week, too. These days it's a busy place, especially on weekends, with hundreds of bikes and pedestrians passing through each day. I've lived along this pathway for nearly thirty years, and I'm thrilled to see others enjoying what has been part of my life, though, aside from bicycle commuters, it seems that few have made walking and biking an integral part of their lives.

At \$14.95, the *San Francisco Bay Shoreline Guide* is a worthwhile purchase, and, moreover, its authors invite additions and corrections, leading me to expect improved, updated versions as the bay trail grows. One correction should be made to page 179: It's Earl (not Carl) Dunphy Park, and I'd like to see future versions printed on post consumer, recycled paper.

Those fascinated by San Francisco Bay's history, might also enjoy John Haskell Kemble's *San Francisco Bay, A Pictorial Maritime History*. And there are bike maps, and authors such as Margo Paterson Doss, who outline walks in this interesting area. Additionally, Bay area phone books contain much information on local waterfront parks, and I personally recommend the view of Contra Costa's shore from AmTrak.

Although the *San Francisco Shoreline Guide* is primarily a guide to the shore, boaters will find it useful and informative.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw



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

The Third Age

In America they are called "senior citizens". The English term, "old age pensioners", is far less charming and just a little cruel. The French, as might be expected, have a phrase that is both pleasing and precise. In French one speaks of "le troisieme age - the third age."

It may not make much difference what you call them (though I do not like to think of myself as an "old age pensioner") but it certainly does make a difference in how you think of them. The American and the British terms are passive, conjuring visions of the rocking chair or a porch swing. The French term is active: it suggests all sorts of new interests and new endeavors.

The fact is that members of "the third age" make America work. They staff and they run thousands of volunteer agencies. They care for the sick in hospices, they deliver meals on wheels, they provide expertise to small businesses, they fill out tax returns. And they make the sport of boating safer through the Coast Guard Auxiliary.

Of course the Auxiliary is not limited to retirees, but third age citizens have the time to give: Time to study, time to teach, time to do Courtesy Marine Examinations, time to operate their vessels on safety patrols, to stand a radio watch at a Coast Guard station, to assist in the Marine Safety Offices. They bring to this enormous variety of volunteer services a lifetime of experience in every possible kind of job.

One I know was a tugboat engineer, another an accountant, a third a registered nurse, a fourth an automobile salesman. The list is as varied as America itself. Some come to the Auxiliary after a lifetime of boating. Some join because they always

wanted to boat and the Auxiliary provides a never-ending training program.

Today's regular Coast Guard, like all governmental organizations, is experiencing "downsizing" and major budget cuts. Third Age Auxiliarists are talking up the slack, doing work that just a few years ago was done only by the regulars. As examples, Auxiliarists are "verifying" aids to navigation; doing pollution patrols on our rivers, bays and sounds; inspecting commercial fishing vessels. They are making a major contribution to boating safety. Using their lifetime experience and their new Auxiliary training, they are making a significant contribution to the quality of life in America. And they are having a good time doing it.

One member of my usual crew for safety patrols is thirty years younger than I. He has physical strength that I no longer have but, since he works a 45 hour week, he does not have the time to take courses in navigation, search and rescue, communications. Together we are a capable team as a number of mariners in distress can testify.

Chances are that when you see a boat with a uniformed crew wearing orange life jackets cruising the waterways it will be manned by Third Age Auxiliarists. When you take a safe boating course it will be taught by Third Age Auxiliarists. When your vessel receives the "seal of safety" after a Courtesy Marine Examination it will have been issued by a Third Age Auxiliarist. You may not see third agers manning a Coast Guard radios or a computer in a Marine Safety Office or filling in for a sick regular crew member on a patrol boat but they are there, making a contribution to boating safety, using lifetime skills and learning all the while.

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Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

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

BOATBUILDING

Organizations Offering Ongoing Activities

(Call or write for course schedules):

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

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

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

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

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

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

Lowell's Boat Shop, 459 Main St., Amesbury, MA 01913, (508) 388-0162.

North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

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

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

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

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

BOAT SHOWS

9/14-17. Newport International Boat Show, Newport Yachting Center, Newport, RI, (401) 846-1600.

CANOEING

Special Events

10/6-9. Southwestern Canoe Rendezvous, Houston Canoe Club, Houston, TX, (713) 467-8857.

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

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

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

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

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

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

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

Instruction:

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

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

CONTEMPORARY YACHTING

Special Events:

9/8-15. Women's International Keelboat Regatta, Ida Lewis Y.C., (401) 846-1969.

9/15-17. Fleet 8 E/22 Fall Regatta, Sail Newport, (401) 846-1983.

9/16. Hospice Regatta '95, Hospice Care of RI, (401) 727-7070.

9/30-10/1. Manhasset Bay Challenge Cup, N.Y. Y.C., (401) 846-1000.

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

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

Happenings '95

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

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

MARITIME EDUCATION

Organizations Offering Ongoing Activities

(Call or write for curriculum information):

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

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

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

Special Events:

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

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

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

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

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

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.

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

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

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

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

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

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.

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

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

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

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

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

Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.

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

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

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

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

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

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

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

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

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

MODEL BOATING

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

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

ONE DESIGN SAILING

Organizations Offering Ongoing Activities

(Call or write for event schedules):

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

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

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

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

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

ROWING

Special Events:

9/10. Riverfest Raceboat Regatta, Amoskeag Rowing Club, Manchester, NH, (603) 668-2130.

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

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.

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

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

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

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

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

SAFETY EDUCATION

Organizations Offering Ongoing Courses

(Call or write for course schedules):

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

SEA KAYAKING INFORMATION

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

SMALL BOAT MESSABOUTS

Special Events

9/9. Delaware River Messabout, Delaware River Chapter TSCA, Philadelphia, PA. (215) 493-8440.

Mid-September. Lake Monroe Midwest Homebuilt Boat Messabout, Bloomington, IN. Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

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

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

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

Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

TRADITIONAL SMALL CRAFT

Special Events

10/6-8. Mid-Atlantic Small Craft Festival, Chesapeake Bay Maritime Museum, St. Michaels, MD. (410) 745-2916.

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

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

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

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

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318,

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

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

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

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

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

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

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

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

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

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

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

TRADITIONAL YACHTING

Special Events

9/1-3. 16th Annual Classic Yacht Regatta, Museum of Yachting, Newport, RI, (401) 847-1018.

9/17. Governor's Cup, Essex, CT, (203) 767-0153.

9/24. Mayor's Cup, New York, NY, (212) 669-9400.

9/30-10/2. Race Rock Regatta, Stonington, CT, (800) 959-3047.

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

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

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

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

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

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

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

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

WATER TRAILS

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

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

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

WOODEN BOATS

Special events:

9/8-10. 19th Annual Wooden Boat Festival, Wooden Boat Foundation, Port Townsend, WA, (360) 385-3628.

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

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

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

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

The Wooden Boat Foundation, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

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"Consumer Boater" Loses Me

I read, and agree with, your commentary of July 1, 1995, about the closer relationship small boat fanatics have with their environment and with their boats. You lose me, though, with your description of the, "consumer boater", as one who surrounds her/himself with aids such as, "reliable motors", "...exotic navigation gear", as if this would take away from the experience.

It doesn't, really. My auxiliary, a Sabb diesel requiring frequent greasing and oiling, is wonderfully reliable, and I can start it by hand if necessary. I actually prefer my electronic depthfinder to the lead-line, I guess I'm lazy. I don't have radar, but when it becomes available running off a couple of 9 volt batteries (it's only a matter of time), I will get one. I never sail without my compass, not because I always need it to find my way, but as an aid in discovering wind shifts, in tacking, and in judging currents. Why not use it? It's part of my experience of the water, and my boat (a varnished gaff-rigged wood yawl demanding ridiculous maintenance which the rest of the consumer boaters I know would not want to own).

Of course, to do your boating in simple craft, modestly, with low impact on the environment is appealing. And it preserves the environment for others to enjoy, too. But my idea of paradise would include a wonderful, cooperative boatyard that would do all the chores I don't get to during the spring, not charge much, and keep all my motors and electronics humming all summer long. I would do those chores that I like to do (varnishing), they would do those I hate to do (painting). And there would even be time to pursue life's other passions, like conducting relationships with people (messing about with people?).

Roger Cumming New York, NY

To Add to the Charm

Part of the charm of *Messing About in Boats* has always been its eclectic, reader contributed style. Still, there are a few things that always have tantalized me, that I'd like to suggest as the start of a style sheet for contributors (others could add to this). If you like what accumulates, maybe once a year you could reprint the list for those who care to incorporate some of the suggestions.

Where relevant I'd always include:

1. For sailing tales, a photocopy of the chart of the area for it's fun to follow along.
2. With or without a chart, mention what state you were in.
3. Where you've built the boat, include the designer's name and address. Odds are, someone will be intrigued enough by your article to want to build it themselves.

There's a start.

Andy Updegrave, Marblehead, MA.

Lauan Ply Changed for Better

Checking out the 1/4" lauan ply at the local building supply store I noticed it has changed for the better. The two outer skins are close to 1/6th inch thick, usually they are much thinner. I saw no knots or apparent voids. It should be good for small boats, epoxy coated.

Ken Currie, Ft. Wayne, IN.



Your Commentary

Clouds Over the Sun

Who could fail to dream after reading David and Mindy Bolduc's article "Cheating Winter" (July 15 issue) in which they describe their cruise from Florida through the Bahamas and return in a 15' home-built mini-cruiser. Their story has all the elements: Two capable and enterprising young people escaping to the tropics and, at very moderate expense, enjoying a relaxed and interesting three month sojourn through a story book chain of islands in the sun. It certainly stirred my long forgotten fantasies.

Then clouds came over the sun as reality set in. What they did was dangerous. It would be unfortunate if their story influenced your readers to emulate their adventure.

I have long had an interest in the technical aspects of sailing yacht capsize by breaking waves, such as occurred in the recent New Zealand storm in which eight boats were sunk or abandoned. For the past fifteen years since my retirement I have worked on many aspects of the problem, both on my own and with the Coast Guard.

The results of much model testing and the analysis of hundreds of actual capsize events clearly show that small, lightweight, slab sided, narrow beam boats without self righting ability are extremely vulnerable to capsize by steep waves that have moving water in the crest. Such waves can form in the Gulf Stream in a very short time with winds as moderate as 30 to 35 knots. In these conditions a boat such as the Bolduc's can become completely unmanageable and at great risk of capsize.

There is no mention in the article of a life raft or an EPIRB. Modern weather forecasts are good but the situation can change quickly particularly over the Gulf Stream.

Mini-cruisers are wonderful little boats but it is prudent to limit their range to inland waterways and short daytime trips along the coast. The open sea is unpredictable and unforgiving.

My wife says I should not throw cold water on youthful adventure. I hope I am doing the right thing with this letter.

Donald Jordan, Glastonbury, CT.

Sharing Sordid Details

I'd like to thank "Dynamite" Payson for sharing with us the sordid details of his misadventure with (or, more properly, without) his boat trailer. Sadly, I'm reminded of L. Taylor's passage in his savvy little book *Elements Of Seamanship*, to the effect that a reputation for seamanship may take years to earn, but can be lost in only five minutes. Actually, my admiration for Mr. Payson remains undiminished. We now know that he puts his pants on the same way we do, one leg at a time. My habit of long standing, whenever I feel the need for another trailer, is to purchase some road-wear piece of junk for mere peanuts (the owner is ashamed and vulnerable) and resurrect it to a point where it can perform as well, or better, than anything ever sold new. Indeed, one such vehicle outlived three automobiles as it transported our Dovkie, *Pil-Pel*, over thirty-thousand miles. Those were trouble-free miles, punctuated as much by compliments for the wheels underneath as for the venerable vessel herself.

I shouldn't admit this, but you'd be surprised how many miles you can go before realizing that the hitch (to say nothing of other elements) wasn't screwed on tight. One need only design-in sufficient positive tongue-weight. Providentially, the hitch was stout cast-steel which emitted a "CLANK" when I hit the air, as if to say, "I'm loose, you idiot!"

Actually, one's chances of meeting one's eternal reward due to a stray bullet vastly outnumber those from failing to yield to a freebooting boat trailer. And should said boat trailer belong to a small boat celebrity of "Dynamite's" dimensions; well, just think about the potential in posthumous book and TV contracts. Hey! Next time he hits the road, let me know! We should be so lucky!

"Moby Nick" Scheuer Freeport, IL.

Editor Comments: This is the last on the Dynamite trailer incident, all relevant viewpoints have now been presented.

More on Sun Protection

Sam Overman's *Dressing for Messing About in the Sun* in a recent issue was excellent. Humbly submitted, here are three additional bits of suggested skin care:

- (1) Sun Block Bullfrog 36, recommended to me, a balding red-headed Swede, by a skin specialist.
- (2) Vinegar as clean-up when using epoxy.
- (3) Furacin or Neosporin under a band-aid on minor scratches eliminates infection and, for me, accelerates healing.

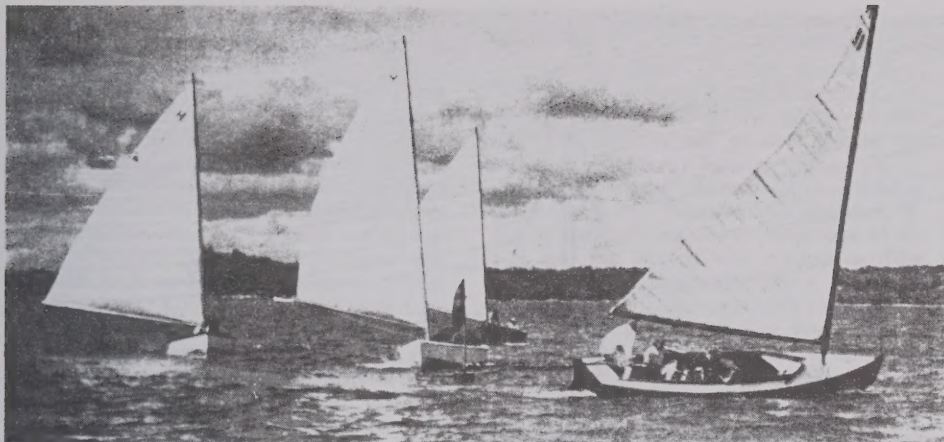
My wife says you can shift the "balding" to past tense.

John A. Hawkinson, M.D. Easton, MD

Great Summer at Maine Watercraft Museum

We're having a great summer just messing about in boats here and greeting all the lovers of great old boats who are visiting us. We have received a lot of encouragement and support. Many have mentioned reading about us in *Messing About in Boats*.

John Shelley, Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861.



That Massachusetts Bay Hustler

Wendy and I are able to contribute a bit more information on the history of the "Massachusetts Bay Hustler" that Tom Doane mentioned in the January 1st issue.

The racing photo shows some "Hustlers" from the Mt. Desert Yacht Club of Somesville racing in the early '50's. Skipping *Little Lulu* (#3 center), about to barge around the mark in second place, is most likely Wendy, who swears to this day that she had an overlap on Farnum Butler's *Rose Red* (#1 at left). Such tactics helped Wendy (first at age 15) grab the silver mint julep cups now in our corner

cupboard for leading the eighteen boat fleet in 1948 and 1950.

The other photo I took of Wendy at *Little Lulu's* helm during a late summer courtship visit. That year the "Hustlers" were towed down Somes Sound for the Northeast Harbor Hayward Cup, a handicapped event with staggered starts, which *Little Lulu* won. As crew, my job was to raise the centerboard smartly on the downwind leg to the finish and to pray we held our lead over James Ducey's International One Design boiling up astern with bulging spinnaker. We did, and subsequently the handicapping was changed,



not in the "Hustler's" favor.

Like other endangered species, the fleet dwindled in the late '50's and early '60's and racing ended, as did the post-race teas at the Somes House. The world changed and the birds of summer got jobs instead.

Bill Sayres, Readfield, ME.

Editor Comments: Bill's letter was received on February 13th according to the date stamp, and got filed in the wrong folder, hence so long to resurface on recent re-organizing of said folder's contents.

Why I So Enjoy This World of Small Boats

I wrote the following for a ministers' journal and my church newsletter and dropped a copy to Bernie Wolfard. He printed it in his *Common Sense News* and I have the note that Greg Shaddock of Minneapolis sent to you suggesting this might stimulate a readers' discussion on your pages of the why's and wherefore's of building small boats.

My comments reflect on boatbuilding and ministry, but I think they might give people an opportunity to reflect on building boats in the context of their own lives. I'd be willing to coordinate reader responses, they can write directly to me at RD 1 Box 590, Manchester, ME 04351 and I'll get them back to you.

"I build boats. Nothing big or pretentious, mind you, just simple, modest craft that require, at most, three or four sheets of plywood and some space in the cellar. It is satisfying; they float, they sail, they astonish (in a certain modest fashion) and they amuse.

I enjoy a spot of carpentry at the end of the day, and I spend more time building than I actually spend on the water. But I spend even more time dreaming than I do building. Oh, the world has so many boats, so little time! I take a number of magazines full of designs and stories for back yard builders like me, full of building tips, boats that might work, trips on local waterways or safety reminders. *Messing About In Boats* is one of the funkier magazines, and that about sums it up.

I wondered, not long ago, about why it is I so enjoy this world of small boats and boatbuilding. I understand why I appreciate the carpentry, I've always enjoyed having a wood project underway. But what of the articles full of boats I'll never sail and designs I'll never build, offbeat loca-

tions I'll never visit and building shortcuts for projects I'm not working on?

The answer came to me pretty quickly, for on reflection it was apparent to me that this was a world with few human or intractable problems. The tone is always light and optimistic, failure is reported ruefully and consists of some harebrained plan that does not quite work. The limits here are the limits of plywood and the constraints of weather. There are no stories here of tragic illness, no lost jobs, no wayward children. In the world of small boats, heartbreak is a project falling off a trailer or a paint job that will not dry. There are no reports here of painful divorces or difficult discussions by a hospital bed. In the world of small boats, human frailty is forgetting a tool or dropping it overboard, and nobody asks what a boat means!

I just love this dreamy world, full of hardware and tools and wood, where every new design is the best thing that has ever come along, despite the fact that it is a re-

working of the basic form of wood shaped to move through water, a form as old as human history. Something old made new, that's the definition of recreation, isn't it? And messing about in boats and in the small boat world, for me, is worthwhile recreation!

The irony, of course, which is not lost on me, is that I choose the church for just those elements overlooked in that other world. I choose the church because of the opportunity to engage with questions of meaning, I choose the church because here we covenant to care for one another and are called to pay attention in times of trial and tribulation. Here we make a place for human strength and human frailty. The ministry, another ancient form, is not really what you would call recreation, but it is certainly about renewal. It's worthwhile work."

Calvin O. Dame, Minister, Unitarian Universalist Community Church, Augusta, ME.

AS-29 or AS-39 Info Wanted

I am looking for information from anyone who has built or sailed on the Phil Bolger designed AS-29 or AS-39 Advanced Sharpie. I am currently thinking of building one and would like to discuss pros and cons before jumping in.

Jay Neff, 8396 Luce St., Alanson, MI 49706, (616) 348-6971.

Safety Cannot Be Overemphasized

I am sorry to report that I am benched for the summer from falling off the *Samuel Clyde* while washing it on the trailer. My knee hit the trailer as I passed by at the speed of light. Soap, water and no trousers let me slip off just like a harbor seal rolling off a rock.

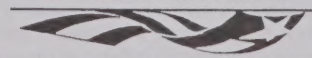
Knee surgery has reconnected my kneecap to my lower leg ligaments again and I am now rehabbing. Should be off the stix around Labor Day, and with a lot of work I can ski this winter.

Your commentary regarding the danger that some of us small boat folks expose ourselves to cannot not be overemphasized.

Joseph Spalding, Skaneateles, NY.

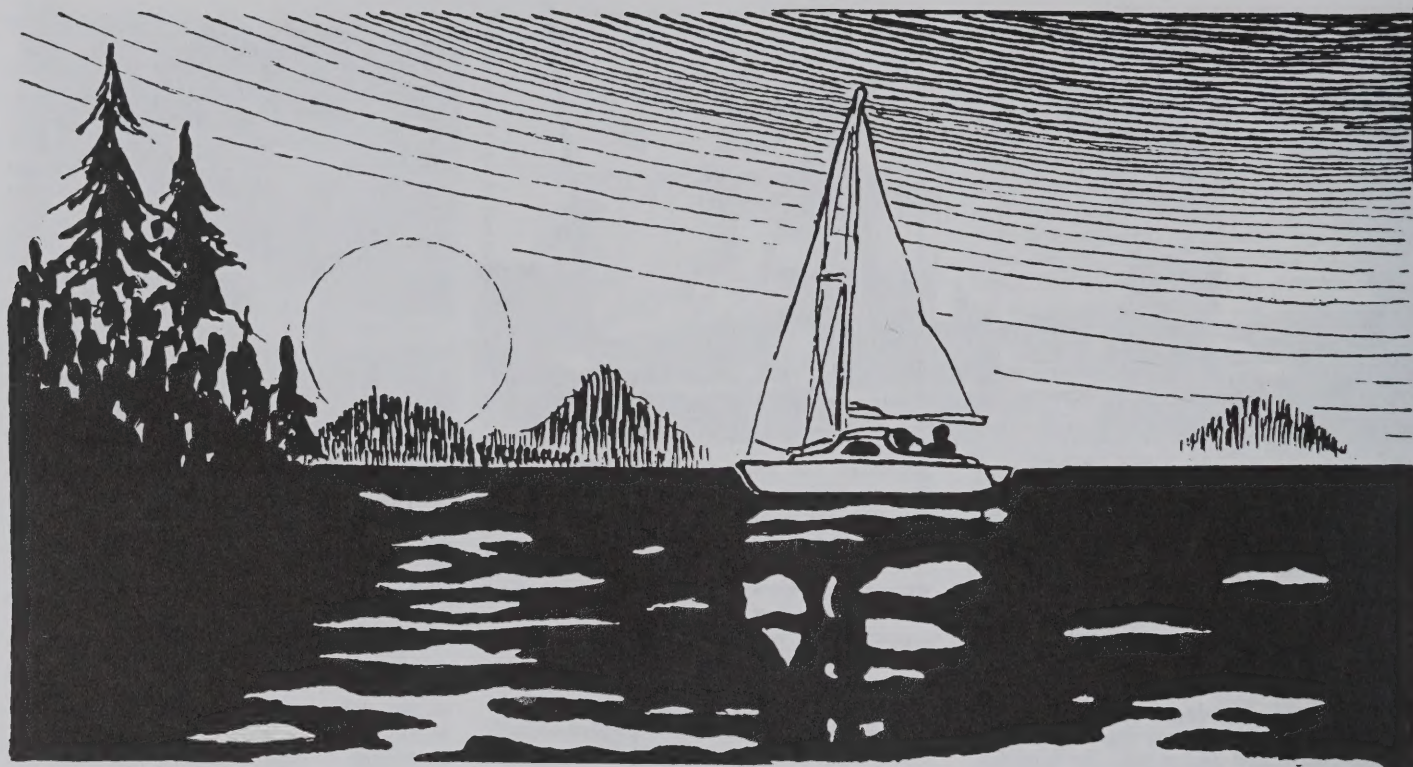
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One evening I stood alone on a deserted beach just as the setting sun was ending a warm autumn afternoon. It was an hour of the day that always breeds nostalgia.

I had been solo cruising for two weeks, anchoring in places on the British Columbia coast where nobody else joined me in my solitude. Perhaps it was a touch of loneliness that amplified my reminiscent mood as the first twilight settled in.

The tall beach-grasses rattled drily as I pushed my way through them to the sand. On the beach I looked back toward my little shoal-draft cruiser *Galadriel* where she lay quietly in a shallow pool among the dunes. The boat swam in shadows but her mast above the spreaders still caught a reddish glow of dying sunlight. I stopped a moment to admire that fine wooden mast. I had fashioned it with my own hands, from clear spruce, a quarter century earlier when I was building the boat.

The sky was darkening and the air cooling as I began my walk along the shore. Before it was over my brief evening stroll would present me with an unexpected archaeological experience.

Skeletons on the Shore:

The sand lay blue and grey in the deepening twilight, its randomly arranged patterns of driftwood creating a kind of natural Zen garden. From time to time I picked things up. I turned over a squared block of cedar. A perfect moonsnail shell ended up in my pocket. At the water's edge a coil of rather nice braided terylene line presented itself.

Then, among a patch of boulders, something bigger lay half buried in the sand. Lifting its corner I saw that it was the broken fragment of a plywood hull, an oak framed transom to which a pleasingly shaped mahogany knee remained attached.

In the hot sunshine of a summer day I might have passed this relic without a second thought. My lonely evening mood, however, made me pause. The neatly sawn

Remembering the Homebuilts

By Philip Teece

frames, the carefully fitted plywood gussets, the smoothed curves of the transom knee. How lovingly some amateur craftsman of perhaps thirty years ago had labored over these details of construction.

While she was slowly taking shape in some garage of the 1960's the little vessel was her builder's dream ship. And now, a few decades later, all that remained of her was this poignant little deposit of plywood and fragmentary timbers on a sunset-darkened beach.

Since that day I have found myself permanently sensitized to these skeletal remains that one discovers along the shore. Now I see them during every cruise: a curved hatchcover nestling among boulders, a bit of glass-sheathed decking still attached to laminated beams half engulfed in the tall grasses of the foreshore. I once pulled a superbly fashioned oak stem from under a mound of kelp. Its tight-fitting scarfed joints with their softwood stopwater plugs must once have been cause of pride for some backyard craftsman.

Last winter, while walking along the beaches of a small island near my home, I stumbled on a fragment that stirred an especially sharp emotion. A partial bow-section that lay shattered among the rocks seemed familiar. As I inspected the white-painted plywood with its chipped remains of a blue trim line, I recognized this wreck. It had once been *Mock Turtle*, a fine little trimaran that I had known and admired many years ago. The splintered bit of keelson, stem and forefoot planking were all that was left of her now.

The Backyard Builder's Era:

Beach wreckage always strikes a nostalgic chord in me. My twinge of sadness

is not only for the individual small craft (each one somebody's dream) now lost and gone; it is also for the exciting era that once gave birth to these boats.

In our own day and age we have become acclimatized to mass produced, look-alike craft of molded glass. I think we have largely forgotten what the boating scene of the 1950's and 1960's were like, the glorious heyday of the do-it-yourself movement.

In the sailing magazines of the period, designs for backyard builders abounded. Every neighborhood had garages in which dinghies, dories and small cruising sloops were slowly taking shape in the hands of enthusiastic dreamers. Although most of the plans called for simple plywood construction, many of them were proper seagoing vessels, and some at least were aesthetically quite elegant.

It was this homebuilding era that spawned, for instance, the original large fleets of wooden Thunderbirds, there were Coraires and Silhouettes, Pelicans and Snipes everywhere. Even the venerable Seabird plans were still inspiring new homebuilt incarnations of that nifty little cruising yawl.

How thrilling it was when a stroll along the wharves of any marina revealed neatly built little amateur ships from the designs we had studied in recent magazines. On any Sunday afternoon the sea was dotted with fleets of these smartly painted, varnish-trimmed craft, each sailed by the man or woman whose own hands had created her.

I often wonder how much real emotion can be attached to the quickly purchased, mass-production boats that lie in rows, indistinguishable from each other, in the marinas of the 1990's. By contrast, what an intensity of dreaming went into the unique (sometimes rather quirky) individuality of each of those homebuilt boats!

Yet as I prodded the splintered remains in the sand with the toe of my

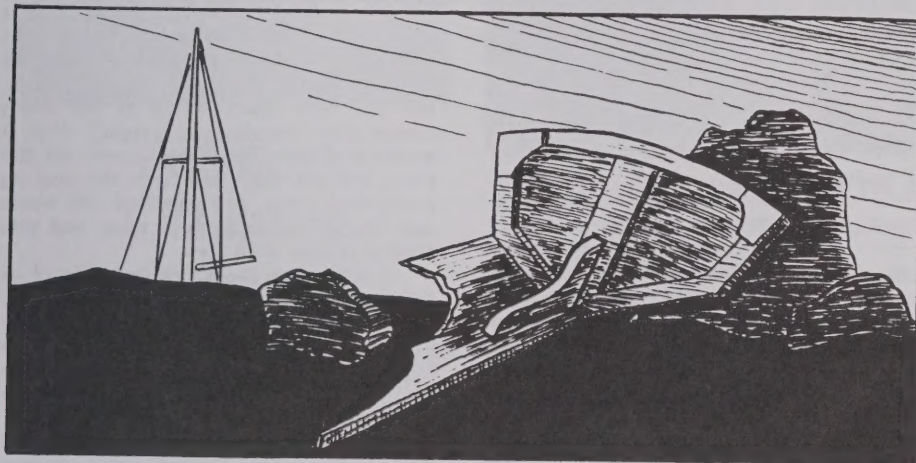
seaboot, I recalled a fragment from one of the lost poems of Sappho. In a lone surviving line from a lyric of the seventh century B.C. she had uttered a cryptic warning: "Beware of turning over the flotsam on the seashore."

I ignored her caution, and the consequences were immediately clear. The sawn frames that I held in my hands and the lovingly finished curves of the old mahogany knee delivered a message that perhaps I did not wish to hear. Forcefully they reminded me of a truth: *Galadriel* and I both had evolved in the same golden past from which this wreckage had survived. Like this old boat (and the many others that had found their eventual dissolution) my be-

loved little gunkholler would someday pass beyond her time, as would her builder.

During those years of the amateur building craze we had great fun in our garden boatsheds. It was memories of that time that flooded me while I walked the sunset beach of my opening paragraph.

That evening when I cast an admiring glance over my shoulder at *Galadriel*, lying in the shallows, I was conscious of the fact that she herself was a survivor from the era of the homebuilts. There she swam in the gathering darkness, still in beautiful shape, still giving me joy and evoking memories of the decades since that long past day on which I launched her.



BOOK REVIEW

A Dream of Islands

By Philip Teece

Orca Book Publishers, P.O. Box 5626, Stn. B, Victoria, BC V8R 6S4, Canada.

Right off from its cover watercolor illustration of "Cobweb Island" on a misty morning off the British Columbia coast, Philip Teece's little book announces itself as something of a dream book, a visionary experience for anyone who harbors dreams of, as he says early on in the book, "a humbler fantasy of a very small craft, driven by a modest scrap of canvas, drawing only a foot or two of water, on which I might drift into the magical labyrinth of islands that swarmed in tree-clad myriads along the British Columbia coast."

He goes on to add, "What would I find amongst those islands? To me it seemed that whatever secret they might hold would be something beyond a simple unravelling of their geography."

Philip goes on over the next 140 plus pages in a series of vignettes to chronicle his twenty year odyssey exploring these islands, all within 100 miles or so of his home, in the boat he built himself as a young newlywed living a temporary idyll in a remote island home. While the real world soon put an end to that home-steady dream, the one of exploring the islands in the boat he built himself endured, and still goes on.

Philip also is an illustrator of considerable talent and his drawings enhance the appeal of this very non-commercial book. I read the entire book in one sitting, I was

so caught up in it. He tells of twenty years of modest adventures, the sort accessible to ordinary people with everyday skills in boat handling and navigation. While a few of the early frights are described, the bulk of the narrative concerns itself with his undimmed fascination with exploring every nook and cranny of his home waters.

Philip's home waters do happen to be unusually attractive, for islands abound, and winds and currents are significant challenges, but the area is protected from the full sweep of the Pacific Ocean winds and swells. Just about any of the islands are open to exploration, camping, and adventuring, few signs of civilization exist, even but a few miles from bustling Vancouver.

His twenty years of such adventuring, all in the same boat, the one he built himself, sum up the reality that one need not head for the open sea to find excitement and adventure afloat.



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Realizing that we are sailors onboard a Nimble 24 Yawl, you may ask, "What would sailboat people be doing on the Erie Canal? You can't sail on a canal."

Correct, but we do have a "mule". No, her name is not *Sal* as in the old Erie Canal song, our mule is a Honda 8 4 cycle. We keep her on board just in case the wind dies down at supper time or if we need our anchor line wound up quickly.

Our plans included leaving our home port, Sampson State Park on Seneca Lake, and using the Cayuga/Seneca canal system to connect with the Erie, heading west. Our western destination was the town of Fairport, just south and east of Rochester where we were to meet some family. Our

On the Erie Canal

By Ruth Ellen Pearsall

friends, Jim and Nancy Harvey accompanied us with their Precision 23 *Brigadoon*.

After taking down our mast, we motored up the lake and entered the Cayuga/Seneca canal where traffic was quite heavy until we got past the marinas fringing the lake. Pretty cottages dotted the water front, and traveling was easy. Upon reaching the town docks at Seneca Falls, we tied up for our first night.

Seneca Falls is a fascinating town. The town docks are situated within walking distance of restaurants and shops, and offer good tie up space, electric and water for free! Impressive! At Seneca Falls is the National Historic site of the first meeting for Women's Rights with an outdoor exhibit and an indoor museum.

While docked at a small town like this along the canal system, it's a good time to buy gas. If you buy gas at the marinas along the canal, which many people have to, the prices rise steadily according to availability. However if you can walk with a gas can into town, the gas is available at motor vehicle prices.

I should probably add at this point that gas was not always readily available along the canal. For power boaters who carry 40 gallons or more in their tanks, this probably causes little concern, but for

small boats with outboard engines like our own, four gallons does not go a long way. We bring one extra gas can with us to carry into town for gas.

This trip brought us a new experience in boating for we had never gone through a lock before. How can I prepare someone for this experience without turning them away from canal travel? First, wear old rough gloves. I did not. The ropes and cables that one needs to keep a good solid hold on are slimy. Ever hear that song about *Great Green Gobs of Greasy Grimy Gopher Guts*? Well, that is what came to my mind as I bravely grabbed the rope hanging down the side of the first lock we came to.

We started at the top. Going from a high level to a low level in a lock seems to be easier. Grab onto the ropes, fend for your life against the green and slimy side, and the boat slides down as the water rushes out. Sounds easy, right? Well it wasn't too bad. The slime comes off the ropes and the walls and turns the boat an interesting color, the smell of old water and "things" assaults your nose, and you hope it is over with soon.

Locking up from the lower level to the higher level was a little more difficult. After entering the lock and grabbing the greasy, grimy, slippery slimey rope, you hold on for dear life, fend for the boat's life, and the water rushes in all around you sending the boat a rockin' and a rollin'. The best part about locking up is that when you reach the top you come out into fresh air and sunshine after being down in the dark wet bottom of the lock.

We went through the locks with relative ease, but using a radio and monitoring Channel 13 to call ahead can be a time saver. By contacting the Lockmaster prior to arrival the lock can be prepared for you, and waiting is cut to a minimum. Each Lockmaster was willing to call ahead to the next lock for us, offering another option for boats without radios on board.

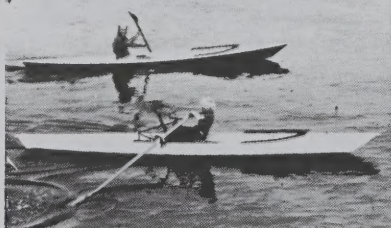
We saw plenty of wildlife along the canals. Through the Montezuma wildlife refuge we encountered many great blue herons, egrets, sandpipers, swallows, turtles, ducks, and geese. Some other "wildlife" we met along the canals came in the form of "party boats" full of noisy, happy people.

The town dock at Fairport was one of the loveliest we encountered along the canal system. The tie ups were on both sides of the canal with electricity and water available on the south side for \$5 a night and just the tie up on the north side for \$2 a night. The town itself had nice shops and restaurants within easy walking distance.

If you are considering a trip of this nature along the many waters of the New York State canal system, you will find it both enjoyable and educational too, as many of the Lockmasters were happy to give us information regarding the construction and history of the canals. The biggest expense of our trip was the \$50 seasonal fee pass we purchased to use the locks. The pass allows you to go through the entire canal system rather than paying \$10 per day.

The trip was quiet, interesting, and low key. The speed limit in the canal is only 10mph and lower in some areas. You won't want to forget your camera.

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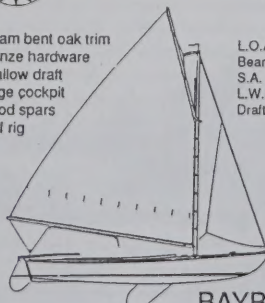
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A Short Offshore Passage

By Nord S. Isacson

We purchased a catboat in the fall for the main purpose of getting the family out onto the water. With three daughters, ages six, three and two, my wife wanted something that was stable. She also wanted a boat that I could sail myself, so that she could tend to the children if need be. So we bought an eighteen foot catboat from Marshall Marine which the manufacturer described as a family daysailer with the potential for short offshore passages. My wife and I are both experienced "Sunfish" sailors, so daysailing was the expected part, but the idea of a "short offshore passage" was intriguing.

Most of the winter was spent planning for the short offshore passage we hoped to take. Since we live on the north shore of Long Island Sound in Branford, CT, the place which seemed most fascinating was an island just off the east end of Long Island called Shelter Island. So, we bought some charts and a GPS unit, a tarp and poles for a boom tent, boards and cushions for a cockpit bed, a radar reflector, flares, a stove and pot, an anchor and rode, a sun shower and a flag; all the assorted odds and ends which make for an enjoyable cruise.

On a Saturday morning, we motored out of Branford harbor at 8am and put up the sail. Unfortunately, there was no wind. After bobbing around with the sail flapping for ten to fifteen minutes we lowered the sail, put the outboard back in the water and motored off.

The interesting thing we learned about sailing this vacation was that it doesn't really matter where you want to go. What really matters is where you are able to go based on what the wind is doing at that particular moment. When I discussed this point with a friend after the trip he felt that this idea was most disconcerting, but that is the case. We motored to the point where we felt a light breeze on our cheeks, and then put up the sail again. A rain squall brought in a better breeze, and we were off on our trip.

Going through Plum Gut, which we had been warned was a terribly treacherous passage of water, we saw a shark's fin. The terribly treacherous piece of water, however, seemed to be somewhat overrated at least when we went through it. It was amusing to see the other sailboats attempting to negotiate the passage against the current. But, with patience, we all made it through to Gardiner's Bay.

Since it was getting late, our options soon became limited. So, we took the reef out of the sail to get more power, and beat our way upwind to Coecle's harbor while my wife fed the kids crackers.

Anchoring was a new experience, so I decided to use the new anchor for better security through the night. However, as we were about to bed down, a ninety degree wind shift put our bow on the beach. With our motor backing us off the beach, we headed across the harbor to a tidal marsh on the lee shore. We woke up the next morning to the sound of ospreys feeding their young as the sun peeked over the trees. It was a wonderful experience.

The morning light seemed to characteristically wash away the bad experiences of the night before. We lay low for most of that day under the boom tent, and then motored across the harbor to Ram's Head Inn where we had reservations for the next five nights.

We day sailed in the area for the next four days to the beaches, an abandoned lighthouse, and the town of Sag Harbor. The advantages of sailing with a center-board boat became apparent as we bumped into a rock, and scraped across various sandbars. We became so familiar with the procedure that once I simply raised the board and forgot to change course rather than doing the obvious thing of heading for deeper waters.

We circumnavigated the island one day which really was quite an accomplishment after realizing that three inches on a chart is quite a long ways to go on water.

After five nights of good meals, clean sheets, and showers at the Inn, we headed for home. The most exhilarating thing about the sail home was being in a good wind with fair waves while not being able to see land in any direction; simply plunging along with an eye on the compass. It

says something about faith to proceed on a course based on things that we cannot see and can only partially understand. It is a thrilling experience.

We met some very nice people that night at a Catboat Association rendezvous, and even took second place in the race the next day. Everyone seemed very caught up in the ambiance of being on the water together in beautiful boats playing in the summer sun.

After a cookout, we headed for home that night, but only got part way there upon discovering that my two year old's dropping of the GPS unit on the cockpit floor had caused it to fail. She felt that she had done something wrong after seeing my stern look when it fell, but it wasn't until then that we realized that it was broken. We put into shore, and dropped the hook.

After another night's sleep in the boat we got back to Branford on the following day. Eight days on the water and our "short offshore passage" had been accomplished. We are looking forward to another cruise further east on the Sound, but for now it is good to have solid land under our feet again.



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.

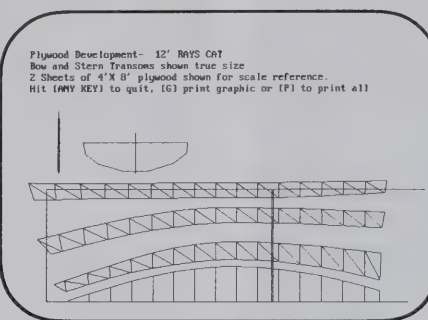
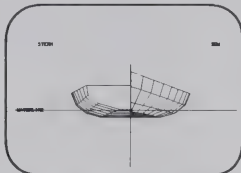
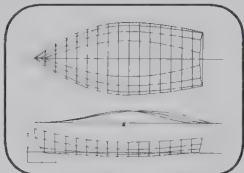
Graphics show all views, top, side, end view sections. Make changes and get instant design modification, displacement, Prismatic coefficient. Your design is heeled and righting forces are calculated and the displaced areas are shown. The shape of the wetted area is shown in plan view. A water flow path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

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.



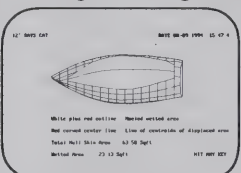
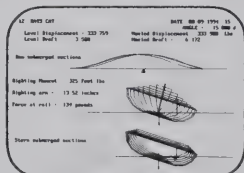
Layout your design in side view, top view and sections. Make changes and get instant design modification, displacement, Prismatic coefficient. Your design is heeled and righting forces are calculated and the displaced areas are shown. The shape of the wetted area is shown in plan view. A water flow path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

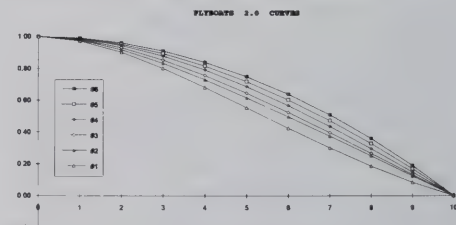
HP Laser or Ink Jet graphics printing is available in four sizes. The program also supports Epson or IBM Proprinter dot matrix printers.

A simple calculator is provided on screen.

CURVES:

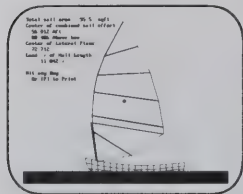
This software uses the curve shapes from draftsman's splines. Six equations for bent wooden splines are derived as bent beams and these are modified by the length and width dimensions input by the designer. The curves generated are always fair and sweet. Since these are the natural bending curves for 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.

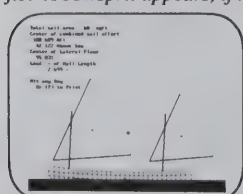


ADVANTAGES OF THIS METHOD:

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:

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

Cedar Key Cruising in My MacGregor 26

By Martin Stevens

(Being a true account in which our narrator attends the 11th annual Cedar Key gathering, then voyages north to explore Florida's Big Bend, together with thoughts on the MacGregor 26 sailboat used as low budget bare-bones cruiser).

I was fortunate on this, my 6th or 7th visit to Cedar Key (CK) to have two weeks of free time instead of my usual long weekend to enjoy and explore the area. It was great to have a little mental health rejuvenation break away from family and friends in the North Carolina mountains and the rigors of building a strawbale eco-house there (but that's another interesting story).

The MacGregor pulls fairly easily behind my elderly diesel GMC Suburban. Being water ballasted, the hull weighs less than 2000lbs. I reached my destination at sunrise after driving through Tuesday afternoon and night with a few hours sacked out in the V-berth at the Florida state line rest area.

Although I've done it several times now, it was a fresh and uplifting experience to emerge from seemingly endless miles of straight tree-lined road into the broad, marshy expanse of the CK back bay at sunrise with birds flying across rose-tinted clouds and hazy, indistinct islands beyond. Then across the causeway, find a place to park, and stagger bleary eyed into Cook's Cafe for a caffeine jolt and restorative salsa omelette.

After catching up with Mike and Cindy Leiner at the Island Place and doing a couple of maintenance chores on the boat, I launched into the small boat basin. I don't use the outside ramp having had bad experiences in the past with waves and boat wakes, not to mention picking up a large pressure-treated splinter under my thumbnail from one of the dock pilings. Ouch. My strategy now is to launch with the mast down, motor out under the low bridge and over to the lee of Atsena Otie key, then raise the mast afloat.

The lack of good dockage at CK necessitates having a tender of some kind in anything bigger than a daysailer. In the past I've had my Whisp skiff, which is a wonderful pulling boat, but cumbersome to tow around. For this trip I contemplated getting a cheap inflatable, but was hesitant thinking about all those sharp oyster beds. Instead I bought a damaged 9' sit-on-top rotomolded kayak cheap that had sustained a good-sized crack by being dropped on a picnic table. I effected an ugly but watertight repair using a heatgun and now have a durable tender that can ride on the diminutive foredeck of the 26 while underway, then be easily plopped into the water for shore-visiting and exploring.

As Hugh Horton observed later in the weekend, I've gone totally "plastorama". Part of my being agrees with Herreshoff, calling fiberglass "frozen snot" and my soul is refreshed by Egyptian cotton sails



and bright finished wood, but on the practical level I've only got X-many free days a year and I'd rather be spending them with wind and spray in my face out on the water than inhaling paint and varnish fumes and sanding dust. I get enough of that in my work. So, at least for now, I'm sailing and paddling strictly functional plastic craft while enjoying other peoples' wooden boats from afar and occasionally up close.

I spent a day cruising around the various local keys; Snake, Nod, Seahorse and Atsena Otie, each with its own unique shape and features. Snake with its white sandspit beach and serpentine hightide channel into its tranquil inner pool, perfect for kayak and canoe bird watching (take bug goop). Bigger North and Seahorse keys with their wonderful variety of birds: Osprey, ibis, pelican, frigate birds and on and on. Atsena Otie with its labyrinthine channel right though the island. Hugh manages to sail this in his "Osprey" decked canoe when wind and current are right.

After reacquainting myself with these old and pleasant haunts I decided to go further afield and sail the 20 or so miles to the Suwannee River, thereby also having a chance to try out my new Garmin 45 GPS aboard *Huracan* (the name comes from time I spent in Guatemala and is the old Quiche Maya sacred word for "Heart of the Universe", also ethnologically connected to that precolombian Caribbean word for a very strong wind that we all know and fear).

How amazing to punch chart coordinates into a little box, then watch an LCD display of a shifting road telling one to go left or right to stay on course, also compass heading, time and distance to destination and present speed over the ground, all for less than \$400. Finally a worthwhile technological system from the Pentagon that even us alternative boating types can use and afford.

It was great to have the outermost daymark of the Suwannee River entrance channel materialize on the horizon smack on the bow. Some people are calling GPS

the "next utility" and predict it will eventually be taken away from the military and put under civilian control. As of now the system can be turned off any time for national security reasons, which is not so hot if you are, say, trying to land an airliner in foul weather.

The system is not fully functional yet with not all satellites in place, and indeed several times on my two week trip the screen lost its functions for up to 30 minutes and displayed "poor GPS coverage". While out of sight of land I learned to anticipate this eventuality by keeping a running log of bearing and position should the need arise to have to go back to good old dead reckoning.

The reed lined tranquil mouth of the Suwannee is another of my favorite places to sail, anchor and hang out, but the southern entrance channel seemed more silted up than on previous visits. Not something I'd attempt in a fixed-draft vessel of 2-1/2'.

After a peaceful sleep amid the reeds and soothing night noises, back to CK to meet up with Hugh down from Michigan with friends Ron and Alan. Next day we took a trip in *Huracan* with *Osprey* and plastic kayak in tow about 5nm offshore to the "reef" off Seahorse Key. Actually what would be called in the Bahamas a "sand bore"; just shallow water over sand with a few hermit crabs and quite a swift current. Good visibility though, quite different from the tea-colored water inshore.

We snorkeled awhile then headed back in to the protected east side of Seahorse where I got to try paddling the elegant *Osprey* close in towards the restricted access shore to view its winged namesakes among a host of other birds flying low over the water, soaring high overhead or roosting in the trees.

Later, back in CK at sunset, I had a chance to sail her with lightweight carbon-reinforced spars and Dabbler sail, a subtly different way to travel, facing forward right at water level, feeling each puff and changing wind direction, exqui-

site.

Following a pleasant weekend spent greeting some new faces, reacquainting with familiar ones, enjoying the visual feast of a variety of small craft, folding and fixed kayaks, canoes, a beautiful double-ended pulling boat, a Windhorse, two Dracombe yawls, a Bay Hen, a mini Friendship sloop, a Sea Pearl 21 trimaran and Mike Leiner's Sanibel 17, all set against a background of wheeling birds and unspoiled keys, I headed out on Monday morning on a NW course for Apalachicola Bay.

My initial idea had been to go south, maybe as far as Sanibel Island, but after talking with some knowledgeable Cedar Keyans I decided to explore the more wild and undeveloped Big Bend area to the north.

The Garmin said I had 105nm to go. I had a good day of sailing with a steady 15kt wind on the quarter, sunshine from a hazy sky and the occasional visiting porpoise, while the miles clicked off at a steady 5-6 per hour.

Being a carpenter/cabinet-maker/ex-boat chippy, I've made various wooden modifications to the MacGregor, mostly in the cabin, but on the transom I've mounted a small teak swim platform with swing-down ladder, which makes boarding from the water or when on the trailer much easier and safer. Together with a grab handle, I've built in a mast-step for a mizzen and boomkin (actually the rig from my Whip skiff), making mine probably the only MacGregor yawl in existence.

From sailing my previous boat, *Emerald*, a Bolger Micro (on the cover a couple years back), I learned to appreciate the fine qualities of a mizzen for sail raising, self-steering, anchoring and off the wind power. My setup on Huracan is more light-duty than on the Micro and I use it only in winds up to about 15kts. Upwind it doesn't do much except look pretty and distinctive, but off the wind I can feel it helping push us along and going dead downwind I often dowse the

fussy, flapping jib in favor of the sedate mizzen.

Sunset, moonrise, dinner. I've barely touched the tiller since leaving CK. The Autohelm has taken over that chore. Ah, freedom from the tyranny of the tiller. Diminishing winds, moonlight, starlight. Flat calm, we motor for a bit juicing our batteries (I've added a second one in the lazarette mainly for the Autohelm) in the process. Tired of listening to the stinkpot I cut it off and drift with only the jib hanging limp. Stargazing, drifting, relaxing, zzzzz. I awake several hours later to hear water chuckling under the bow. The jib is drawing, Autohelm still has us on course. Raise the sails, we're on our way.

What follows is one of the most magical nights I've spent with only myself as company. In a building wind many porpoise, perhaps 20 or 30, are all around the boat doing their porpoise thing; cavorting, rolling, diving, playing, leaping. Meanwhile the water has turned phosphorescent in the moonlight, turning our wake into a glittering track and porpoise bodies into gleaming projectiles visible even when they dive deep in the clear water beneath us.

I'm wide awake now, not knowing which way to look, leaning over first one side then the other, talking to them like an idiot. I keep thinking they will all swim away in a moment and that I should be savoring the moment, but it all goes on and on. Gradually I'm able to identify different individuals. Some have spots and markings, others have dorsal fins damaged in differing ways. There are several babies and half-grown ones.

One image remains etched in my mind: Four of them perfectly choreographed sliding down a wave off our port quarter, foam and bodies glistening. It's a visionary artist's ultimate aquatic fantasy. Unfortunately I'm not a painter, but the inner picture remains as treasured private mental photosequence.

Dawn arrives, the scene dissipates. Skies cloud, wind grows. I see a couple of

shrimpers and hear them talking pounds taken and domestic chat over the VHF. Wind is dead astern 15 gusting 25 as I make my landfall under mainsail only at Government Cut, the fairly narrow channel through St George's Island, the barrier that shields Apalachicola Bay. Seas build as the water depth shelves, till by the time I'm at the entrance to the cut we're bucking like a bronco, rip-rap rocks looking awfully close on either hand.

The Autohelm can't keep up with our wild gyrations and I'm white-knuckling the tiller. Should have reefed the main. Too late baby now. Eek, the motor head's almost getting dunked, hang on, must be an outgoing tide; then bam, we're through into calm water. What a contrast; sun's out, fishermen sitting on the inner rocks, birds overhead. A big sport fishing boat heads out the channel, takes a look at the waves and turns around waving as he goes back by me.

Across the bay to Apalachicola by mid-afternoon. Into the municipal marina where I manage to bust my bow light coming alongside a concrete wharf. Must be a bit punchy and uncoordinated after the all-nighter and morning's excitement. How do those OSTAR racers do it day after day?

Chat with Montgomery 17 owners loading after weekend trip. Glean some local knowledge. Wander around a bit then decide to take a nap. Unfortunately this coincides with the start of little league game in adjacent ballfield, also the arrival of heavy bass music car cruisers. I'm right next door to their after work hang-out spot. I head out and find a semi-quiet anchorage in a creek beyond the commercial fishing boats.

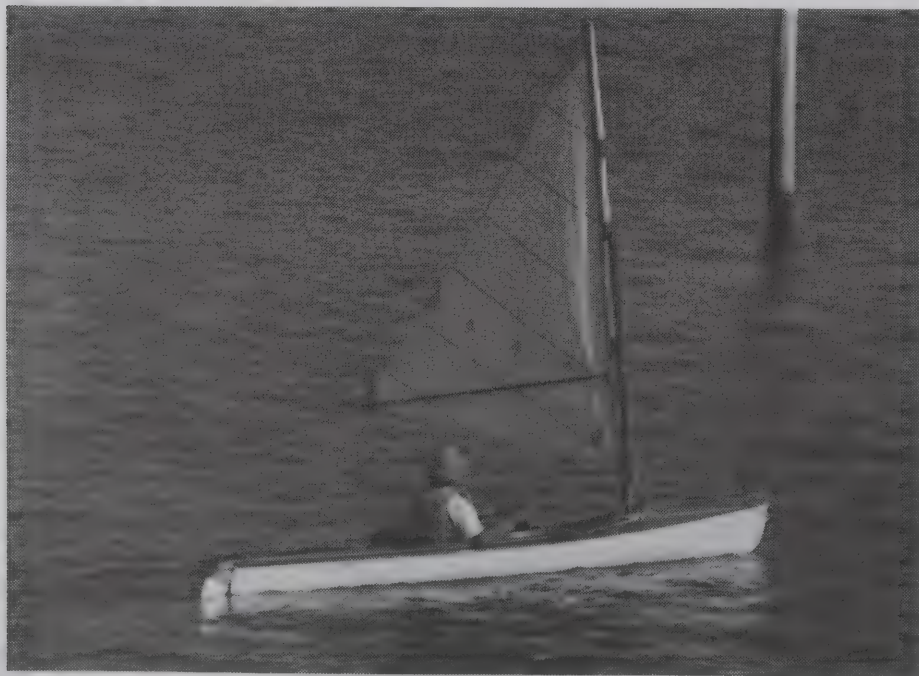
Next day I dock at the Rainbow Marina to gas up and fix the bow light. Task accomplished I am about to head out when the captain of the neighboring Morgan 51 charter yacht *Glory Days* warns me he's picked up serious weather on radar headed our way. We retire to the bar and watch thunder clouds and squall lines advance across the marshes while we imbibe strong ale and chow down on large, tasty local shrimp and oysters as rain lashes the windows in torrents and lightning cracks overhead. We discuss Florida's newly-enacted net ban and the fate of the local fishing fleet. So glad not to be out there on the bay.

I decide to spend the night secure in the marina which works out well as the storm passes and I'm given an evening tour of old Apalachicola with running anecdotes by the knowledgeable captain and mate of *Glory Days*, the highlight of which is a look at the 67' schooner *Governor Stone* from 1877 which the mate helped restore and build the historically correct juniper dinghy.

I have good weather the following day as I head east down the ICW graced with another perfect following wind and drop the hook mid-afternoon in the lee of Dog Island, a fine anchorage with shells on white sand beaches and protective trees. I kayak and wander the beaches exploring, reflecting and collecting shells for the minibeach we're creating next to our trout pond back in NC.

Thursday I sail for St. Marks about 40nm away. All goes well until I'm almost

Sailing in Hugh Horton's *Osprey*.



in the entrance channel to the St. Marks river when I run into one of the thunder storms I've been hearing about all day over the VHF while I voyage under sunny skies. The radio reported winds of 45mph accompanying isolated storms. I'm in 15ft of water so I decide to drop the sails, anchor and wait it out. This turns out to be the right thing to do as the rain pours down so heavily that visibility is nil as I hunker down in the cabin with crashing thunder and lightning right overhead, bucking and rolling in a whipped up sea. I only open the hatch once to hold out my cheap wind indicator; sure enough, 35mph.

The storm blows over with the same suddenness as its arrival and we motor up the river under a dramatic evening sky past the "real" lighthouse (not too many of those in Florida) into the beautiful, wild estuary against a fast falling tide using lots of gas at full throttle until we reach the old Spanish fort built in 1679, then the small town of St. Marks.

We anchor at dusk in the upper navigable reaches of the river a mile above town which is another world again, primeval and Jurassic with moss covered trees and vegetation, dark and dripping, hanging over fast flowing brown water. My anchor skips over the bottom then finally grabs, jerking the bow around. I go for a pleasantly spooky paddle further upstream. An owl flies across and big raptors sit as silhouettes high in the trees while swamp sounds begin their nocturnal pulsation.

Next morning there's a big wad of vegetation clumped around the anchor line. I finally extricate it, then head back down to St. Marks for gas, a few stores and a call home, then onward to the old fort of San Marcos de Apalache which I wander around enjoying some fine old trees and trying to visualize the experience of scared young 17th century Spanish boys in such a place so far from home. At one point the whole garrison was wiped out by a hurricane. As I write this, hurricane *Allison* is approaching the coast on a high tide less than a month after I was there.

I paddle up a narrow channel in the reeds opposite the fort on my way back to *Huracan*. I hear splashing ahead, go around a tight corner and am face to face with a gator about the same size as my small kayak. We both jump and back away. Fortunately the Ocean Kayak design is very stable. It would not have been a good time for a capsize.

The tide is just beginning to fall and despite a headwind I decide to tack back down the river. It's pure sailing, quite strenuous, but a satisfying rhythm doing tack after 1/4 mile tack along the gradually widening river. It takes me back to sailing on the Norfolk Broads as a kid in big old gaff-rigged yachts. No windmills here though and *Huracan* points much higher.

Mr MacGregor got his numbers right when he designed this one. She sails very well for such an inexpensive craft. I also have two new-fangled electronic gadgets which make the exercise much easier: The Autohelm with its "tack" function that swings the bow through 90 degrees leaving my hands free to change the jib sheets and a depth sounder with beeping depth alarm that I set for 8'. The beep is quite annoying but less so than having to get out

and push. I call it tacking by beep and it enables me to take long tacks from bank to bank and not have to stay in the buoyed center channel.

I only have to turn the motor on once when I see an unbelievably huge push tug and barge approaching, presumably fuel for the power station above St. Marks. No question of steam yielding to sail here. I pull into the shallows, sails flapping.

By evening I'm out in Apalachee Bay again, deciding whether to head for Steinhatchie or back down south to the Suwannee. I want to visit Steinhatchie, but the weather report of more strong stuff on the way clinches it. We'll head over to Suwannee while the weather holds. Not much magic in this all night crossing, just light wind close-hauled with the motor running half throttle. I dodge one fishing boat in the wee hours, but don't see another craft until we make another miraculous electronic landfall around noon.

I enter through the north channel this time, which, though narrow, seems to have better depth than the south one used previously. I find an anchorage between Bradford Island and West Pass and doze away the afternoon, although being Sunday there are some recreational power boats and nasty jetskis about to spoil the tranquility. I'm sorry, I just can't find it in my heart to say one good thing about jetskis.

From a previous visit I know of a good seafood restaurant on the Salt Creek side of the town of Suwannee and head over to their dock in late afternoon to gorge on their massive fisherman's platter; about one of everything that swims around here, all Southern fried. Stuffed, I head back to my anchorage and read Patrick O'Brian while enchanting marsh night noises drift in through the mosquito netting and I sip a little red wine. I've gone without the hassle of ice and bulky cooler for this trip, drinking my cold ones ashore. One less thing to deal with.

Cruising by myself I've installed the table in the "main salon". It's totally in the way when sailing with others, but now functions as navigation station with shock cord holding down the current chart. In three years owning the boat I've toned down the antiseptic interior expanses of white gelcoat and remedied the somewhat skimpy, inaccessible and often damp storage section with the addition of mahogany shelving, following Tristan Jones' advice to have a lot of small storage spaces at eye level.

The boat comes with molded in sink and adjacent space that I've used to install a Scandinavian nonpressurized alcohol stove. Over the sink I've built a cabinet around a plastic dishrack that holds all cooking and eating utensils as well as navigation tools. Holes drain to the sink below. Next to this, over the stove, is a high-lipped shelf for food storage. Aft on the interior starboard cockpit/cabin bulkhead is a library/chart shelf, with a small, deep catchall on the inboard end next to the companionway ladder for sunscreen etc., on which is mounted the GPS, swivelable for both cockpit and cabin viewing. The VHF is mounted to the cabin roof on the port side of the companionway, again for interior/exterior access.

Three canvas zipper bulkhead bags

have been attached high on the "walls"; one each side of the V-berths and one to port in the main cabin for foul weather gear, flags, clothing etc. I've added four more interior lights to the original one, making reading available in all comfortable places, including the enclosed head which is minimal, but a step up from the usual wide open trailer boat arrangement.

I put a radio/cassette unit in the flotation chamber access-panel over the sink with cassette storage rack on the side of the dish cabinet. Essentially my aim has been to adapt the boat from its intended function as a weekender into a semi-spartan cruiser capable of making some extended future voyages.

With its unsinkable, foam-filled, 2' draft, beachable hull, light trailering weight, easy rigging (around 30 min), good sailing speed from smallish sails (236 sq ft main+jib), accommodations (we've slept four adults aboard, a squeeze), modest amenities and comforts and low initial price (around \$11,000), I'm reasonably pleased with the boat.

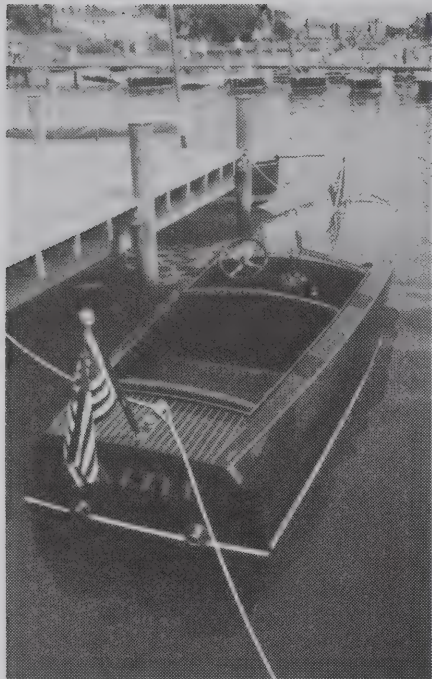
The wind increases in the night so that by the time I'm ready to hoist reefed main and jib for the final leg back to CK it's gusting 25 knots. It's a hairy beam reach out of the south channel. There's a sideways current going with the north wind so I have to keep glancing back and forwards to the nearest markers to make sure I'm not being blown against the lee oyster beds. I have to point the bow way upwind of my track to maintain course and several times we are grinding through mud with the depth sounder showing 2.5'. I'm grateful for the swing-up rudder and centerboard.

Finally out in deeper water we turn south for a quick, glorious downhill run peaking at 7.5kts on the GPS speed readout. Anchor in the lee of the "Island Place", down with the mast, under the bridge, into the boat basin. More good seafood for lunch at Cook's then over to Mike and Cindy's for a chat, shower and to pick up my vehicle and trailer which they've kindly kept out of the public eye in their driveway. Back to the ramp, load up, then hit the trail back to the cool, green Smokies.

A word on safety: In deference to my wife's wishes and my small commonsense quotient, I wear a safety harness when off-shore, also a life preserver when the wind picks up.

This has been my longest voyage so far aboard *Huracan* and its overall success has me dreaming of the Bahamas and Mexico/Belize/Guatemala in the future. If anyone out there is contemplating similar voyages and would like company or you want to talk about my MacGregor modifications call me at (704) 669-8863.

Martin Stevens, 325 Stone Mountain Rd., Black Mountain, NC 28711.



Chesapeake Bay Festival

A Summer Festival on the Miles River

By Herbert Von Goerres

Fathers Day weekend saw one hundred antique and classic boats converge on the grounds of the Chesapeake Bay Maritime Museum in St. Michaels, MD. The event was the 8th Annual Antique and Classic Boat Festival sponsored by the Chesapeake Bay Chapter of the Antique & Classic Boat Society. Boats from all over the East Coast including Maryland's own *Pride of Baltimore II* were there to help celebrate the Maritime Museum's 30th anniversary.

The Festival had something for everyone including seminars, musical entertainment, food and nautical vendors, and the best display of vintage watercraft in the Mid Atlantic area. Seminar speakers included John Owens on the Owens Yacht Corporation, Tom Crew on Chris Craft

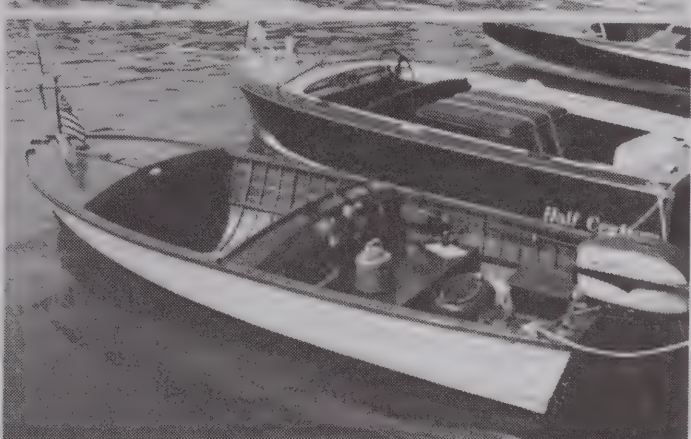
Composite Boats of the '50's and '60's, and Gerald Davidson on bringing back *Miss Severn*, a 1923 Hacker Gold Cup Racer that at one time raced and owned the waters of the Chesapeake. The first day ended with a cocktail cruise on the motorship *Patriot* giving the participants a chance to meet new friends and renew past acquaintances.

The main day at the Festival, Saturday, started out with a parade through St. Michaels of antique and classic boats and cars. As the boats were judged, most took advantage of the excellent weather to get their boats out on the river while others visited the various nautical vendors selling everything from artworks to items to outfit your boat.

The Festival ended on Sunday with an awards picnic/crab feast where *Birmingham Baby*, a 1952 Chris Craft Racing Runabout owned by Roger and Sybil Smith won "Best in Show". Leonard and Joan Smith won the "Enthusiast" award for their love and promotion of wooden boats and Lindsey Hopkins won the "Weldon Ferguson Award" for the best professional restoration.

Above: Lindsey Hopkins II said he would "dazzle" us with his 1925 Dodge Watercar. Below: A line of Chris Crafts, Centurys and a Garwood wait to have the morning dew wiped off. The 1912 Nicholson Yacht Tender displayed by the Inn at Pery Cabin in St. Michaels appealed to the sailor in all of us.

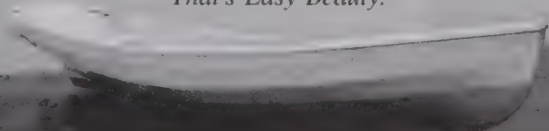




Left from the top: Chuck Warner and Linda Nagle always say, "I Get Around" in style in their 1955 Custom Runabout. Robert and Lynn Edgell's 1957 Century Coronado is ready for adventure on the Miles River. This lone canoe sat on the grass. Right from the top: *Swish*, a 1948 Century Sea Maid owned by Dave and Gary Lawton, awaits her next run on the Miles River. The 1923 Hacker design Gold CupRacer, *Miss Severn*, owned by Gerald and Elaine Davidson, always had a line of onlookers waiting for a look and hopefully a ride. Joel and Valerie Rigoglioso have their 1954 Lyman ready for a day on the bay.

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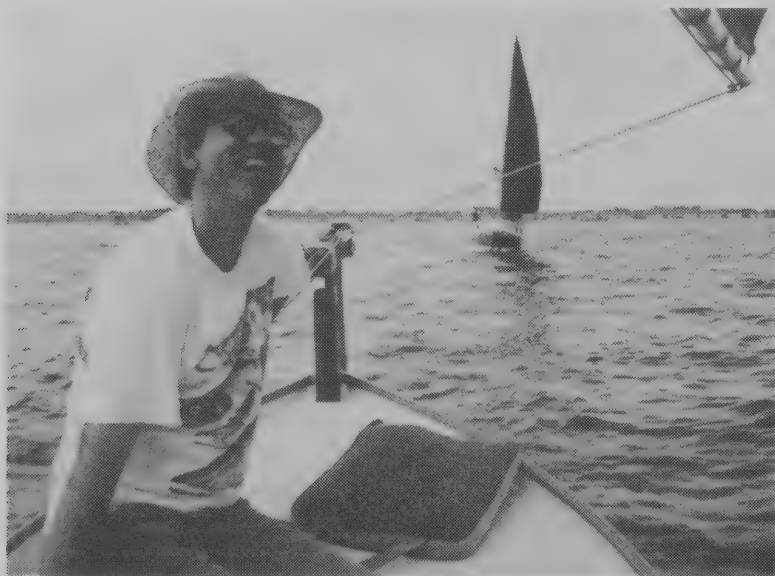
Midwest Messabouting

We're still having our Midwest Homebuilt Boat Messabouts out here in the heartland (even though I haven't been too diligent about getting the word out). We just had our Sixth Annual Rend Lake Meet in southern Illinois. A typical

turnout is 10 to 20 boats, usually with no two alike. It's all very informal.

If anyone is interested in attending, write to me to get onto the mailing list for the next meet. We had one in mid-June at Rend Lake, and usually hold another at Lake Monroe near Bloomington, Indiana, in mid-September.

Jim Michalak, 118 E. Randall, Lebanon, IL 62254.





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A Simple Mistake

By Peter C. Gray

Eight year olds in 8', battle weary, club owned Sabots learning and playing in the breeze as if joy, knowledge, and nature's bounty were interrelated. Fifty year old bulls of industry in 50' party cruisers plowing their bow wave furrows across the subservient waters. Working hard at their play with no obvious pleasure. Flat barge ferry with slender central pilothouse heavily loaded with three cars, bevy of bicycles, gaggle of pedestrians, pushes across the bay to unload one flock on the island and load another for the return journey to the peninsula. The traffic in Newport Harbor is dense on a summer Saturday. Once the home of movie stars, Newport Beach, California is now the residence of wealthy business executives.

I was sailing a Newport 27 on a warm summer Saturday with a couple of friends. The boat was owned by a sailing club and was wonderfully equipped and meticulously maintained. The Newports are exquisitely designed for these waters. The high mast and tall sail easily catch southern California's light breezes. The slender hull glides smoothly and swiftly across the normally tranquil Pacific. The cockpit is roomy and broad for guests' comfort. The salon is large, well equipped with both sailing safety gear and crew accommodations.

I had joined a sailing club because I wanted to learn how to handle larger boats and to get some formal instruction. My previous experience had been a three hour lesson in an open 14 footer and several afternoon rentals of the same type of craft. I chose this particular club because they had a reputation for the best instruction. The boat was named *Phalarope* and we had sailed together before.

Newport Bay is a jewel of a harbor. Three miles of calm, blue green water surrounded by beautiful homes, warmed by year-round sunshine. At the eastern end of the harbor is the calm, normally smooth Pacific. A feature of the club's lessons was learning to sail out of the dock, and back into it at the end of the trip. The auxiliary engine was just that, auxiliary. To be used if needed, but these were, after all, sailing vessels and sail we did.

Sailing the three miles from the club docks to the ocean was an easy downwind sail. Traffic was an obstacle course to be avoided, making for an interesting challenge. There were sailboats of all sizes and shapes, outboard powered fishing skiffs, expensive sports fishermen, yachts of the rich, and tour boats, with their guides preaching tired tales of the famous who used to live here. Giant flag and balloon decorated charter boats for weddings and other parties, and a great variety of other craft move in every possible direction.

Other than the traffic, the sail out of the bay was uneventful. Once in the Pacific we turned east toward Laguna Beach. Again a downwind sail. Turning west toward Huntington Beach would have made the return sail easier, but the view there is flat and uninteresting. The solid rock cliffs of Laguna are a beautiful sight from the water.

My companions were Ben and Ellie, a couple of great friends. Ben had never been on a boat before. Ellie had experience with power craft her father owned, but not with sail boats. This didn't matter, I normally sailed single-handed and had confidence in my ability.

The morning sail was beautiful, we lunched off of the beach of Laguna packed with well tanned local hard bodies and pale skinned tourists. Our return trip was upwind. Since the breeze was stronger now, it was a more exciting beat tacking first far offshore and next aiming for the rock strewn coast of Corona del Mar. Each time getting closer to the entrance to Newport harbor. It took much longer than I had anticipated and was dark by the time we passed the breakwater into the bay.

Dark and late. I was exhausted and my companions were feeling the effects of the beating into the wind. I decided to start the engine and lower the sails. I turned into the wind, released the jib sheets, fired the auxiliary, put the transmission in gear moving slowly forward and had Ben hold the wheel while I went forward to drop the jib.

The engine stopped. The silence instead of the expected soft purr of engine was startling. I went aft to define the problem and noticed the jib sheet was tight, jib drawing fully pulling the boat to starboard. The sheet had gotten wrapped around the propeller. My response was panic. I turned the wheel hard to port to turn into the breeze but the force of wind on the jib was too strong, we were sailing toward the shore out of my control.

I rushed down into the cabin to the radio, called the sailing club. No answer. Ben and Ellie were white with fear. I probably was also. Adrenalin flowing, I untied the bowline freeing the jib from its sheet, turned the boat into the wind and pulled the sail down. Called the sailing club again, no answer. The force of the incoming tide pushed our drifting hull toward the shore. I finally remembered the anchor. We had a lesson on anchoring but that was one I chose to spectate and not participate.

The lesson suddenly gained priority. I got the rode out of the forward hatch. Pulling a length of it onto the deck, I made sure it was not snarled and checked the connection to the anchor.

It was too late. We ran aground. Newport Harbor is lined with houses, docks, boats, and rocks. In the miraculous way

that God takes care of fools, we wound up on a piece of sand not much longer than the boat. The incoming waves slapped the boat over on its side, and as it ebbed we floated upright again, a sudden, sickening motion. I called the sailing club again. No answer, I called the harbor master. He agreed to send a boat out to us.

Back on deck, trying to assure my friends that things would somehow turn out all right. A lady came out of the nearby house with a glass in her hand. "Well, well, well," she cackled. "Are we a little drunk poo tonight."

We were not. But we certainly were indisposed, frightened, and in need of some very great help. Before I could answer the radio crackled to life. The sailing club was trying to reach us. As I went below to respond she called. "Hey! Where are you going? Answer me. I'm talking to you."

Within a short time, although time seems longer when you are on the deck of a boat being slapped deeper into the sand by each wave, we had two boats to help. The harbor patrol requested I toss the bow line, which was secured to his boat and pulled us off the beach. The crew of the club's rescue boat attached us to its side and towed us back to the dock.

There were many valuable lessons learned that day. The first of course is to know where your jib sheets are before you start the engine! Today I know that putting the engine in reverse and starting it will often free or loosen the jib sheet from the propeller. At the time I did not know that. I also learned later to carry a knife to cut the sheet in case of emergencies. Also, that anchoring, like other sailing skills requires practice in a safe easy environment before the emergency occurs when it is needed the most.

Everyone makes mistakes and better sailors than I have had attacks of panic when brains ceased to function clearly. Experience is the best teacher. Somehow the God that looks after sailors has created my learning opportunities in a manner that has not caused me, other people, or any of my boats great harm. Indeed part of the thrill of sailing is that adventure. The idea that on any particular day, we can not control everything that happens. We trust our own abilities as we improve them. Certainly a part of the mystique that keeps us afloat.



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Build Your Own International Offshore 14 Racer/Cruiser

By Nils Andersson

The idea of the Offshore 14 development class came when I was reading an article about the French Voiles 6.50 Meter offshore, development class (about 21.45'). This is a very popular offshore racing class, with 70 to 80 participating boats, divided into production and a racing classes, racing from Europe to the West Indies each fall. I thought to my self, "Why not 14'?" I contacted the French Class Association and they were kind enough to send me their rules. The rules are rather free. There is only one measurement, the LOA.

I started to write a similar rule adapted to the 14' boat, giving it the name International Offshore 14. Any mono-hull conforming with the class rules is eligible, for example, the "So-Du-It!" design. To make it an easy boat to build for do it yourself builders, I included the following materials rule:

Plywood must be included in all hull and deck panels and in the superstructure. Use of materials with a density greater than that of lead is not permitted. Only two measurements are included in the rules, maximum LOA 14' and a minimum vertical measurement inside the cabin, 48". There is a maximum of 100 liters of water ballast.

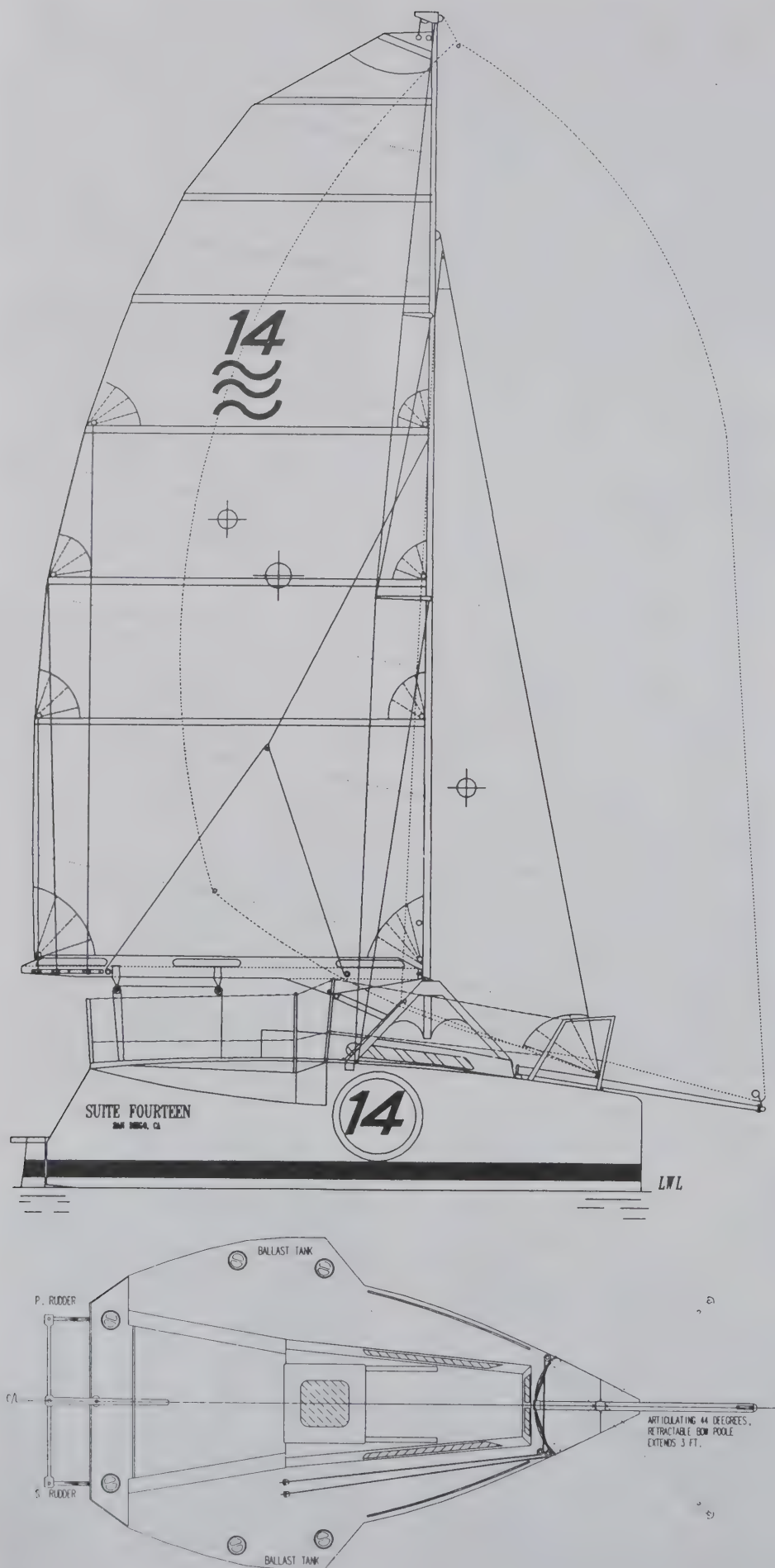
There are no other limits, mother nature takes care of the rest. There is a righting test and many safety rules, which are still in the drafting stage. The class will be registered with the US Sailing as an active Class Association during 1995-96.

The boat is not particularly intended for extreme long distance racing. It will be more like coastal 1-6 day events and unlimited cruising of course. If the class intends to race across oceans, the difference in the cost of equipment is enormous.

The Nils Andersson International Offshore 14 design, "Suite Fourteen", is my contribution to the class. Behind the design is more than 40 years of dinghy development and racing at an international level, as well as 2 years of experimenting with the 14' offshore, "So-Du-It!" design. Designing the "Suite Fourteen" I used the Plyboats software and a CAD program. I created a 1/5 scale hull model, which I have tested for about two months before completing the design.

The plans will include some instructions, "How to", from the start to the end of the building process. Also included are easy to follow computer generated tables of offsets for framing, bulkheads and cutting the planking. If you are an experienced builder, you probably have your own proven methods and routines.

However, there are some unique and slightly uncommon building methods suggested in building the "Suite Fourteen", all aimed at saving weight and at the same time improving strength. The construc-



tion of the "Suite Fourteen" utilizes, beside epoxy, plywood and foam, some space age materials such as kevlar and carbon fiber. These materials are excellent to work with and are getting more affordable by the day, at the same time that the price of lumber tends to skyrocket. All the plywood used in the boat is laminated, 1/8 inch lauan doorskin plywood carried by any home builder outfit.

The "Suite Fourteen" is designed with 704lbs. of displacement. On a small boat like this, the crew weight distribution is an important part of the righting moment. In my case, sailing single handed, my weight is 29% of the displacement. Add another "full size" crew member and there will be an even greater impact. Therefore, it doesn't take a rocket scientist to figure out that moving the crew in the lateral plane will be an extremely important factor. The deck area covering the outboard water ballast tanks doubles as hiking boards. The 8'6" beam over deck will give a good leverage. The crew is surrounded by the life lines.

The water ballast will be very important when sailing single handed or with a light crew. The tanks have two compartments, fore and aft, and can be filled by a manual and/or electric pump, intake from the transom (no through hull connections are needed). The water ballast can be transferred from one side to the other, by heeling the boat 12 degrees and opening the valves, before tacking. The tanks are equipped with "air pipes".

Water ballast is extremely efficient as long as you don't carry it below the water line, where its containers, for example, keel or bilges, generate a buoyant force that tends to counteract the ballast. Water is easy to move around and pour over board when it is not needed. Try to dump a crew member over board and you will hear loud protests.

The permanent ballast consists of a lead bulb weighing 200lbs., attached to the tip of the retractable fin, 5' 5-1/2" down. The bulb will make the boat self righting. The design of the fin keel and casing has been tested on "So Du-It!". The

top of the fin and the casing have flanges and gaskets, and the fin is held down and tightened with bolts and wing nuts.

The "Suite Fourteen" will be able to exceed its formula hull speed upwind and downwind at wind speeds over 10 knots, ie by planing. This boat should be sailed extremely upright, although it could heel 30 degrees before the empty, forward ballast tank hits the water. The tank will then be a buoyant factor, but that is a slow way to sail.

I have elected this particular sail configuration for many reasons. The high aspect sail is very efficient when you sail to weather. The boat is slightly over canvased but the one line reefing system with lazy-jacks, together with a unique Y-shaped boom, will give you the benefit of fast adjusting to most wind conditions. The elliptical sail shape makes the center of sail area move very little forward when reefed, compared to a triangular sail. A large main sail area together with an asymmetric spinnaker, equipped with a sleeve and sock, will give you easy handling and the right down wind performance for racing or cruising. I will have Sailrite Kits design and cut my own set of sails.

The retractable bow pole should be made articulating. The carbon fiber tripod mast step distributes the mast compression to three points. Additionally, the forward force of the boom is also applied to the tripod, not to the mast. There are two backswept sets of spreaders, so a backstay will not be necessary. However there will be a pair of runners, used in strong wind, sailing before the wind. When not in use, the runners will be held in to the mast with shock cords. The carbon fiber mast weighs only 18lbs.

To hold a short and beamy boat like this on track can be a handful. The traditional solution would be a full length keel combined with a skeg. As everybody can see that's not how this boat is designed. I have preferred to go for low drag, using the power efficiently. The best solution, in this case, is the use of two high aspect ratio rudders. Incidentally, that is also how most of the Voiles 6.5 Class boats have

solved their steering problems. It is also common on BOC boats.

The basic interior layout shows a 6' V-berth and two quarter berths under the cockpit sides, but it can be customized by the builder as long as the superstructure is not changed. All stringers, bulkheads and frames are connected and also to the fin casing and the mast tripod. There will be plenty of room for stowage. There is also room for a portable head, close to the companionway on the port side and a navigation and radio station on the starboard side. I am using the Seacock gimbaled stove on "So-Du-It!" it can be used with alternative brackets outside or inside.

Most of the space under the berths will be filled with foam for positive flotation in at least three separate compartments. A small boat like this can not carry a life raft. Instead, the rules will include a mandatory survival suit for each crew member. Even if the boat breaks apart and or is flooded, it is safer to stay with it and wait for help.

The area in front of the watertight bulkhead at station 1 (12" from the bow) is an impact area and is filled with two-part pour foam and has a center line vertical stringer connected to the bulkhead, stem, keel and deck. It is only covered with the skin of kevlar, covering the whole hull. Also, it makes the bow section extremely light. There is also a watertight bulkhead at station 13. The stern section is also designed with weight savings in mind.

For more information on the International Offshore-14 or the "Suite Fourteen" design, contact Nils Andersson, 1269 Broadway, Suite 121, El Cajon, CA 92021.

Design: Nils Andersson

LOA: 14'

LWL: 13' 8"

Extreme Beam: 8' 6"

Draft Fin Down: 5' 5"

Draft Fin Up: 9"

Displacement: 704lbs.

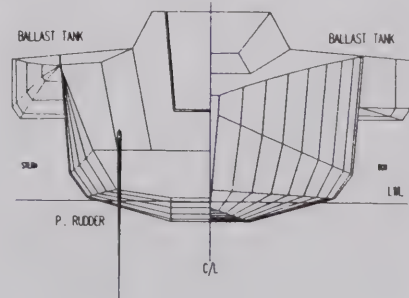
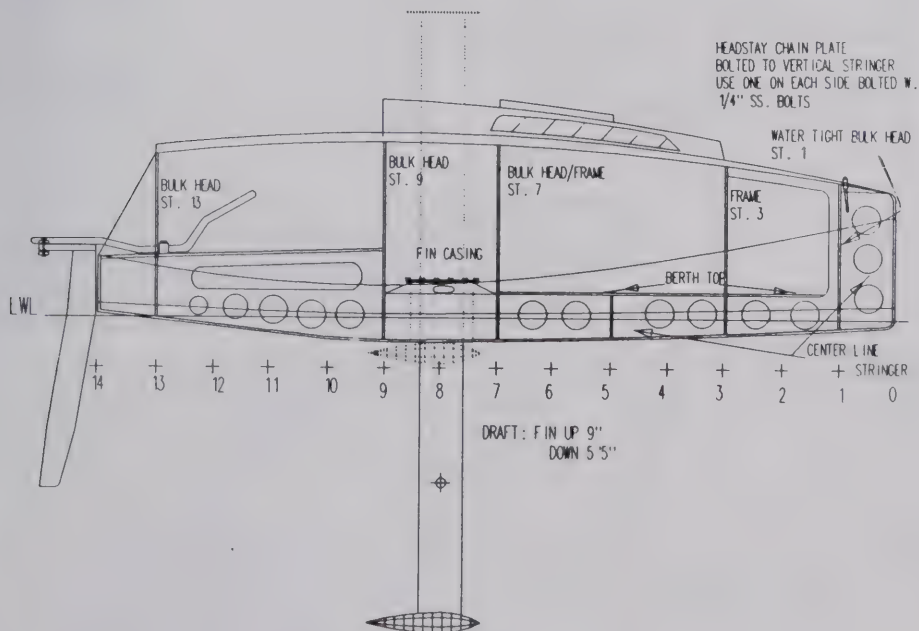
Ballast: 200lbs. Lead Bulb, Attached to the Tip of the Fin.

Water ballast: 100 Liters = 228lbs. Salt Water.

Water Intake by a Manual or Electric Pump from the Transom.

Estimated Hull Weight: 250lbs.

Sail Area, Working, 200 sq.ft. Asymmetric Spinnaker, 250 sq.ft.

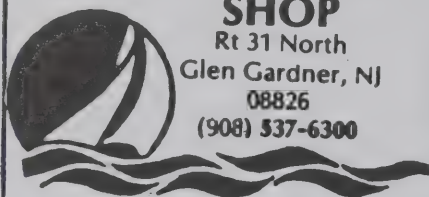


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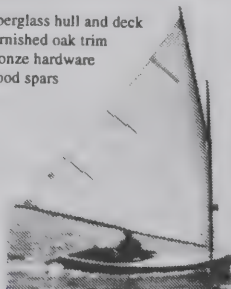


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Building "Wee Brick"

By Doug McNary

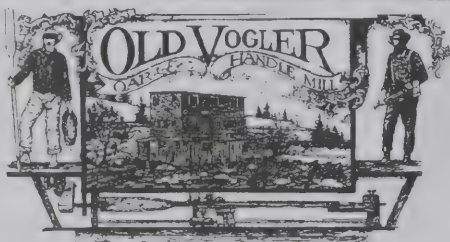
We had so much fun with the "Wee Kidkanus" (June 15, 1995) that I decided to build a sailboat from the same material, Paraply. Paraply is a three ply material, 1/8"x 3' x 7' from Paraguay. It is sold by Home Depot.

I ordered the drawings for the Phil Bolger designed "Brick" from Common Sense Designs. I scaled the drawings down to 7/8 size. I had to splice two sheets of Paraply along the centerline to obtain the 42" beam. The Payson system utilizing fiberglass reinforcement at the joint was effective. I retained the dimensions of the chines and gunwales for strength.

Three other changes included a kickup rudder (laminated Paraply), a salvaged windsurfer mast and a polytarp sail. The contact cement seams for the sails, recommended in several recent articles, worked well. Also, I sandwiched the bottom in 4oz fiberglass for impact resistance. The daggerboard is laminated Paraply.

The boat took longer to build than expected, because the design is more sophisticated than it appears. The boat was also more expensive than estimated. The major cost items were: Structural wood (prefinished) and four sheets of Paraply, \$84. Of this, the Paraply was \$28. Hardware cost \$79; Raka epoxy \$42; Imron paint \$80; drawings \$25; polytarp \$20.

The boat is very buoyant and stable. It is weatherly and responsive to the helm. Weight, all-up, is 75lbs. It sets up in about five minutes. I added a short beach chair and wrap around tiller for comfort. "Wee Brick" would be a great boat for two, young, novice sailors.



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Some Observations of the Sprit Boom/Polytarp Sail

By Doug McNary

The single sprit boom is inexpensive. A 1-1/4" diameter closet pole is adequate for the "Wee Brick". It provides, when the snottier is not drawn up tight, a potential shock absorber. The polytarp is also inexpensive and provides a lightweight, smooth sail.

The designed rig did not lend itself to the polytarp sail material. The horizontal sprit boom put stress on the leech. The designed sheeting angle tended to force the boom forward and raise the snottier above the mast attachment while also pulling on the leech. The leech stretched and creased due to the stress and resulting strain.

In fact, the sprit boom requires a strong leech. This requirement is the result of the stresses imposed, regardless of the sheeting angle, by the downward pull of the sheet. The stress can be countered by using sail tape, or a similar reinforcement, to the leech of the polytarp sail and by adding a topping lift. Note that allowances must be made for the mast bend when the sheet is tensioned.

Regardless, the sail will hang up on the single boom when sailing on the star-

board tack. To prevent this, a lightweight, contoured, split boom was fabricated from 1/4" x 1-1/4" wood battens. The design did not work because the boom twisted into a helix due to the compressive loads when the wind filled the sail. A second version of the split boom was fabricated from two 1 1/4" closet poles. This boom proved to be quite heavy and tended to bend the mast when the load was transferred through the topping lift.

Chuck Flett, who had given me the original fiberglass windsurfer mast, suggested that I rig the boat with his old windsurfer boom. It worked! Later, he gave me one of his old surfer sails. The surfer sail has 60 sq. ft. (vs the polytarp's 50). The efficiency increased dramatically (over powered!) The topping lift and adjusted sheeting angle were not required.

Conclusion: If you are agile and a gung-ho sailor, a windsurfer rig is exciting. Otherwise, fabricate a strong sprit boom sail (dacron) with plenty of leech reinforcement. If polytarp is utilized, sail tape or similar reinforcement, should be used extensively on the leech and vang. A topping lift will reduce the stress and resulting stretch in the sail. The polytarp is the lightest, least expensive sail. It is a good light weather sail.



Rig with topping lift, vertical sheeting, single boom, no leech or vang reinforcement.



"Wee Brick" with windsurfer boom and sail tape added to the leech and vang. The tapping was too late, the sail had stretched.



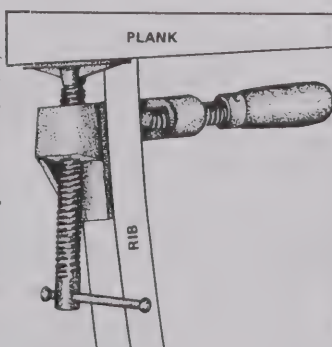
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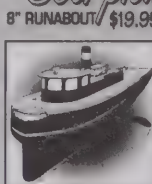
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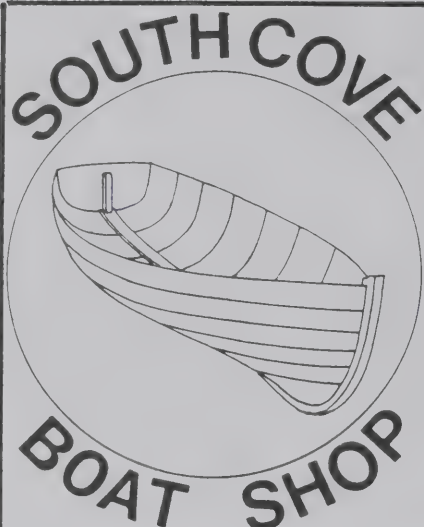
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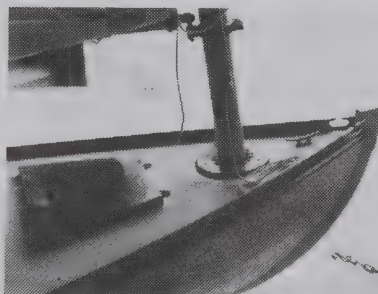
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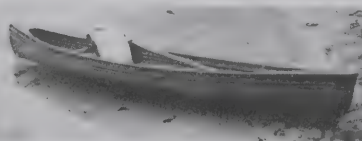
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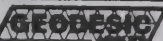
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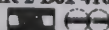


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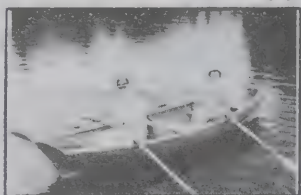
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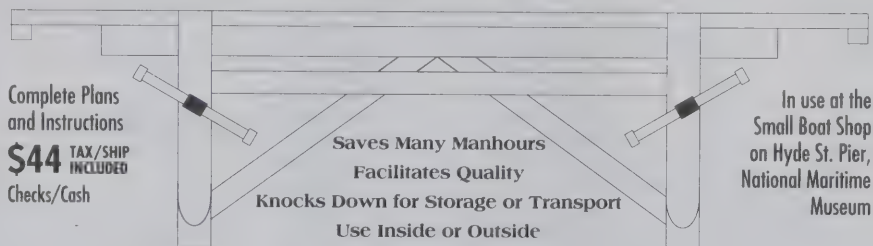
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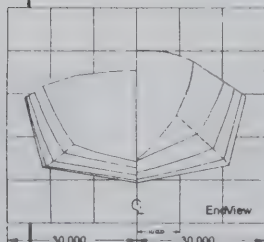
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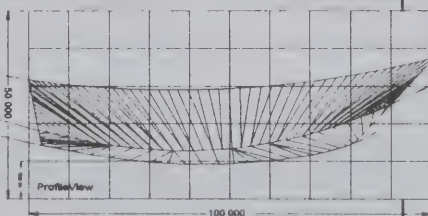
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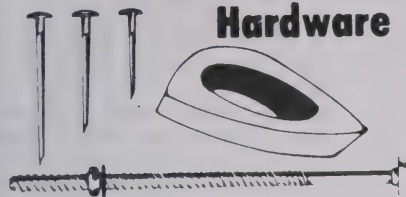


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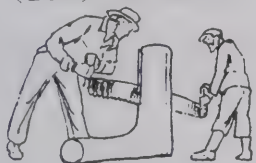
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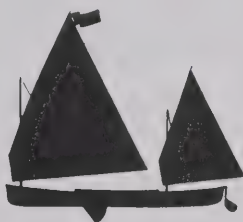
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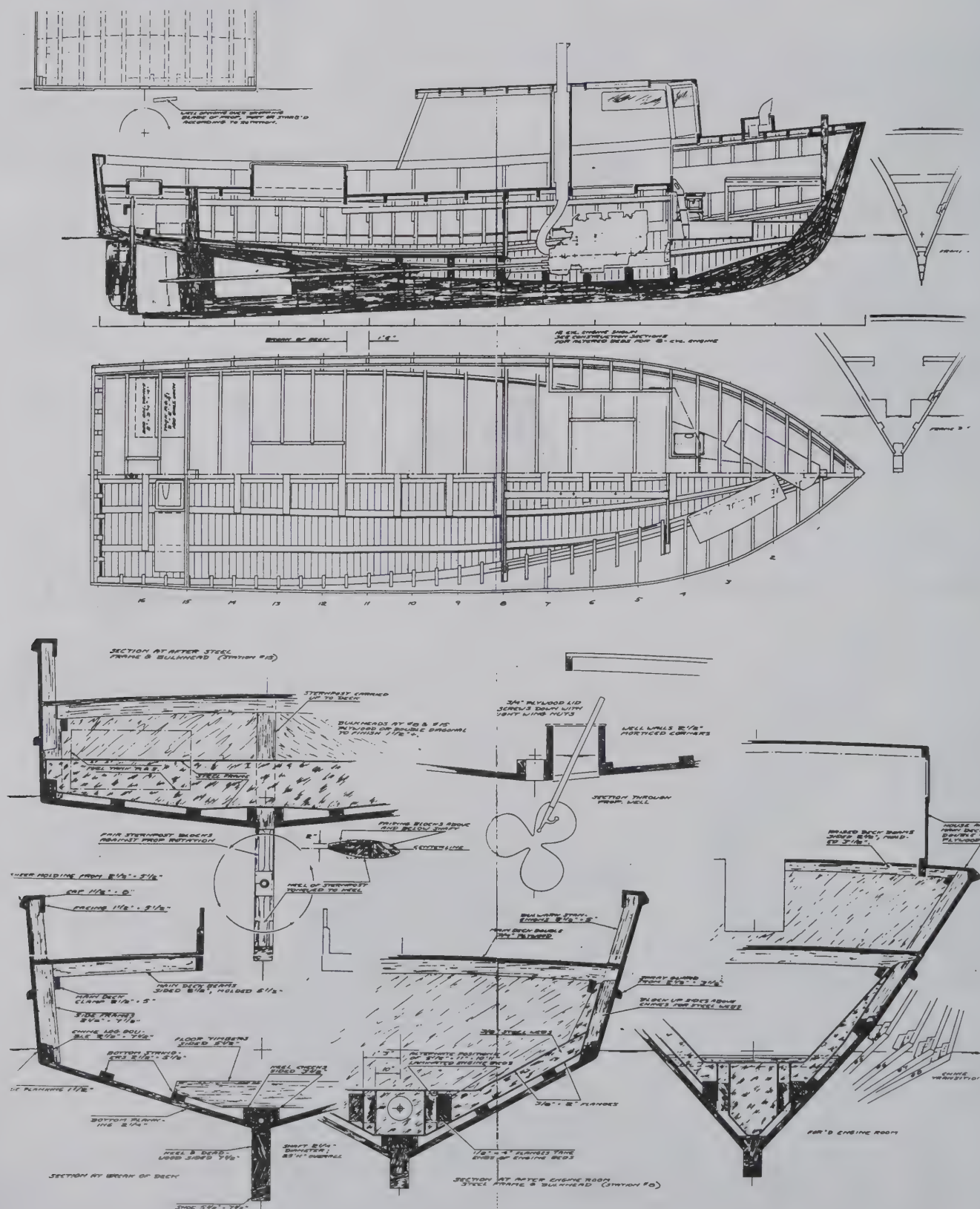
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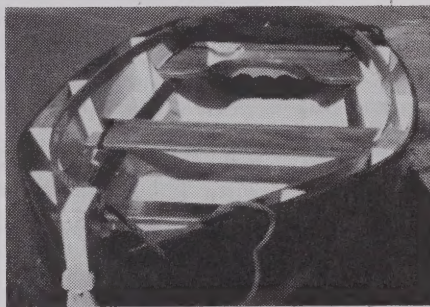
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MASS. CIFDS, Waltham, MA, (617) 893-4415, lv message. (TF)

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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.

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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.



New 10' Chaisson Tender, wooden, 4' beam, oak frames, stem & cleats. Mahogany transom, sheer boards & seats. Bottom & garboards fiberglassed. Must be seen. Price reduced.
GALVIN'S BOAT SHOP, 3 Westford St., Saugus, MA 01906, (617) 231-5490, (617) 233-6214. (8)

Alden Ocean Shell, Oarmaster, 9'9" Collar oars. Gd cond. Asking \$1,400.
ROY GAINES, Camden, ME, (207) 236-6563 aft 5pm. (9)

Boston Ocean Shell, (similar to Alden). Pr Piantadosi (wood) sculls in exc shape, removeable seat & rigging. Could probably be used for a while as is, but nds a layer of FG on rowing (inside) area & bottom of middle of boat for security in rough water & long term use. Priced accordingly @ \$300 (rigging & oars are worth at least this).
ANDY UPDEGROVE, Marblehead, MA, (617) 631-3142 eves. (9)

15.5' Chris Craft Mahogany Sportsman Deluxe, '38, 4 cyl Model B inbd. Total restoration, much new wood, bottom covered in dynel to waterline. New authentic upholstery, polished bronze & brass, 8 coats Epithane varnish. Lost inside storage, must sell. Best reasonable offer.
JOHN BRIGHT, 551 Fairview 2, Kalamazoo, MI 49008. (9)

Herreshoff Marlin/Fish Class Sloop, in exc cond, 21-1/2', cedar on oak, almost new sails & many other extras. \$6,800.
GEOFF WARNER, Exeter, RI, (401) 295-1243. (9)

11' FG Dinghy, w/rudder, daggerboard, spritsail. Worth abt \$1,000 in '91, sell for reasonable offer. Delivery possible.
DOUG BUCHANEN, Andover, MA, (508) 474-0332. (9)

12' Swiftly, on trlr, both exc cond. Grey hull, bright spars. \$800 OBO.
STEVE MC CLURE, S. Dennis, MA, (508) 394-6388. (9)

Bolger Old Shoe, fully equipped, lights, compass, on Dilly trlr. Used on Chesapeake Bay. No gd sailing here in WV. Price is right. Can help in delivery.
JIM GIESEY, Box 3042, Morgantown, WV 26503, (304) 292-9596 eves. (9)

16' Lapstrake Catboat, cuddy slps 2. New Doyle sail, new bunk & cockpit cushions. Terrific shape. Overbuilt little ship in '73 by a true master boatbuilder, John D. Little. A true classic. Brand new trlr incl. \$6,000.

MARK LITTLE & ANDREA SOUTHWORTH, Kingston, MA, (617) 585-3070. (9)

20' Ensenada, swing keel, flush deck, 3 bunks, lites, stove, sink, compass, preservers, etc. Trlr, main & jib, jiffy reef. \$1,500.
ERNE JONES, 14 Park Ln., Niantic, CT 06357, (203) 739-0016. (9)

16'3" Stonington Pulling Boat, FG Whitehall style single scull w/9'9" Piantadosi oars & Oarmaster sliding seat. Custom teak & bronze trim. Lightly used, draws compliments everywhere. Asking \$1,200. Consider trade for FG peapod, CD 14 or similar.
LARRY TYTLA, Waterford, CT, (203) 444-2538. (9)

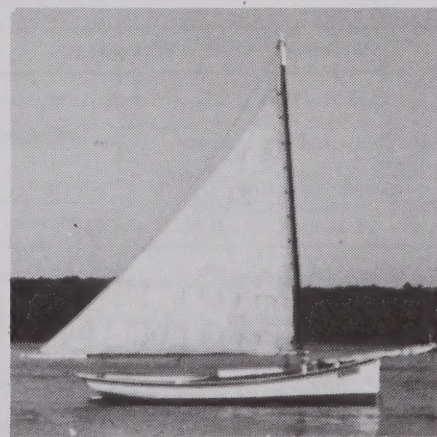
Tahitiana Steel Ketch, 32'x10'4", new sails, 40hp diesel, new VHF, depth sounder, Adler-Barbour refig. SS propane stove w/oven, sailing dinghy, all bronze opening ports, alum masts, SS rigging. Mint cond. Located CT.
KARL MULLER, W. Jefferson, NC, (910) 982-9526. (9)

Folding Canoe, Ally Pak-Canoe, 16-1/2' "down river" model, can be used in rapids (I never did). Vy gd cond, folds into 1 lg bag. Used 5 times, cost new \$2,700, sell for \$999.
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (9)

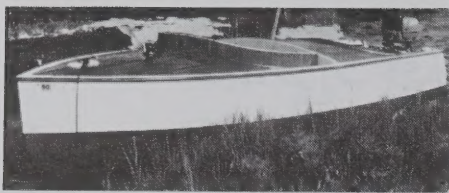
17' Marsh Hen, '84 Florida Bay FG Sharpie, grt day sailer or camp cruiser using deck tent w/screen incl. Gaff rigged w/tanbark sail, sweeps, motor mount, trlr Gd cond. \$2,150.
CHRIS LANSING, Falls Church, VA, (703) 506-4317. (9)

Luders 16, stripped for restoration. All parts, sails, etc. BRO. **18' Picaroon Hull**, (sail), balsa core plywood. \$600.
BOB AYER, S. Brooksville, ME, (207) 236-0549. (9)

10.5' Bolger/Payson Pointy Skiff, w/3hp '61 British Seagull OB. Marine ply, bronze fastened, blt-in flotation. Extras incl anchor, fire extinguisher, paint, etc. Exc tender or messing-about-in vessel. Vy gd cond throughout. \$500.
LES GOULD, Exeter, NH, (603) 772-7890. (9)



25' Key West Smackee Sloop, replica of Jeff Brown. Small cuddy, lg cockpit, classic traditional design. See *Wooden Boat* #69 pg 50.
WALTER KEENAN, Norwell, MA, (617) 826-4043. (9)



14' Pen Yan OB Runabout, '48, strip planked, glassed to boot top, varnished fir decks, abt 85% original. Nds 18hp to plane. Located Noank, CT, easy launch. Only \$675.
JIM MITCHELL, Box 9476, Noank, CT 06340, (203) 536-6213. (9)



26'6" Bolger "Sneakeasy", marine ply, WEST epoxy, mahogany deck. Beautiful new '20's style speedboat. 20+ kts w/18hp Merc w/lo hrs. Incl custom trlr \$12,500.
STEVE GOULD, Brookhaven, NY, (516) 286-1474. (9)

'68 Old Towne 16' Guide Canoe, Model #180891-16. Super exc cond. \$1,500.
FRANCIS CARD, Lancaster, PA, (717) 299-3479. (10P)

15' Venture Catamaran, w/trlr. 2 sets sails, replacement SS hrdwre on boat & trlr. Grt cond. \$950. Benefit Adirondack Museum.
ADIRONDACK MUSEUM, Blue Mountain Lake, NY, (518) 352-7311 bus hrs. (11)

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

San Francisco Bay Pelican, 16' or 18'.
ROBERT SCHOLZ, W8121 Hwy 29, #32, Shawano, WI 54166, (715) 526-9108. (9)

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)

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BOB ARCHIBALD, 4658 Tall Creek Rd., Chattanooga, TN 37416, (615) 855-6966.

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Kayak Paddles, 8' Werner San Juan, 7' Lendall Powermaster, 7.5' Sawyer laminated touring paddle, 8' Werner Camano. All @ reasonable prices.
WILSON HUGHES, Amherst, NH, (603) 673-1460. (8)

Atomic Four Parts: 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"x36" w/Volvo cplg \$20. **New Fuel Tank**, 18gal, gas or diesel, incl level gauge, by Mirax \$45. **12' Spruce Boom**, w/gooseneck \$35. **VHF**, Titan radio set w/crystals \$10. **Datamarine Commander** digital depth w/new xdr \$65.
DARRELL STREET Burlington, MA, (617) 270-9416. (9)

Inflatable Boat Steering Side Console, new, cost \$400, sell 4275. **Various Boat Gear**: Anchors, boat side rails, engine tilt helper, auxiliary motor bracket, etc.
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (9)

'16 Galloway 5hp One-Lunger Engine, vy gd orig running cond. For paddle wheeler? Marine conversion? Asking \$1,175 OBO.
TOM PICHIERRI, P.O. Box 95, Clarksville, NH 03592, (603) 246-3489. (9)

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ROY ROYAL, Columbus, MI, (810) 727-7320 aft 6pm. (9)

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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.
ROB ALLAN, 7044 Justine Dr., Malton ON L4T 1M3, Canada, (905) 676-8880; Fax (905) 676-8878. (TFP)



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Aluminum Pontoons, new or used to 24' Donations, trades or reasonable prices. Repairable to gd cond.
TOM PICHIERRI, P.O. Box 95, Clarksville, NH 03592 (603) 246-3489. (9)

BOOKS & PLANS FOR SALE

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JOSEPH RESS, Waban, MA, (617) 965-7714. (8)

Boatbuilding in Stich & Glue Manual, 85 pgs w/ pictures. \$23 ppd. We also offer plans for sail & power. Free info.
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Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (TFP)

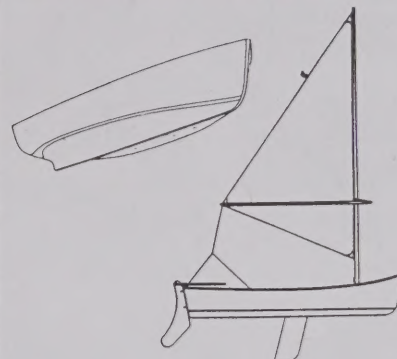
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Bolger Books, *Small Boats, The Folding Schooner, Different Boats, Bolger Boats*. Will buy or trade 30 *Odd Boats & Alongshore*. H. WEBB, Broken Bow, OK, (405) 420-3761. (8)

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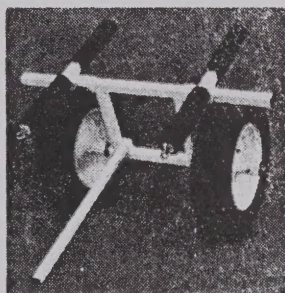
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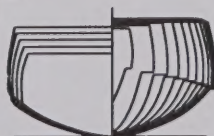


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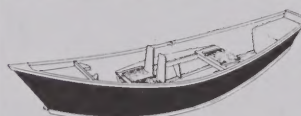


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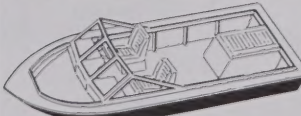
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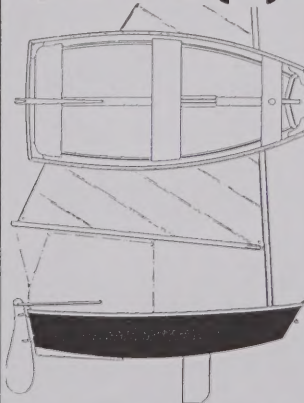


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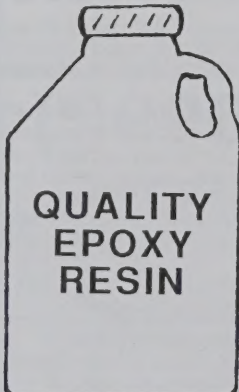
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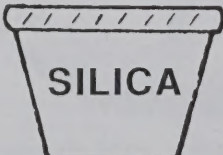


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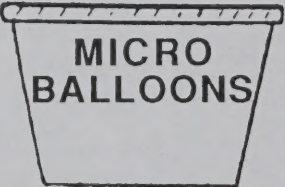
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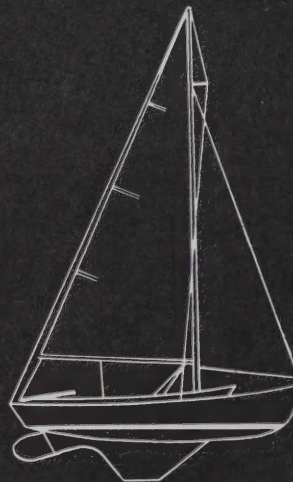
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