



messing about in BOATS

Special Features This Issue
Blackburn Challenge
Melonseed Summer Solstice Regatta

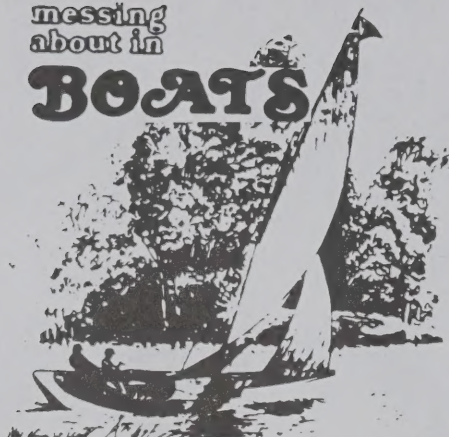
Volume 13 - Number 9

September 15, 1995



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Volume 13 - Number 9
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Our Next Issue...

Events and activities will feature Hugh Ware's coverage of the "Boston Antique & Classic Boat Festival", Scott Baldwin's evocative "Sailing Canoe Sketches", and Jane Wolff's review of a "North Carolina Working Watercraft Exhibit".

Adventures will include Mike Brigg's "Tugboats Up Close", Ruth Larkin's "First Expedition of *Katharsis & Reepicheep*" and David Buckman's chronicle of a far down east cruise in "St. Johns & Beyond".

Projects will include John Stratton's "1-2-3 Progressing", Walt Kahlhamer's "Liebchen Now Completed" and a look at the launching of Bill Cass' "Eight Year Crocker".

Techniques, etc. will include Bruce Nagler's hunt for the "Outboard Sail", Andy Updegrove's suggestions for "Piccup Pram Mods" and Sam Overman's "Handy Hold Down Hooks".

Phil Bolger will present his design for a "Cruising Lugger Concept" and, brace yourself, I will introduce what is to become an ongoing series about trimarans. I thought they would maybe fill a special issue but there's way too much, so we will begin with a preliminary overview in this issue of what is to follow.

On the Cover...

With this small boat thing being a predominately male game I don't often get a chance to feature women who mess about in boats, so the photo I took at the Blackburn Challenge of the woman-powered gig *Kids* in action in that demanding long race gives me the chance to offer them some recognition as serious mess-abouters. More in the report on the race in this issue.

Commentary...

In our October 1, 1987 issue, I featured a report on the Blackburn Challenge race around our Massachusetts north shore's Cape Ann, a peninsula that includes the historic fishing city of Gloucester. It was handy for me a dozen miles away, and I knew the people who had organized the Cape Ann Rowing Club, the event sponsors. The ambitious plan that first year for an entire 20 plus mile circumnavigation was blunted by a strong northeast rainstorm which made the open ocean side much too dangerous for small rowing craft, so the initial effort was shortened to a ten mile out and back sojourn partway up the western shore, the sheltered side.

Now (wow), it's nine years later and again I am featuring coverage of this race, as I have done every year. I have often commented on why this is the sort of racing I find interesting; held on open ocean waters, including a diversity of small boats, and avoiding ever tightening technical rules. Those who take part just go out there and row or paddle against their peers, grouped into several basic classes of boats.

I note that in that first event report I mention the "sole kayaker" holding his own against the sliding seat ocean shells. In the intervening years the kayaks have come to dominate the race in numbers, and at one time held the absolute race record. Tamsin Venn's report in this issue on the '95 event points out now, however, that a small resurgence of ocean shell participation is taking place, over the years they have gradually decreased in number as the kayaks gained.

The '95 event saw a further decline (to three) in the multi-oar boat participation, which in earlier events had been as great as nine. With their size appropriate to the scale of the race, the big rowboats added a lot of excitement to the event. Even the local Gloucester seine boats, which pretty much confine themselves to the city's annual waterfront celebration activities, took part for a while. It was great to see these boats with ten oarsmen going at it.

I recall the contest in 1989 between the seine boat *Nina* and the Hull Bantry Bay Gig *Liberte'*, great stuff to see as the two big boats charged up the west shore into a 15 knot wind driven chop, oars

chopping away, spray flying, tillermen standing on the rear thwarts. I recall how in 1988 *Nina* had been the multi-oar winner, and as they rowed triumphantly up the harbor to the finish line the burly tillerman standing on the rear thwart placed a conch shell to his lips and sounded their victory to the finish line crowd. Pretty dramatic stuff.

Well, those days seem to be gone, the three "big" boats this year were the winning Mainville Pilot 26, which qualifies with its four oars and cox, but is otherwise something of a rule beater in that it is small and light and fast, the *Kittery*, a traditionally built Bantry Bay gig that had just appeared on the scene in 1989, and the plywood *Kids* crewed by "oarswomen". The appearance of this women's effort reminded me of the bygone Gloucester Sirens all-woman multi-oar effort which even had its own boat built.

Those were the "good old days" of the multi-oar enthusiasm, the original impetus given this by Lance Lee's Atlantic Challenge project and the building of the two Bantry Bay gigs *Liberte* and *Egalite* seems to be running out of momentum. While the Atlantic Challenge project is growing internationally the local big boat effort seems to be in decline, with four oars in a 22'-26' boat now seeming to be the norm.

With much of our messing about in boats being individual efforts, these multi-oar boats are team efforts, and it appears to be difficult to get a team together consistently for such amateur activity. *Kittery*, kept in very good condition and raced often, often has last minute panics filling its crew roster, sometimes press ganging reluctant onlookers right off the beach.

While I'm not a "team" guy myself, I found myself spectating at the Blackburn anticipating the multi-oar boats and their display of teamwork. Last March at the Hull Snow Row, the spirited effort by the Hull crew in their Scilly Isles gig *Pilot* to best the Mainville Pilot 26 in front of the home folks brought back some of that esprit that is associated with team efforts.

Canoeing used to feature war canoe racing at one time, that too wilted away and from what I read in the canoeing press and canoe club newsletters they are lucky to get two together anywhere for a race. I recall neighbor Joe Green, who used to fly the Boston WBZ traffic helicopter, turning up at the Essex River Race one spring with his war canoe. It was pretty exciting stuff watching them underway. He later told me how nearly impossible it was to field a crew of so many paddlers.

I guess this may be just rowing against the tide today with all the demands that seem to be made on all of us. Single-handed ability is a big plus when selling a sailboat today, getting a crew for a weekend sail, or even a Saturday afternoon cruise, seems to grow increasingly difficult. In our interesting and enjoyable local level rowing races (paddlers included) it still adds a great deal to an event's appeal when the big multi-oar boats turn up. Perhaps our New England rowing group that meets annually to schedule the racing calendar might look into some sort of encouragement for multi-oar participation in 1996. I'd hate see the big boats just disappear from these events.



UNITED STATES COAST GUARD AUXILIARY

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Contributed by Tom Shaw

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What is This Coast Guard Auxiliary Anyway?

Over the past years, *Messing About in Boats* has graciously printed safety articles from the Coast Guard Auxiliary. Perhaps it is time to say a little about the organization.

The Coast Guard Auxiliary is a group of some 35,000 civilian volunteers dedicated to boating safety. Although a part of Team Coast Guard, Auxiliarists have NO law enforcement powers.

On an average day during 1994, members of the Auxiliary:

Performed 21 assists involving 65 people.

Saved one life.

Spent 640 hours on surface patrols on navigable waters.

Spent 16 hours on surface patrols of state waters.

Spent 19 hours on air patrols.

Performed 705 hours of Coast Guard operational support.

Spent 16 hours on Aids to Navigation missions (verification and chart updating).

Taught 915 people in boating courses.

Conducted 674 Courtesy Marine Examinations (49.6% failure rate).

Performed 113 visits to marine dealers.

Spent 49 hours supporting USGC recruiting missions (Academy and enlisted).

Accomplished 205 hours of unit and individual training.

Provided 163 hours administrative support to the Coast Guard.

Manned a stand-by network of VHF radio stations for hurricanes, floods and other disasters.

These figures do not include hours spent in safe boating and safety instruction in elementary, middle and high schools or radio, TV and magazine articles promoting boating safety. Nor do they record the fact that in some areas Auxiliarists man the only Search and Rescue facilities available.

Auxiliarists are a busy group! What

with the current "downsizing" of the Coast Guard and its budget reductions, the Auxiliary is performing more and more "non-traditional" tasks. They are manning radios at Coast Guard stations, serving as "relief" crew on cutters, running computers at Marine Safety Offices, inspecting commercial fishing vessels, performing pollution patrols, providing "stand by" vessels and crews for Search and Rescue 24 hours a day...and the list goes on.

In short, the Auxiliary is providing the trained man (and woman) power and the vessels and equipment to help the Coast Guard, in a time of shrinking budgets, maintain its reputation as the world's best marine safety organization.

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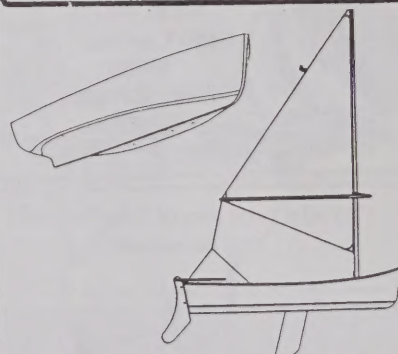
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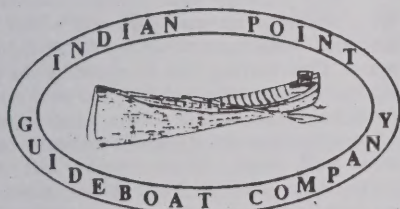
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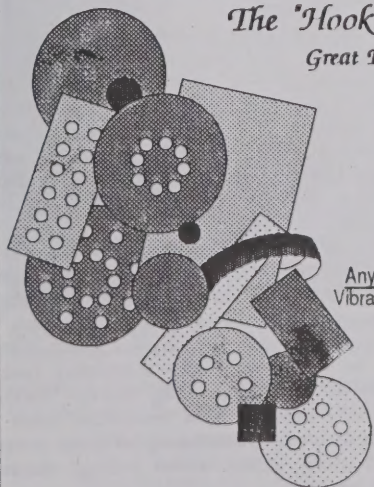
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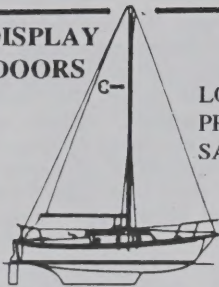
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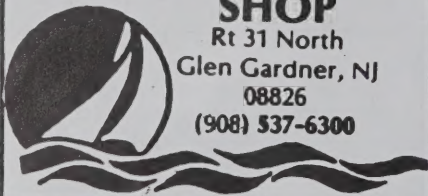
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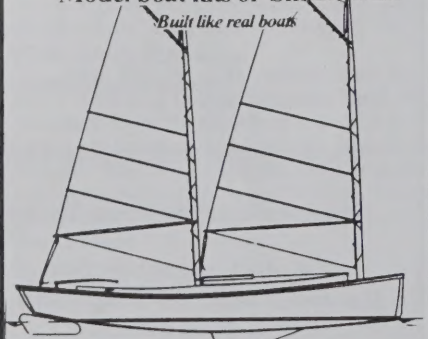
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**Your
Commentary**

That Boat Building Bond

Thank you for the great service your magazine has rendered to me and to the young man who now owns my catboat.

Betty's Rival was built over a several year period and launched in 1976. She provided many years of great fun for our family at the Jersey shore, the Chesapeake, and several lakes here in Pennsylvania.

However, since the passing of my wife (right, Betty) and the scattering of my children to the four winds, the poor old catboat sat at the dock and later in her winter storage for several years waiting for me to make up my mind.

When one builds a boat a bond develops and it becomes very difficult to separate. But it was increasingly obvious that we should part company and thus my ad in *Messing About in Boats*. After I had received several inquiries from all over the east coast, an enthusiastic young man called me from Virginia and indicated that he could handle replacement of the center-board trunk, and said he'd be up in a few days to haul her home, which he did.

This goes to show what sort of people read this magazine, and I thank you for the opportunity you provided to make two people happy and give a worthy boat a new home.

Bill Sullivan, Emmaus, PA.

Boating Magazines For Europe

I am in hopes that some readers will be able to help me with a project for another sailor. Bob Wise, owner of the Bolger designed *Loose Moose 2* has written about the lack of American boating publications available in Europe, and says he's not seen a *WoodenBoat* in two years.

If any readers care to contribute any back issues of boating magazines, I will be putting together a care package for shipment soon. Please send them to me for inclusion.

Bob Archibald, 4658 Fall Creek Rd.,
Chattanooga, TN 37416.

Blasting Into Modern Times

I was shocked to a post office standstill by the cover photo on the July 15th issue. The standing lug rig just came blasting into modern times! Roll in or out any amount of sail on any point at any time from the helm?

For non-racers it couldn't matter less if it's hard to cut the lug shape or get it to set beautifully. Simply start with more sail area than you'll ever need and in use roll up the extra until you're happy.

Noticing that you've been bringing us a series of recent lug rig innovations I started digging.

May 15, '92: "Bolger Ostar Racer". May 15, '95: "Practicality" by Gary Blankenship. Bolger suggests a yard topping lift or a peak halyard to control the dangling yard problem. This allows a boom topping lift, lazy jacks, slab reefing, etc. to be used effectively. Later Bolger suggests adding a downpull line to the nose of the yard also, and Blankenship finds that line alone does the job for him easily.

April 1, '94: Hans Waecker splices yard "topping lift" to halyard for one-line control of lift functions.

May 15, '94: Rich Alves "Time Machine" rolls sail around boom with crank handle on front end of boom, handle needing lashing for downhaul function.

November 15, '94: Jim Michalak shares his considerable experience cutting, shaping and using polytarp sails.

July 15, '95: Matt Leyden shows the way. Sail sleeved onto yard and boom, one halyard. Tack held down by hook through spool. One reefing line to spool. Yard held up by tension between halyard and downhaul hook/rolled sail. Gone away is need for yard topping lift/peak halyard, yard nose pull down, boom topping lift, lazy jacks, slab reefing. Note Matt stores his rig bundle at rail, getting it out of his face, eliminating boom lift.

Most elegant, Mr. Leyden. Order those plans, folks and join the future of more fun, more safe small boat handling.

Note: This novice researcher didn't intentionally exclude any other lug rig contributors. David and Mindy Bolduc gave readers a super adventure story to chomp on.

Bob Simmons, Sandpoint, ID.

Small Craft Safety Crossing the Gulf Stream

Re the Donald Jordan letter in the September 1st issue about the Bolduc's "Cheating Winter" story in the July 15th issue, I suppose it's always in order to remind people that the Gulf Stream is dangerous, but I question the implication that large, heavy, flare sided wide beam boats without self-righting ability are not vulnerable.

It is not clear what ballast the Bolduc boat has, but with her high deck she could easily be made self-righting by simply giving her a heavy bottom, as can be shown by elementary physics. Such a boat can be made perfectly seaworthy (much more so than many top heavy "trawler yachts") though it is true that most of them aren't and that many of their owners don't think much about taking chances with weather.

Phil Bolger, Gloucester, MA.

Boating at the Other End of the Country

I recently spent two weeks in the Hawaiian Islands. Just like the travel guides say, this is a fine place. The sun shines by day and all the stars by night, like Bing Crosby used to sing. A good steady breeze is always blowing. The water is around 80 degrees, wonderfully blue, and so clear that you can see your anchor on the bottom. I ought to add that waves and currents can be very strong here, being islands further from a continent than any others in the world.

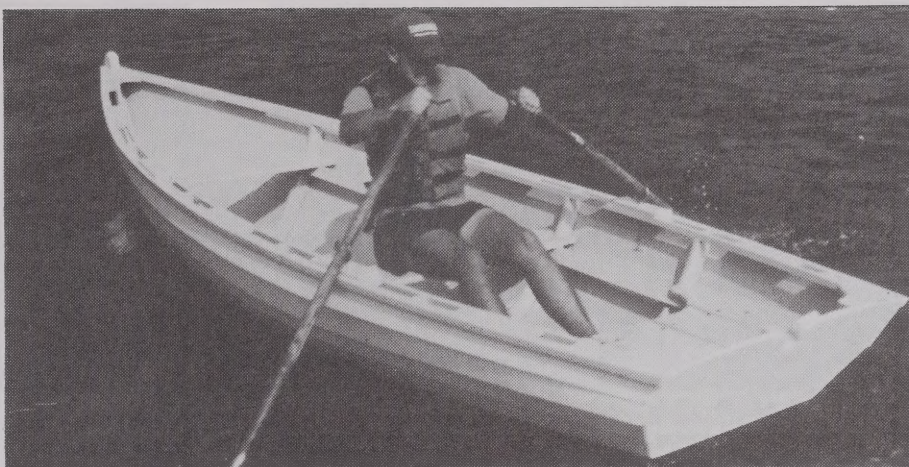
Yacht harbors were visible flying into Honolulu on Oahu, where most of the people live, but on Kauai I saw nobody sailing, though I did see some nice boats on moorings. There were no places to rent sailboats. Sit-on-top kayak vendors were common, two I talked to urged me to start a sailboat rental business. The previous Hobbie Cat renter lost his boats to Hurricane Iniki three years ago.

I stayed on the west coast of the big island, Hawaii, for five days where I could look over the Pacific from due north to due south, and there was never an obstruction to vision. During four days I saw one sail. Then on Sunday morning I saw four sail out at the same time. Call it five sorties in five perfect sailing days.

There were several sport fishermen, a very few coastal kayakers and a couple of outrigger canoes paddling south at a good clip. I never found a place I could rent a sailboat. Inshore kayaking was very pleasant with places to rent them at the tourist centers, sometimes just a local kid and his pals.

Maybe there is opportunity here for readers for uncrowded recreation or for small boat related business. Boatbuilding as a business might be chancy due to the low demand for boats and the high cost of materials.

Stuart Wier, Boulder, CO.



Rowboat for Boy Scout Camp

Here's a photo of the fine rowboat now in use at the Boy Scouts' Camp Squanto on Fawn Pond in Plymouth, Massachusetts. Last winter you published my letter requesting such a boat for the camp as all they had were aluminum outboard skiffs which row very poorly.

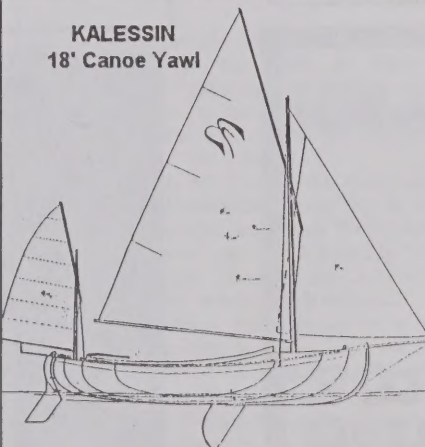
John Karbott of Plymouth saw the letter. He had built this boat a while ago but was unable to sell it. It's a masterpiece of wooden boat craftsmanship based on a Lowell design. It rows like a good rowboat should.

After I had picked it up from John and given it a good new paint job, the Scout

camp's waterfront staff was thrilled with it, now they have a boat in which to teach older scouts how to properly row.

For next summer it would be nice to add to the camp fleet something nice, perhaps a fiberglass peapod or a one-man sliding seat craft. My hope is to see this camp have an assortment of small craft of types above the aluminum skiff category, in which the young people can learn to appreciate the better class of human-propelled watercraft. I'd be pleased to hear from any readers with something they'd consider donating..

Bob Whittier, P.O. Drawer T, Duxbury, MA 02132.



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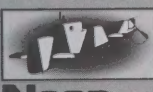
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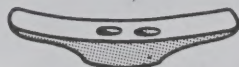
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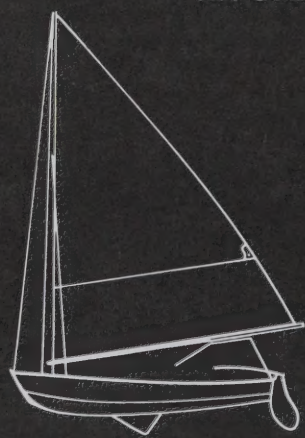
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A mix of traditional singles passes Lane's Cove. At right still barely ahead is the Banks dory of Mike and Burr Jeness. Out beyond them is John Aborn in his Monument River wherry. Next comes Ben Booth in the Middle Path Skua and then an unidentified competitor in what looks like a Crawford gunning dory. Booth edged Aborn for the fixed seat single win, and the Jeness brothers rowed away with the Banks Dory win.

"Conditions were the best I've ever seen," said Eric Radtke who has paddled the Blackburn Challenge for the past five years of its nine year existence. Light winds from the north, a high tide at the race start, and a clear day in the '70s made this year's Blackburn Challenge one of the easiest rides in many long-time participants' memory.

One hundred and one boats participated, and racers actually arrived on the beach two and a half hours after the start (Michael Dreher in a sliding seat single in 2:35:03, a record of records). Larry Thomas in the Racing Kayak field rounded the Cape in 2:46:16. It is notable that a 20-minute gap separated rowing shells from kayaks, usually these two classes are much closer with a toss-up of overall course winner. Many records were broken.

It is also notable that the Blackburn, perceptually dominated by kayaks, is now also attracting more rowing shells. Formerly, the split was 30 percent rowing boats to 70 percent kayaks. This year that figure was 50-50, according to Chuck Mainville of the Cape Ann Rowing Club, sponsors of the race. However, more of the traditional rowing boats have dropped out, it's a pretty long haul for them, with the slack taken up by the rowing shells.

"Kayaks are still the bread and butter of the Blackburn," says Henry Szostek, president of CARC.

The Blackburn Challenge is a 20-mile open ocean race that circumnavigates Cape Ann, a large promontory jutting out into the Atlantic on the North Shore of Massachusetts. The Cape Ann Rowing Club very competently runs the race and has become smoother at doing so over the years. Volunteers now work out times on a computer system with its kinks worked out, and the race now starts when it says it's going to, a relief for pre-race-jittered participants. Race numbers are not limited, and organizers will accept race-day registration, albeit at a hefty fee.

At 8:20 a.m., Saturday, July 22, after milling around the Annisquam River where it bends around the old railroad tracks, our class, the double kayaks took off.

As a kayaker, I find it is always fun to mix with the traditional rowers, although I am always happy I am in a kayak when I see the bending backs of the dory rowers. Most unusual rowing craft I saw was the canoe retrofitted for a threesome with two rowing stations and a stern rudder, and the

The Blackburn Challenge

By Tamsin Venn

*If you can meet with Triumph and Disaster
and treat those two imposters just the same...*

Yours is the earth and everything that's in it...

Rudyard Kipling, "The Thousandth Man"
(Inspirational motto over entrance to the room that tennis players wait in before center court match at Wimbledon.)

open sided Seabright Skiff, presumably a light but possibly wet craft. At Eastern Point Light we followed one double dory for awhile. One rower smiled and asked, "Want to see the blisters on my hands?" "No, thank you," we replied.

At the start, we float at the green can. We see Chris Huemmler zoom by in his newly built Baidarka and Janet Willie with her umbrella over her head looking like she's heading out for a picnic, but who placed first in the women's division.

The committee boat gives us a 30 second warning, counts down, and we are off. The first part of the race is through the Annisquam River, the first tactical maneuvering. Do we follow the cans and main current out the river or take the short cuts across the shallows? We watched Henry Szostek, president of CARC, in *The Unforgiving Minute* follow the cans. We did both, one minute choosing to follow the double Nootka ahead of us, then follow the main current, then cross the shallows. It was a good paddle through the Annisquam this morning either way.

The trip out the Annisquam River to open ocean is about three miles. The next leg follows the west side of Cape Ann, this morning calm waters and winds, made this a matter of keeping one's own pace.

Much of this race is a psychological reaching of points around the Cape and gaining a view to the next one and the next distance to be travelled. The goal of this first stretch of the race, the first seven miles, is to reach Halibut Point. Halibut Point is known to the old schooner fishermen as "Haul About Point", the place where they would change tack on their way to Boston, i.e. a significant change in di-

rection, and one of those aforementioned psychological spikes in the race.

We pass Annisquam Light, a bright, white cheerful mark, then the high rock jumble of Lane's Cove, spectators atop. Our view is to Folly Point, which without a chart, we think is Halibut, but in fact Halibut is another mile. The high jumble marks Halibut, and usually a good refraction of waves exists here. In the past, competitors in skinny racing boats, which they were unused to, have turned over here, but today the seas are calm, the swells barely breaking.

The next stretch from Halibut to Andrews Points is always the most beautiful and inspiring. Here, in the kayak heat, the dories are still ahead of us, and we can see their high transom sterns and oars dipping rhythmically, ahead, and it casts us back briefly into another century before kevlar kayaks were invented. We also pass by many neon-colored lobster buoys. Clunk. Clunk. I always hope no lobstermen are watching.

It was in this stretch two astonishing developments occurred. Two members of the kayak "racing" class passed us, the wing paddles uplifted from the water like flying geese, followed shortly thereafter by two from the kayak touring class, who were keeping up very well. One of the "touring" kayaks looked like the kayak from hell, and how this rose-colored no-name boat kept such a good pace is a mystery.

The other development was seeing Ed Duggan go by without his buddy and perpetual competitor Tom Mailhot nearby. Mailhot, former winner of the men's kayak racing division, it turned out had torn a shoulder muscle in his carpentry business, was not racing. We asked, "Where is Tom?"

From Andrews Point, we start off bravely across Sandy Bay with a view to Rockport, still fortified psychologically and physically for the long haul. We head for Straitsmouth Channel, a small opening between the mainland and Straitsmouth Island. If we head dead for the north tower of Thachers Island, about two miles beyond Straitsmouth, we are on the right heading to pass through this channel.

While the view is inspiring, after a half mile across Sandy Bay, the spirits sag. Three-quarters across as we follow paths with a single kayaker, we ask, how do you feel?



Start of the fixed seat singles on the Annisquam River. A25 at the left is Chip Eichorn, up from New Jersey with his racing Seabright skiff. Touring double kayak winners Will Aubrey and Rob Nadeau paddle on by the all-women crew of the gig *Kids* (well, the coxswain is a guy).

"I'm dying," came his reply. Our sentiments exactly. It is a slightly more than two miles across Sandy Bay. That's the bad news. The good news is that when we reach Straitsmouth Channel, we are at the 10-mile mark and halfway through the race.

Here off to the right is Rockport, bail-out point for those only wishing to do ten miles of the race. In the five years I've done this race, I've never actually seen anyone make that right hand turn into Rockport, which is probably a good thing, because I think I would be sorely tempted to follow.

Thacher's, 1.5 miles beyond Straitsmouth, is a beautiful island and its visual appeal fends off the boredom for awhile. David and I entertain ourselves reminiscing over our former trips there. It was soon all business again, however, upon reaching Lands End, across from Milk Island. For many the next is the most difficult stretch. We are starting to tire. We have three miles to no-name point just above Bass Rocks, we are about a half-mile offshore so visual interest is limited, and by this time, competitors are spread out so we don't have the dynamic of other racers to chat with or watch. I white lied to David to keep his spirits up, saying the point we could see was Eastern Point, the place where we turn into Gloucester Harbor for the race's last stretch. He told me

afterward he appreciated the fib.

In this stretch, we pass one dory, while one sliding seat shell and one kayak pass us. At least this year, as happened the year before last, a northwest wind isn't blowing us off shore. Hardly any wind blows us anywhere.

When we reach, no-name point, our next view is toward Brace Rock. Rob Hazard, in his premier race with his newly built Seguin, and a Gloucester regular, says this is the worst part for him.

At this point, I always think of American painter Fitz Hugh Lane who lived in Gloucester and was famous for painting luminous rocks such as Brace Rock and busy turn of the century schooner laden harbors, such as the historic Gloucester Harbor that we will soon turn into.

It is not until after Brace Rock that at last we see Eastern Point Light, one of the brightest marks on the race course. It is here that, at last, we turn into Gloucester Harbor for the race's final stretch. Down the length of the jetty, avoiding the fishermen's lines, and the most pronounced turn of the race, a right hand one into the harbor.

This is the most difficult part of the race. We think we're home when we make this turn, but it is in fact another two miles to the Greasy Pole, the finish line, and that is across a harbor churned up into an unsteadily wavy chop from recreational

and fishing boats. We are trying to keep a straight course, not using our rudder, and thinking possibly of putting on a last-minute push to overtake that double kayak competitor now just ahead of us, who just may seem to be lagging.

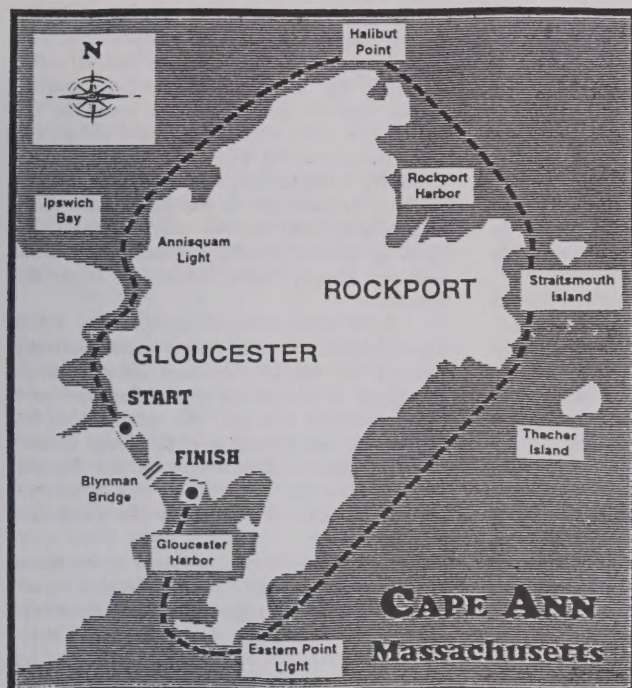
Whew. The Greasy Pole doesn't get very much closer, very fast. We head for a point just to the right of one of two of Gloucester's cathedral towers. Chuck Mainville of CARC on the committee boat tells us our race is over (a considerate talking "finish line"), and then we head for the beach where there is always a kind soul, a previous arrival, who has had time to recover, to help pry us out of our boat.

The beach always contains a strange mix of weekend beachgoers, who have absolutely nothing to do with the Blackburn; spectators waiting for news of their loved ones still out on the course; and other competitors looking ragged, numbers askew on their stomachs, still drinking water; and the race officials, cheery and helpful, some having graciously taken this year off to work the race and not race themselves: Dick Price, Tom Mailhot, Natalie Medici, to name a few.

This year, two heat exhaustion cases occurred, probably because the day was deceptive, seemingly cool, so possibly the competitors did not drink enough. In the end, this race is for the most prepared and those willing to be humbled, meeting triumph and disaster with equanimity.

Again the Multi-oared with Cox winner, the Mainville Pilot 26 had to settle for 5th best time this year behind three ocean racing shells and one ocean racing kayak. Ben Lathrop and Russell Smith in the Cheticamp at left watch an ocean racing single shell go past as they in turn are battling with Barry Donahue and Peter Corbett in a Whitehall.





Banks Dories

1 - Mike Jenness	3:50:12
Burt Jenness	
2 - Anthony Militello	4:13:13
Jeff Sheehan	
3 - Lawrence O'Brien	4:25:27

Multi-Oared With Cox

1 - Frank Mainville	Pilot 26	2:52:50
Andy Parks		
Dan Bakinowski		
Eric Jensen		
Joan Mainville		
2 - Dennis Glidden	Gig Kittery	3:26:28
Eugene Van Loan		
Tom Craig		
Jack Jablonski		
Bill McGowan		
Jim Strickland		
Tom Millest		
3 - Doreen Scola	Gig Kids	4:01:10
Joanne Fronterio		
Tammy Morrissey		
Astrid Aflintenberg		
Lee Ann Pallazolla		

Fixed Seat Single

1 - Ben Booth	Middle Path Skua	3:35:23
2 - John Aborn	Mon. R. Wherry	3:43:30
3 - John Daley	Piscataqua Wherry	3:44:54

Fixed Seat Double

1 - Peter Fleming	Aborn Dory	3:32:48
Ray Fleming		
2 - Ben Lathrop	Cheticamp 19	3:38:06
Russell Smith		
3 - Henry Hall	Stretched Dory	3:51:02
Andrew Hall		

Open

1 - Jake Jacobson		3:09:51
Mark Kandustch		
2 - William Gribbel	Custom	3:09:54
Steve Barnes		
Steven Jones		
3 - Jay Blake	Old Town Tripper	4:00:45
Stanley Blake		
Jack Van Loan		

Sliding Seat Single Touring

1 - Henry Szostek	Unforgiving Minute	3:24:45
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Sliding Seat Single Racing

1 - Michael Dreher	Rec Racer II	2:35:03
2 - Joe Holland	Kingfisher	2:35:41
3 - Dana Gaines	Maas Aero	2:35:51

Sliding Seat Single Racing Women

1 - Kinley Gregg	Alden Star	2:57:30
2 - Jennifer Osborne	Alden Star	3:04:47

Kayak Touring Single Men

1 - Mark Jacobson	Lilies Gloosecap	3:17:28
2 - Joe Ervin	Seda Glider	3:23:52
3 - Ned Weid	Mariner II	3:26:01

Kayak Touring Single Women

1 - Janet Willie		3:56:17
2 - Karen Ristuben		3:59:31
3 - Deborah Ford	Current Design	4:34:37

Kayak Touring Double

1 - Will Aubrey	Necky Nootka	3:21:25
Rob Nadeau		
2 - David Eden	Seda Tango	3:36:00
Tamsin Venn		
3 - Larry McIntosh	Necky Nootka	3:37:47
Len Meserve		

Kayak Racing Single Men

1 - Larry Thomas	Wave X-L	2:46:16
2 - Chip Coward	X-Par Missile	2:53:19
3 - George Youmans	Wave X-L	2:53:20

Surf Ski Men

1 - Zachary Greer	Fast/MK1	3:00:36
2 - Edward Duggan	Futura C-4	3:06:36
3 - Don Swift	Hammerhead	3:21:26

Surf Ski Women

1 - Denise Radtke	Seafarer Sprint	3:30:33
2 - Ann Bosse		3:59:56

Fastest men in the fleet, Joe Holland in a Kingfisher (left) was runner-up to Michael Dreher in a Rec Racer II in the Sliding Seat Single Racing class. The flat seas gave the racing shells the best possible conditions for setting new records.



On the weekend of July, 14, 15, and 16th, *WoodenBoat* Magazine held its 4th Annual Wooden Boat Show at Hinckley's Great Harbor in Southwest Harbor, ME. Though the town of Southwest Harbor is located on Mount Desert Island this place is far from a desert island. The centerpiece of Acadia National Park, this lush, green island features some of the most dramatic and varied scenery I've encountered anywhere ranging from bald topped granite mountains forced up by volcanic action to rocky wave-dashed shores to the only authentic fjord on the U.S. east coast. This last feature was the setting for the following boating adventure.

It may sound strange to anyone outside of the boat business but the longer and deeper I become involved in the designing, building and selling of boats the less time I have to enjoy activities that are almost routine to some of my clients. Sometimes I fear that I'll lose my understanding and appreciation of what drew me to this business in the first place, cruising. It is for this reason that my partner Karen Weir and I decided to stick around Acadia for a few days after the show.

On Monday and Tuesday it rained almost non-stop so we confined ourselves to indoor activities like visiting museums, shopping, and sampling the cuisine of the area's many fine restaurants. Wednesday we spent drying out our camping gear. Having heard we could expect several days of clear dry weather, we spent Thursday gathering and gorging on the abundant and succulent shellfish this region is known for.

Friday, our last full day on the island, dawned with a steady rain that seemed certain to wash out any chance of a meaningful boating experience on this trip. It looked as though we'd have to satisfy our water-related activities cravings by don-

Pittsburghers in Paradise

By Andre deBardelaben

ning slickers and trundling our fishing gear to the Bass Harbor town docks to catch some mackerel for our last evening's supper.

But by early afternoon the sky began to lighten and by 3pm the rain stopped. Our hope brightened with the weather, and since we badly wanted to have a rowing adventure, we consulted a tide table with the idea of exploring one of the area's most unique features, *Somes Sound*, the east coast's only true fjord, a narrow, steep-sided finger of sea gouged out of the land by a glacier. *Somes Sound* is about seven miles long and about a mile wide at its widest point with mountains that reach the water's edge. It runs north-south through the center of the island.

When we arrived at the Southwest Harbor town dock, opposite the seaward end of *Somes Sound*, it was about 4:30pm and the temperature was 80 degrees. High tide would arrive at 6:54pm, which meant that we had less than two and one-half hours to reach *Somesville* at the northern end of the Sound on the favorable tide. We knew that our boat, my 16' Middle Path "Skua", was capable of the requisite speed to achieve this goal but I wasn't so certain of its out of tune engine, me.

We quickly removed the boat from the roof rack, carried it to the dock, hurriedly grabbed the oars, our PFD's, our fishing rods (we were determined to catch supper), and a large thermos of water. With only a sightseeing map to serve as our chart, ready or not by 4:45pm we were off!

Next to the dock was a busy Coast Guard station that occupied a point of land that guarded the mouth of the Sound. After slipping by several purposeful looking patrol and rescue vessels we rounded the point, and with *Greening Island* off to the east, turned north directly up the Sound. Instantly I could feel the surge of the tide pushing us onward. At the same time there was a breeze off the Atlantic that was also blowing almost directly upsound. We were surfing! Heady stuff for a guy from the Midwest.

With Karen in the sternsheets I fell into a blissful rhythm as we made our way through the brightly colored lobster buoys that were as numerous as mushrooms on a forest floor in autumn. We were struck by the beauty and grandeur of the large estates that line the southern end of the Sound. These were the palaces of this country's royalty-families with names like Ford and Rockefeller.

While marveling at these monuments to a pre-IRS America, I was startled to see that my passenger had sprouted a second head, one with huge bright eyes. It actually belonged to a seal that had popped up just astern to inspect his new neighbors. He just bobbed in place watching us until we disappeared around a small point of land that marked the beginning of the "Narrows", a natural venturi where the Sound constricted to just over a quarter of a mile wide. Here the water became choppy as the wind and incoming tide speeded up dramatically. We fairly squirted through that 3/4 mile stretch.

After the Narrows the western shore widened out into a sizable bay called *Valley Cove*. In it were anchored several sailing vessels including the ex-fishing schooner *Harvey Gamage*, which has been gentrified into a kind of a "dude" schooner. As we approached the *Gamage* for a closer look she fired up her diesels, weighed anchor and set off on her rounds, her crew and guests saluting us as they went.

Above *Valley Cove* the Sound squeezes between Acadia and *Norumbega Mountains*, then gradually widens for the next two and quarter miles past the isolated settlement of *Hall Quarry*, where another seal gave us the once over. *Hall Quarry* used to be exactly what its name suggests. Now the abrupt notches cut into the steep rocky shore conveniently serve as travel-lift bays for a yacht repair and storage facility.

A mile or so above *Hall Quarry* the Sound narrows to less than one-fifth of a mile with verdant *Bar Island* restricting the passageway even further. With the tide nearly at its peak we slipped past the island and through the narrows to an area near the charming village of *Somesville*, where the Sound widened and branched off into several interesting tidal inlets. A sizable one at the very head of the Sound held a nice assortment of well-found pleasure craft, both power and sail.

This area is served by a dock reserved exclusively for use by the residents of *Somesville*. To the southwest is an inlet completely rimmed by private estates, the owners of which probably wouldn't want a couple of parvenus tying up to their docks. We chose to explore a cozy little finger that we'd seen many times from Rt. 102. Sometimes it was little more than a mud-flat. This time it was deep enough that we

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couldn't see the bottom through the pleasantly transparent water.

Upon entering the mouth of this tickle Karen spotted a mammalian form cavorting in the shallows near its head. Upon closer approach we saw that it was not Andre the Seal but Monica the bookseller cooling off after a day working at the Port in a Storm Book Shop just up the ramp on Rt.102. She remembered us from our visit the previous year and invited us to tie up at a neighbors dock.

The time was 7pm, six minutes past high tide. We informed her that in our haste to exploit the favorable tide we had forgotten to bring along munchies to fuel us on the seven mile row back to Southwest Harbor. Taking pity on us, Monica kindly offered us the use the of her car for a run to a nearby convenience store on the condition that we bring her back a couple of bottles of chilled Rolling Rock. On the way back from the store we consumed a pack of peanut butter crackers, half of a large bag of potato chips, and a quart of Gatorade. Can you say "electrolyte depletion"?

At 7:25 PM we arrived back at the dock, handed the beers to Monica and told her that we had better be heading down-sound immediately so as to take advantage of not only the receding tide, but also the remaining daylight. It seems that not only had we forgotten to bring along nutritional sustenance, we had also left behind our lights. Although the clocks in Pittsburgh and Acadia show the same time, the sun sets considerably earlier in the eastern location. As we rowed out to the larger sound I beheld the shrinking image of a contented bookseller floating on her back with an upturned green bottle pressed gently to her lips. That sight alone was worth the trip.

By the time we reached Hall Quarry the sun had sunken well behind Acadia Mountain and the shadows were lengthening and deepening quickly across the Sound. It was at that time that we saw dark shark-like fins piercing the surface to our east. After further wide-eyed scanning we determined that what we were seeing were actually porpoises.

As we entered a narrow stretch above Valley Cove we were confronted by a large (at least by comparison to an 85lbs pulling boat) cruising sailboat short-tack-

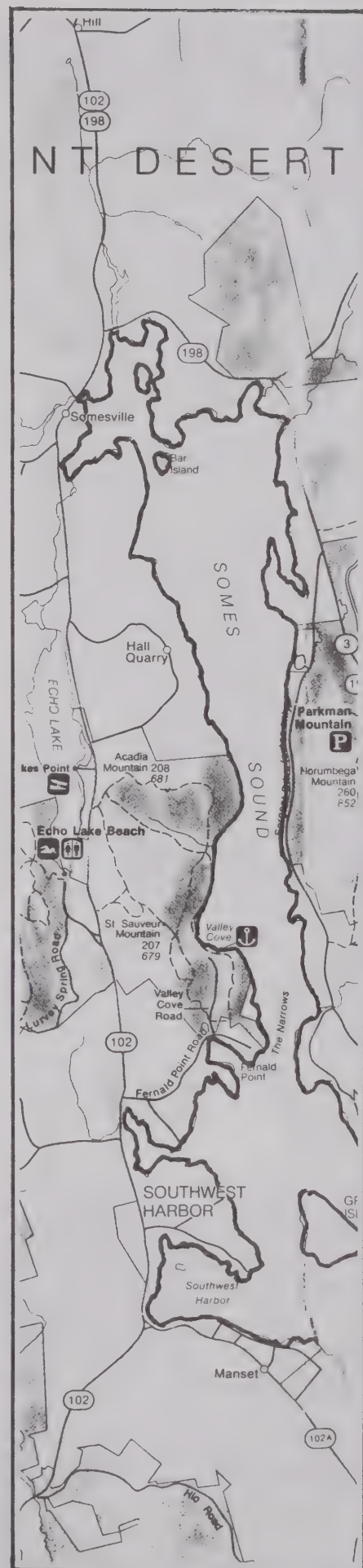
ing, or was it gybing, in the opposite direction. We eventually worked out our "right of way" differences by hugging the western shore. Mind you, here shore means granite cliff. As the sailboat passed its crew noticed our fishing rods. They asked if we had caught anything. We answered that we hadn't. Along most of our route the lobster buoys were so numerous that we were fearful of snagging pot warp. In the warp-free areas we were moving so fast that the lead jigs we were trolling wouldn't sink below the surface.

Back at Valley Cove another large schooner had dropped anchor. This one was yachty looking. It had a sleek, low, shiny, black hull with varnished deck-houses. With darkness overtaking us there was no time for a closer look. On the positive side, as daylight faded the temperature dropped to a level that was very comfortable for rowing at a necessarily vigorous pace. On the return trip through, the surface in the "Narrows" was much smoother and the tide, having turned, made our passage swift.

When we entered the broader Sound again it was dusk. The water undulated in long, smooth, slick swells. With Greening Island in sight, a warm breeze blew in from the southeast, unfortunately bringing with it fog. With a whistle as our audible signaling device, no lights, and the foil lining of a potato chip bag our only radar reflector, we listened carefully for the engine sounds of any lobster boats that might be returning to check their traps.

With the fog the wind also brought sparrow-size mosquitoes in numbers much greater than one would expect to find so far from shore. Perhaps this plague was punishment for our hasty, unprepared departure. As it turns out, it was not our fate to do a mini-reenactment of the collision of the liners *Andrea Dorea* and *Stockholm*. We slipped sheepishly through the floodlights of the Coast Guard station, rounded the point that marks the mouth of the Sound and sidled up to the Southwest Harbor town dock at 9:05pm. We quickly loaded our gear onto and into the truck. From there we drove immediately to the Head of the Harbor Restaurant in Southwest Harbor where all it took to catch the most delicious fish was a credit card and a fork.

Skua at rest, not just for racing, she makes a nice double cruising rowboat.



PLYBOATS

SOFTWARE FOR THE DESIGN OF SMALL BOATS

SOFTWARE FEATURES:

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

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

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

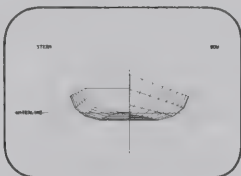
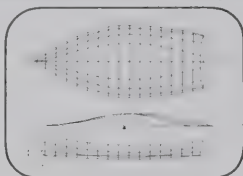
Graphics show all views, top, side, end view sections and orthographic projections. The Orthographic views are presented with vanishing points to provide better perspective. The orthographic figures are painted to appear solid and to provide an excellent feel for the hull shape. These include hidden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

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

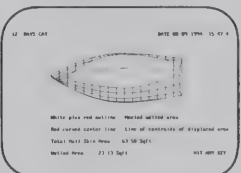
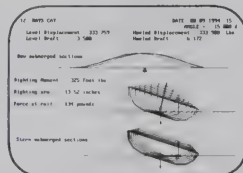
The trail or Trajectory of the Centroidal Points indicates the water flow path beneath the hull. A secondary plan view shows the shape of this curve and the shape of the heeled wetted area. The wetted area of the hull in square feet and the total surface area of the hull are also shown.

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

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



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



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

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

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

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

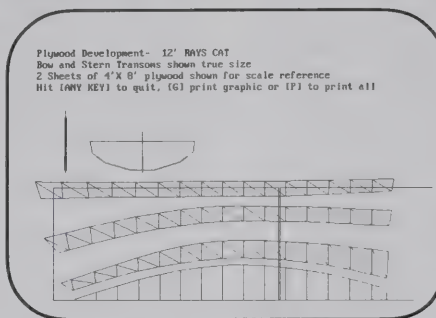
The software automatically calculates the Prismatic, Block, Waterline Fineness and the Midship section coefficients.

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

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

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

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

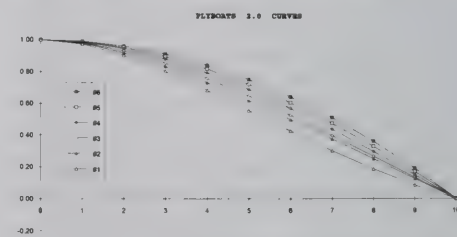


Plywood Development - 12' BAYS CAT
Bow and Stern Transoms shown true size
2 Sheets of 4'X 8' plywood shown for scale reference
Hit [ANY KEY] to quit, [G] print graphic or [P] to print all

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.

fied 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:

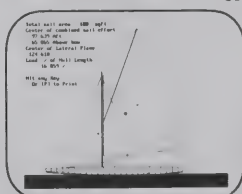
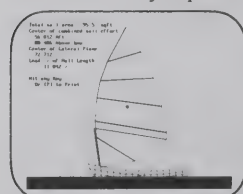
1. All curves are precisely fair and do not require secondary fairing procedures. When a curve selection is changed, the new curve is fair.

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.

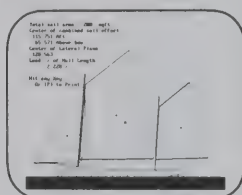
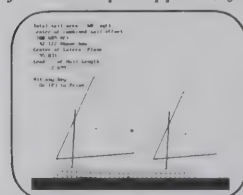
3. All curves will fit to bent wood, including reverse bends.

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.



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Awesome Oarships

By Jim Thayer

What would you say to a 140' rowing boat pulling 144 oars, three men to an oar? This particular boat is 40 meters long and looks a bit ponderous, but all around her are long narrow rowboats, which, to quote a contemporary, "flew like birds over the water".

Where we at anyway? It's the Deniz Muzesi Naval Museum, just off the Bosphorus in Istanbul.

Mind boggling is a pallid term to describe what they have here. The place is replete with long, lithe rowing boats which tend to come in pairs, one for the sultan and one with enclosed house for the harem. They are lightly built, carvel planked and range from 15 footers pulling one or two pair to 60-70 footers pulling around ten pair. They are mostly decorated with exuberant gilt carvings on the exaggerated fore and aft overhangs. They must have been a sight to see in action.

The oars have a large spindle-shaped swelling between lock and grip and are held to the single tholepin with a rope grommet.

These boats are called caiques, from the Turkish "kayic" which in turn comes from the verb "kaymak" meaning to slide or skim. How do I know all this learned stuff? Easy, I bought a book, *The Caïque*, to which I refer as I write. It's loaded with wonderful drawings, paintings, and colored photographs of the boats in use.

You won't find the Deniz Muzesi (Besiktas Tel. 261 00 04, hours 0930 to 1700, closed Mon. and Tues.) included on any guided tours, but luckily it's just beyond the east end of the the Dolmabahce Palace grounds, which is a tour standard. The museum includes a yard full of naval weaponry, and another building which runs mostly to models, paintings and uniforms. Oldtime Turkish sailors wore some pretty wild stuff.

Just a short way on eastward is the Besiktas ferry terminal where you can hop a boat across to Asia, or back downtown. You'll recall that Istanbul (ex-Constantinople) lies on both sides of the Bosphorus and is bisected on the north by

the Golden Horn. It's a ferryboat Mecca. There are lots of ordinary little boats where you just jump on and somebody comes around to collect the money. And then there are glorious long turn-of-the-century types for the longer runs.

You can spend hours just setting on the quay watching the action. There is also a steady procession of freighters to and from the Black Sea (Kara Deniz). There are a couple of floating bridges across the Golden Horn which somehow open to let ships through to the repair yards.

The boats alone are worth the trip, but there is more: Magnificent mosques, exotic palaces, bazaars, markets, ancient ruins, and more curious stuff than you will find most anywhere.

There is also a museum which should be good but time ran out before we got there. Rahmi M. Koc Industrial Museum, Sutuce, Tel. 250 239 38. It houses a private collection of steam engines and industrial machinery reflecting the Industrial Revolution, housed in a beautifully restored Byzantine building. It is located in Haskoy, up the Golden Horn.

Foodwise the place is super. The bread is great and there is a barbeque at every turn. Street vendors with charcoal stoves sell chestnuts and popcorn. The multicompartment nut carts have coal heaters with tall smokestacks. A boat rocking and rolling at the quay will whip you up a nice fish sandwich.. The sweets are legendary and the tea is strong.

You don't have to worry about language, just hold out money and point. Most of the younger folks speak passable English. The Turks are friendly, hospitable, and very helpful. No problem.

Turkish airlines flies the big airbuses which give you a lot more room than the 747 cattlecars. Service was great.

We went in February and it was a bit chilly, in the 50's and 60's. I think March would be good and April just right. Two weeks will be gone before you know it.

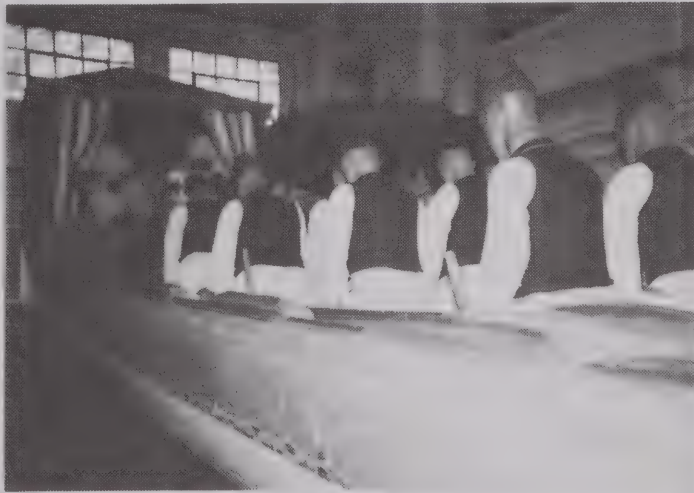
Book the first few nights if you are the cautious sort. Any good hotel will set you up with tours, but the best way is to get a guide book then get on the hoof and wing it.

Take lots of crisp new small bills. Worn ones are hard to pass and the slightest tear renders them worthless.

Lyi yolculuklar.



Above from top: The stern of the BIG rowboat! A cute little tender (ferry?). Below: Crew looks a little weary, they've been on duty since the Ottoman Empire.



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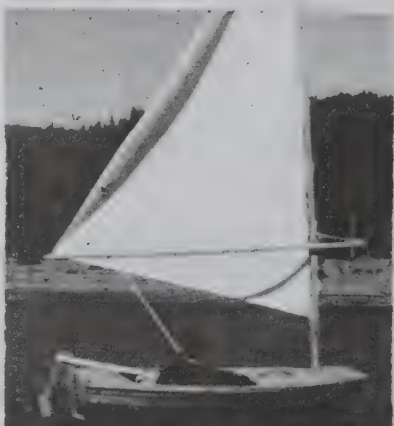
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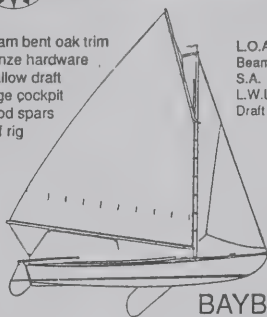
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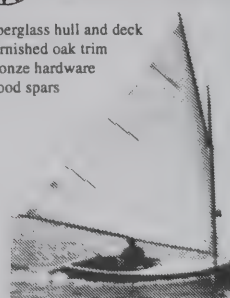
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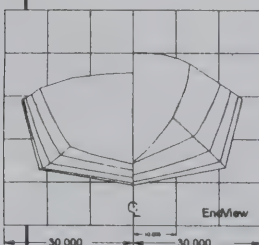
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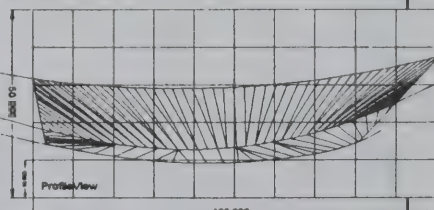
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In the years since I was charmed into buying a Melonseed Skiff and she arrived at our driveway in November of 1992, Roger Crawford's tantalizing stories of Melonseed gatherings and events fed many a daydream. I'd often stare off into space to conjure up a fleet of Melonseeds sailing together. Handicapped as I was by never actually seeing another Melonseed besides our own, *Alacrity*, it was marvelous daydream fodder.

This summer, the daydream became reality when we attended the Summer Solstice Regatta on Duxbury Bay, Massachusetts. From the time my wife Nancy and I first started making plans in the dead of winter, until we departed Indiana to drive the eleven hundred miles east, this event was a source of great anticipation. I could hardly wait to sail with other Melonseeds and meet their enthusiastic owners, known affectionately as "Melonheads." So it came to pass when on June 16, 17 and 18 we joined the crews and boats that converged from such far-flung places as Utah, Pennsylvania, New Jersey and Florida, with locals from various parts of Massachusetts, for a perfect weekend of sailing.

One can't imagine a more idyllic spot than Eagle's Nest Cove on Duxbury Bay as the base of operations for the regatta. Rimmed with tidal marsh, it measures several hundred yards in each direction. Fran Nichols' generous, comfortable, old summer cottage nestles in the trees on the point, looking as if it took root when the trees were saplings and grew there to become a part of them.

We were greeted warmly by Roger Crawford and shown the finer points of launching off the marsh. It was wonderful to finally meet the man behind the voice on the telephone, and he's as gracious in person as he is on the other end of the line. Soon *Alacrity* was rigged and with Andy Follansbee and Geoff Hoffman lending advice and a hand, she was launched over the marsh and down the muddy bank into her first taste of salt water.

Melonseed Skiff Summer Solstice Regatta

By Roger Rodibaugh

Photos by Nancy Rodibaugh and Denise Brown

The Friday afternoon of our arrival had been designated as an informal, unstructured gathering for the early birds. Eleven Melonseeds managed that distinction. It's hard for me to reduce that afternoon's sail to words. The crystal clear air seemed to give everything a sharp focus. The strong colors of the Melonseed hulls stood out sharply in the blue waters of the bay. The 8-10 knot breeze allowed for a relaxed afternoon and for a while we tacked back and forth outside the cove waiting for the last boat to set sail and join us. The thrill of even seeing another Melonseed was terrific...and here we were, sailing with ten of them!

The first crew we hailed as we sailed out of the cove turned out to be Jerry and Sue Zeiders from Pennsylvania in their beguiling black-hulled *Witchery*. I was glad to meet them as Jerry and I had corresponded shortly before the regatta. I'm sure many of the folks wondered who this animated stranger was, shouting out greetings to perfect strangers as if I knew them. We observed some playful squirt-gun skirmishes and took a few hits ourselves. There were a lot of compliments and thumbs-up gestures as boats crossed paths.

When all the boats were assembled outside the cove, Crawford led us on a sail through Duxbury's Snug Harbor moorings. It was fun maneuvering through the close quarters of the moored boats. One fellow who was polishing the chrome on a mega-cruiser leaned over the side and eyed us longingly. "I envy you," he said, as we swiftly but quietly passed by.

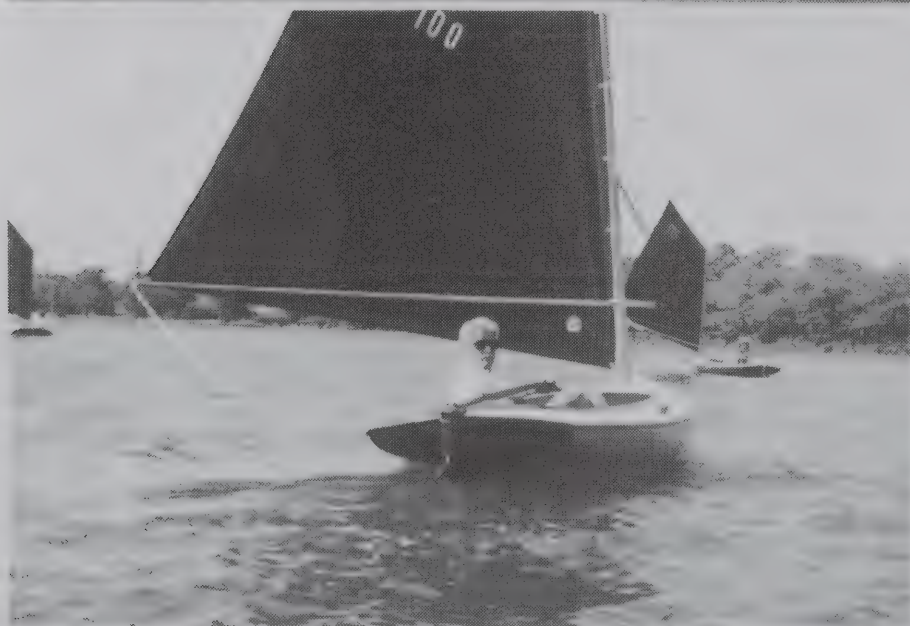
We regrouped on a little spit of marshy land and pulled the boats up on the grass for a leg stretch, photo op and more conversation. Introductions were still going strong and it was great to meet people I'd only read about. While the boats were pulled up on the marsh grass we had a good view of Melonseed #100, a milestone for Crawford Boat Building.

To celebrate and commemorate building the hundredth hull, Crawford lavished extra attention on this boat in the form of a gorgeous teak transom and centerboard in lieu of the usual daggerboard. With ivory deck, cafe au lait topsides and bright finished teak, she's a real head-turner.

We soon shoved off again and proceeded to the mouth of the Bluefish River for a short sail up to the road bridge. It was great fun short-tacking our way upstream and crossing tacks with other boats. In the afternoon light they looked splendid and the frequent maneuvering gave ample opportunity to observe them from every angle.

We headed back to the cove in the dying breeze and pulled the boats onto the marsh, setting anchors in preparation for the 3:00 a.m. high tide that would flood the area. As someone who has spent very little time around tides, I couldn't hide my amazement and fascination. I suspect some of the more tidally-experienced people were amused by my repeated exclamations as the tide ebbed through the evening. By dark there was only glistening, wet mud in the cove. Far out in the bay the lights of navigational aids and boats in the channel were reflected in the shiny mud.

Meanwhile, a cookout commenced on the front lawn at Fran's cottage where hot dogs and hamburgers were served up and we were treated to Crawford's marvelous seafood chowder. After several bowls for everyone, the party meandered down to the beach where the breeze fanned the flames of a bonfire and kept the bugs at bay. The flames flickered on satisfied but sleepy faces as we talked of boats and sailing.



From the top: Dale Andrews' beautiful strip-planked Melonseed. On the sand at Saquish beach. Roger Crawford sailing #100.

Saturday we arrived at the cove a little before the tide was high enough to launch the boats. Proof that the 3:00 a.m. tide had indeed flooded the marsh lay in the way the anchored boats were sitting in different positions than we had left them. (Again, amazement on my part.) There was a general hum of activity and conversation about as more people and boats arrived and made preparations for the afternoon's sail. The breeze was a "hat flipper" and the flags on the pier stood straight out, snapping.

As the tide crept upward toward the marsh, someone sighted some sails coming down from the Duxbury launching ramp. A few minutes later several Melonseeds sailed briskly into the cove, making a very dashing sight. Sunlight glinted off a lovely bright-finished wooden Melonseed as owner/builder Dale Andrews sailed into the cove. He built this gorgeous strip-planked, slightly enlarged version over the winter and trailered it from Florida to attend the regatta.

When the tide had climbed to the edge of the marsh, all those whose boats bedded there overnight began nudging them toward the water. At one point the bow-to-stern boats that lined up facing the cove reminded me of ducklings following their mother's lead to the water.

A merry run to Saquish beach for a picnic ensued as twenty-two Melonseeds sailed in close formation in the following wind. It was a sight I'll never forget. Ahead and astern, to port and starboard, Melonseeds frolicked all around us. Some single-handed, others with crew...all with broad smiles of genuine enjoyment on their faces. One crew included a toddler (in a baby PFD) and another featured Shelby the Sheltie dog (in a doggie PFD). Friendly exchanges and good natured fun were the order of the day. I know I left a serpentine wake as we made our way across the bay. The view of all these lovely boats bounding along with frothing bow waves was too diverting to give full attention to steering a straight course.

As we arrived in the shallows along the beach, daggerboards were raised and the boats were pulled up on shore. The boats sat upright on their flat "keel planks" side by side with sails luffing. Looking back along the beach from one end of the line of boats, the view reminded me of holding up a mirror to a mirror...with the identical profiles of sails and bows receding into the distance. The twenty-two Melonseeds that graced the bay that day constituted a record, according to Crawford.

Melonheads stood in small groups, munching sandwiches and regaling each other between bites with tales of Melonseed adventures. Others compared pieces of gear and small modifications or additions to their boats. The toddler splashed in the shallow water and the dog went off to make friends with others, cavorting in the sand and water and staring hopefully at picnic coolers. Cameras clicked and whirled as many tried to capture the magic of the view on film.

After eating a sandwich I slid *Alacrity* into the water and sailed off a little way. Crawford joined me in his #100. We sailed close together across to the tip of Clarks Island. On that short close reach I had a marvelous view of #100's seductive hull

working her way through the chop. The shadows played along the curves of the light-colored hull to her advantage and the afternoon sun glinted off the teak transom. As she heeled in the stronger puffs I could make out the shadow of the centerboard underwater.

This was one of those satisfying moments I had seen in my daydreams, sailing along close beside the man who started it all. I appreciated Crawford's smooth sailing style characterized by an economy of movement. Small steering corrections and perfect sail trim are worthy aspirations for this "all over the place" helmsman, yours truly. I had already admired Fran Nichols' concentration and fine control of her *Seedling* as we worked to windward side by side on Friday.

Festivities continued that evening at the Winsor House Inn with lively repartee and jest. As master of ceremonies, Crawford presented awards to each boat represented. This year's award was a bottle of "Melonseed Madness Moonlight Merlot" wine, with a label fashioned from Denise Brown's lovely Christmas card artistry. I found Crawford's presentation of awards particularly enjoyable because with each he spoke briefly of the recipient's experience or "claim to fame" in Melonseed circles with a fondness that tells of the personal relationship a boat builder may develop with his gratified customers.

This helped to flesh out some of the names and personalities I'd only read about before. That the Melonseed draws to it an intriguing mix of people was as evident here as on the water. People of all walks of life and age groups enjoy the boat and represent a wide variety of sailing and boating experience.

Sunday was a sort of wind-down day, and the few boats and crews that remained spent the afternoon sailing the cove in a snappy breeze. Denise Brown and I had the privilege of sailing in Crawford's hull #1. It was a treat to meet Denise who hails from Utah and sails her boat on the Great Salt Lake. It was also enjoyable to be at the helm of hull #1, the boat that was at the start of all this fun.

It would be hard to improve on three days of sailing a wonderful boat in perfect weather in such a picturesque spot. In every way the experience exceeded my daydream expectations. It helped us understand the Melonseed attraction that seems to go beyond the virtues of this great little versatile skiff.

One thing is certain: Every owner seems to love his or her boat, and takes pride in owning such a lovely craft. But as wonderful as the boat is, it's apparent that the people involved help define the experience. From Crawford who had the foresight and gumption to start building the Melonseed, to those who have worked alongside him in the shop; from the first customer who plunked down his money, to the many who enthusiastically followed suit, the boat does seem to foster infectious enthusiasm and draw a wide variety of individuals.

Roger Crawford's warm hospitality, Fran Nichols' generosity in sharing her cottage, the fellowship and friendly camaraderie we experienced with all the other crews...these are what really made the regatta such an unforgettable event.



From the top: Good times for all ages. Fran Nichols in *Seedling* working to windward. On the marsh at Eagle's Nest Cove.

The Turning

By Bob Archibald

On July 9th in Sarasota, Florida we had a "turning" of my Bolger AS37, or AS39, or Loose Moose 2 design, whichever name best catches your fancy. It is the design developed for Bob and Shelia Wise, who built it in France about three years ago. Ours is probably only the second one to be built to this design, it will be our retirement home liveaboard boat.

I thought the "turning" went pretty well. I was impressed that our builder, Matthew Reynolds, knew all these people and that they would all turn out to help. We had some roasted chicken, a spiral cut ham, a little beer, a lot of soft drinks, and no one really hurt themselves. I don't think anyone felt they had lifted over ten pounds so maybe we had more people than we needed.

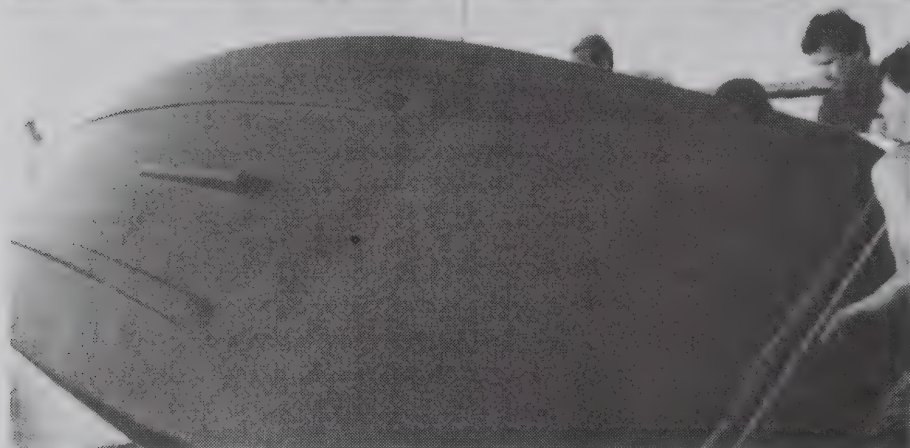
It was hot! Florida in July is just not a nice place, though we did have a little breeze which made it tolerable in the shade. The "turning" was on Saturday, and we stayed on over until Monday to go over the boat with Matthew about where we wanted things. While we were doing this he suggested we put up some of the upper bulkheads. Well, we got one up and it didn't really show us too much so we put up another, and another...

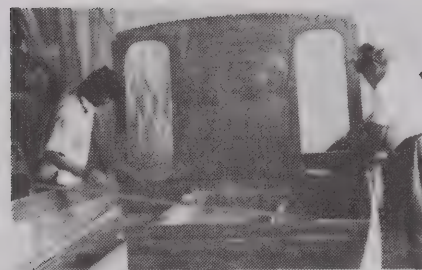
The topsides have all been splined together, epoxied all 40' per side. They could be erected anytime but Matthew wants to build as much of the interior as he can before putting on the sides. Makes a lot of sense, a lot less climbing and better air circulation.

The black bottom paint, Woolsey's Neptune 2, gives the boat a sort of stealth look, which no doubt will disappear when the topsides go on.

We hope it will be ready by November. Seeing "lumber with a shape" was really thrilling and makes us more impatient than ever to get going. Until this "turning" it hadn't seemed real.

Left from the top: Over she goes...halfway to this point.





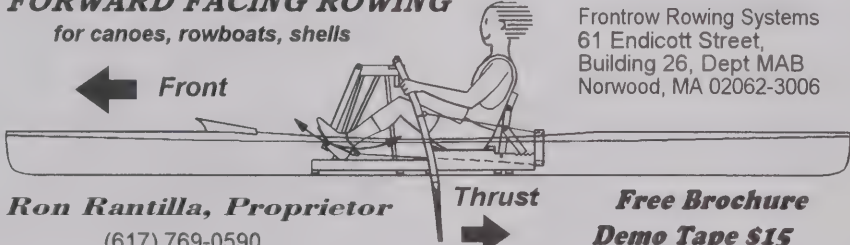
An easy letdown, and ready for interior work. We got one bulkhead into place just to see how it would look, then another, and another.

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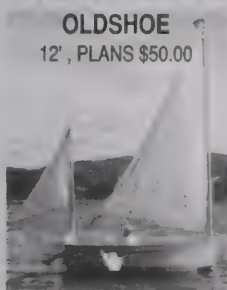
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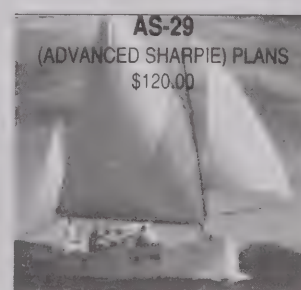
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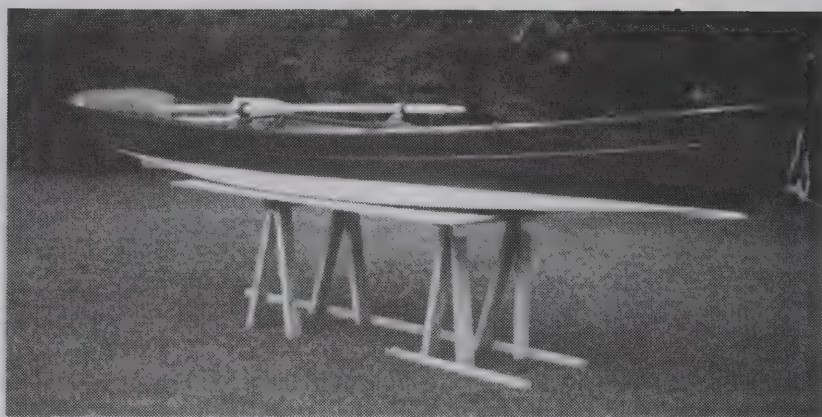


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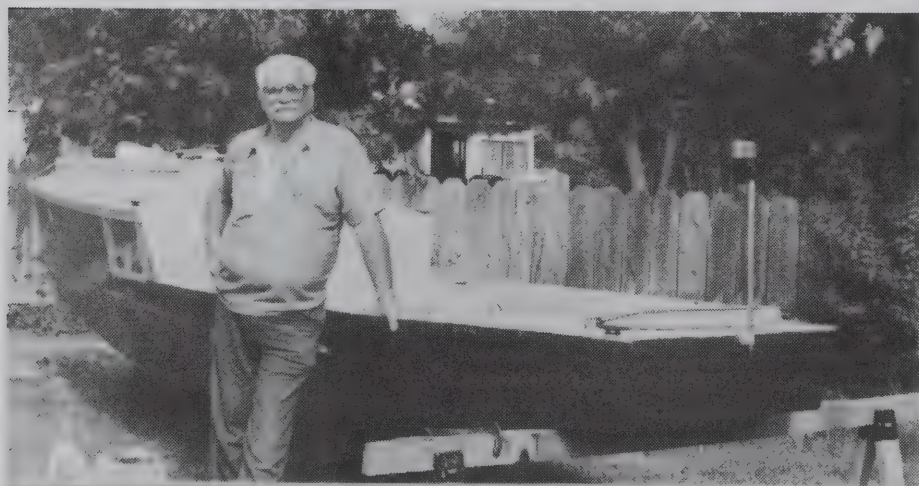


Happy With My Whisp

My first attempt at boatbuilding was this Steve Redmond Whisp, and I am happy with the results. Planking is epoxy glued 4mm Bruynzeel occume plywood, fiberglass sheathed on the bottom. Stem and stern are red oak, gunwales are clear pine. The mast/spritstick are Douglas fir. Paint by Interlux is Sea Green exterior, Bristol Beige interior and bottom. Brightwork has eight coats of Interlux Schooner Varnish. All the paint was wet sanded between coats with 400 grit paper.

She is fast under oar and sail.

Michael Notigan, Bordentown, NJ.



Newly Completed "Pencilbox"

Here are some photos of my newly completed "Pencilbox". I deviated only slightly from Jim Michalak's design. Since the hull had external 1"x 2" sheer clamps and chine logs, I simply framed the entire hull with 1"x 2" and filled in the spaces in between with 3/4" Celotex foam insulation. I then covered the outside with 1/8" lauan plywood.

I also substituted 3/8" plywood for the 1/4" that was specified. I failed to make a specified cut at the aft end of the side panels so the boat is 4" longer than designed and the stern transom is 1" shallower. The boat is slightly heavier and the Celotex provides 200lbs of flotation.

I haven't yet built the mast and spars nor have I sewn the sail. With a 7.5hp outboard the boat performs so well under power that I'm in no hurry to do so. This fall when the weather turns foul I will probably build the rig.

I don't know how this boat would handle with enough power to put her on a plane but she is one of the finest small displacement hulls I have ever operated. I suspect that she would do well as long as one didn't try any sharp high speed turns.

I certainly recommend "Pencilbox" to anyone wanting a small seaworthy camp cruiser. I am presently looking for an excuse to build another of Jim's designs, either "Viola" or "Musickbox".

Jerry Weakley, Red Bluff, CA.



Arey's Pond Launches "Lynx"

On July 27th Arey's Pond Boatyard had a successful launching of our newest catboat, the 16' "Lynx", an extension of our line of cats from the 12' "Kitten" through the 14' "Cat". The "Lynx" has lines similar to the "Cat" but features a cuddy cabin with berths and a head, while retaining the usual catboat features of shallow draft, speed and stability.

The fiberglass hull is set off with teak trim, Sitka spruce spars and bronze hardware. This great overnighiter is trailerable.

Specs are: Length 16', Beam 7'11", cockpit 6'x 6', Sail Area 200sq ft., weight 2,000lbs, Draft 14" board up, 4' board down.

Tony Davis, Arey's Pond Boatyard, P.O. Box 222, S. Orleans, MA 02662, (508) 255-0994.



Reason for Late Renewal

Pictured here is my reason for not renewing my subscription a while ago when it came due.

William Burgess, Marion, MA.



Three generations test our new "Wendy".

First Canon Craft Canoe

Grand Mesa Boatworks has just completed their first canoe. This little canoe, called "Wendy", is 13'8"x 32" and can be set up with a saddle for solo use or with fore and aft thwarts. "Wendy" will be of-

fered in regular and lightweight layups. A kevlar/glass layup is under consideration.

Grand Mesa will market "Wendy" under the Canon Craft label.

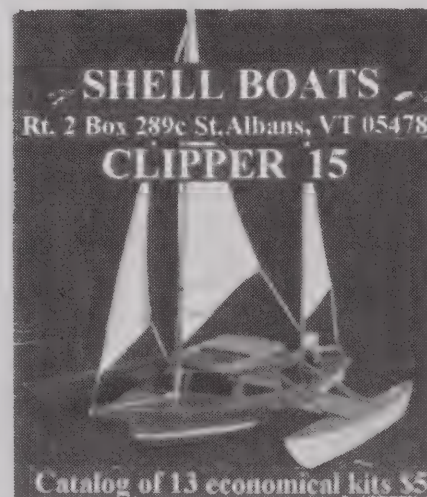
Jim Thayer, Grand Mesa Boatworks, Rt. 1 Box 75, Collbran, CO 81624.

Award Winning Canoe

I was really pleased when my 13'7" Iain Oughtred designed decked sailing canoe won the "People's Choice Award" at the recent Lake Union Wooden Boat Festival in Seattle. I built the canoe last year of mahogany ply.

Now it is time to recycle the money into another project, a 16' lapstrake day-sailer I am currently building, which should be a real beauty when I'm done. So the canoe is offered for sale in this issue's Classified Marketplace. I will miss all the attention it attracts, however.

Ralph Merriman, Lynnwood, WA.



Techniques, Tools, Materials - Your Ideas & Needs

Epoxy

By David Goodchild

I recently abandoned my New Jersey supplier of generic epoxies in favour of the products offered by an advertiser in this magazine. My previous supplier's products were fine but his ability to fulfill orders had become erratic. My new supplier is Raka Cruising. Larry (of Raka) offers resins with a variety of hardeners. His suggested order is for three gallons of his two-to-one mix. This works out to two gallons of resin, one-half gallon of fast hardener and one-half gallon of slow hardener.

The fast hardener is quite fast, achieving a tack coat in about one hour at modest temperatures. The slow hardener is much slower, still being slightly tacky about 16 hours later. The combination however is highly useful. You can put down a coat of fast mix and put the cloth down in an hour when the surface is tacky, thus avoiding air bubbles and cloth movement, and then fill the weave immediately with a second coat.

With the slow hardener you can come back the next day (if you have a big area to do) and still have the ability to roll on the weave-filling coat before the dreaded amine blush appears. Better still, you can adjust the cure-time quite precisely by mixing the two hardeners together and thus achieve a medium-fast or medium-slow cure.

Polyethylene

By David Goodchild

In my past articles on polyethylene sails I described the white polyethylene which I am using for a trial sail-rig and water-tank linings. I neglected however to provide a source for this material. I had it in the article but somehow in proofing it escaped, and I have had a number of telephone calls requesting it.

I buy all my plastic materials from Ain Plastics of Mount Vernon, NY. The corporate number is (800) 431-2451. Ain has service centers in New York City, Norwood MA, Lancaster, PA, North Brunswick, NJ, Norfolk, VA, Chicago, IL, Southfield, MI, Santa Clara, CA and Santa Fe Springs, CA.

Titebond II

By David Goodchild

The laminations of the girdle frame for *Toad Hall* encompassed a great deal of gluing (eight laminations for each frame). I could not look upon all that epoxy mixing with anything but dread so I decided to try Franklin's Titebond II in its stead. I telephoned the company and they assured me that the glue bond was stronger than the wood fibers and that it could be used on boats provided the glue line was not permanently immersed below the water line. Since the girdle frames will (hopefully) not be water soaked I decided to use it.

The material was easy to work with, glued up well and I was pleased with my decision. Bear in mind however that Titebond II has no gap-filling properties whatsoever, so good clamping pressures are required.

Seagulls Forever

By Lee Hodsdon

I found two '65 40 Plus Seagull motors in Clayton, NY, a long and a short shaft model. Rob Allan (one of your advertisers) supplied parts to upgrade the long shaft including 25:1 carburetor needle, storm cowl and necessary gaskets. We used the motor on the Typhoon for our first trip down the Piscataqua and it performed flawlessly! It is considerably lighter than the 5hp Yamaha purchased last year. I think it will be entirely adequate for 80% to 90% of the conditions encountered on the river. When the current is too strong, we wait for it to turn. If it worked for John Paul Jones and the *Ranger*, it is OK for me.

Now Rob Allan has supplied me with the ultimate Typhoon engine, a 40 Plus with recoil start and an alternator. Will wonders ever cease?

Spruce for Spars

By Dave Camell

Jerry Enot of Dover, NH, wrote me about a nice little sailboat he had built. He talked about using clear fir for spars because of the cost of Sitka spruce. I forgot to tell him of another alternative in answering his letter, but perhaps it would be of general interest to your readers.

Around here (Wilmington, NC) if you get two-by stock in lengths over 16' it is "spruce". I don't know what species it is, but it is a western white wood, light, and tends to have reasonably small knots. If you buy it as a 20' 2"x10", for example, you can get out a lot of good stock for oars and spars.

Stephen Lequire here had a business called "Oars and Spars" a few years back. This "spruce" was the stock he used for his products and he introduced me to it.

Everyone Needs a Good Sawhorse

By Ron Rantilla

Everyone should know how to build a good sawhorse. This I-beam design was taught to me by my father. It is easy to make, strong and light, and is aesthetically appealing. Make it with 1"x4" lumber using 6d box nails.



More About Protective Clothing

By Gary Bedard

Like Sam Overman in his article, "Dressing for Messing About in the Sun", I too row a shell from a backyard on a salt water slew. Cotton offers a very poor choice for rowing. Wool and wool blends offer some improvement but the new fabrics based on polypropylene do offer the best performance and comfort.

I recall using my first long sleeve polypropylene pullover that promised to wick away perspiration and leave me feeling dry. I was skeptical of the marketing hype, but the material did perform as advertised. I have relied on various combinations of long sleeve pullovers, pile vests, shorts, tank tops & tights of polypropylene for protection from the cold, sand and the sun.

The two companies that offer superior clothing are Patagonia and JL Design. Patagonia has been known for paddling clothes, which are quite adaptable for rowing. JL Design specializes in making custom rowing clothing for the collegiate crews. One particular JL item that I like is a pile vest that has a windbreak material only on the back, which eliminates the bulk from wearing a separate wind breaker. Colors and sizes, material type and weight are all selected by the customer. JL Design Enterprises, Inc., 1626 East Edinger, Santa Ana CA 92705, (800) 831-3305. Patagonia clothing is available through their catalog and phone order line at (800) 638-6464.

These clothes are not cheap, even the off-the-rack Patagonia clothes are expensive. If the specific washing instructions are followed these high-performance materials will give longer service than the typical cotton equivalents and increase your messin' about comfort.

As for hats, Watership Trading Company in Bellingham, Washington, makes a fine line of quality hats with long bills or wide brims. A nice feature is the ability to wash the hats without them falling apart as is the usual case with "give me" hats. The materials are all excellent and the cut is to a measured dimension rather than one size fits all. Some of the models even float. Watership Trading Company, 1025 Fraser St., Bellingham, WA 98226, (800) 676-4305.

Cal 25 & Tartan 27 Info Wanted

By Joseph Tamsky

I am interested in acquiring either a Cal 25 or a Tartan 27 and would greatly appreciate information (handbooks or other) regarding these yachts from any readers possessing same.

I particularly enjoyed the recent "Ariel's World" (August 1st) by the lady who sails on the Great Lakes. While I have not yet had experience with an inboard engine I did have a similar experience with an outboard, until after a few years I found a mechanic who knew how to tune it. From that day on it was a reliable pleasure.

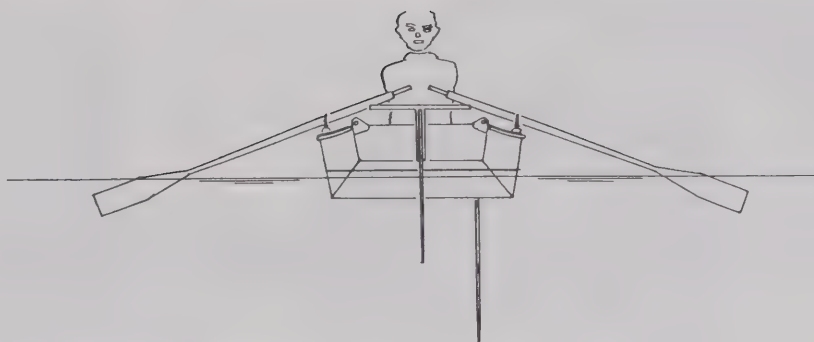
Bolger on Design

Camp Cruiser Concept

19'0" x 4'4"

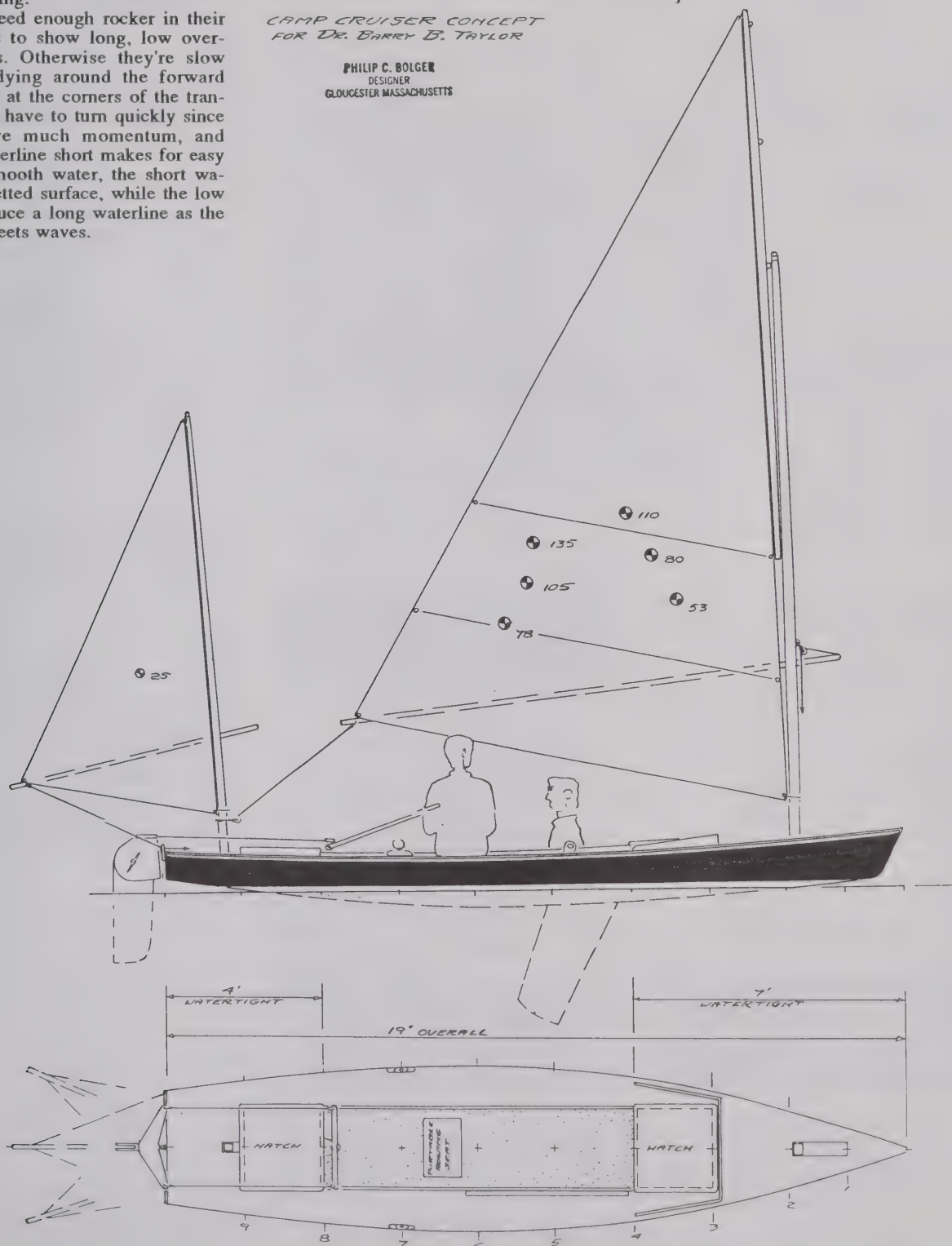
This study was an early version of what eventually became the Common Sense Skiff. Freeboard is low for good oar geometry, and the offcenterboard makes room for a lone camper to sleep in the boat. The small and narrow cockpit opening allows her to take a stiff knockdown without swamping.

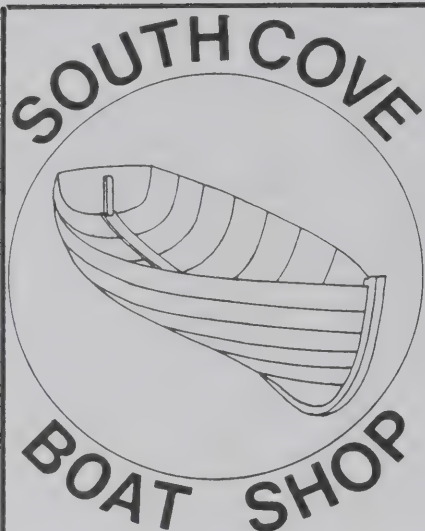
Sharpies need enough rocker in their bottom profiles to show long, low overhangs like this. Otherwise they're slow because of eddying around the forward chine, and drag at the corners of the transom. They also have to turn quickly since they don't have much momentum, and keeping the waterline short makes for easy swinging. In smooth water, the short waterline saves wetted surface, while the low overhangs produce a long waterline as the boat heels or meets waves.



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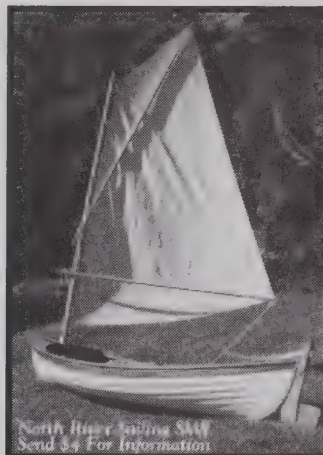


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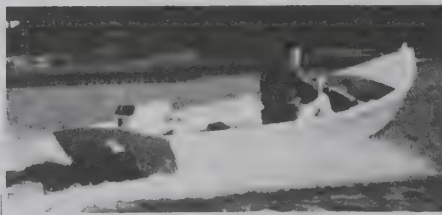
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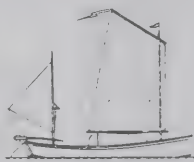


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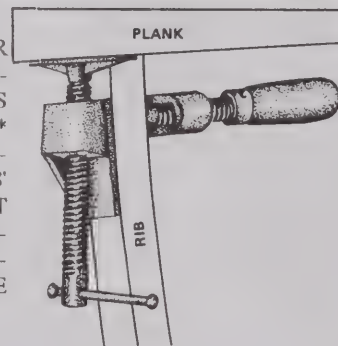
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20' Ensenada, swing keel, flush deck, 3 bunks, lites, stove, sink, compass, preservers, etc. Tlr, main & jib, jiffy reef. \$1,500.
ERNIE JONES, 14 Park Ln., Niantic, CT 06357, (203) 739-0016. (9)

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)

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)

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

16'3" Stonington Pulling Boat, FG Whitehall style single scull w/9'9" Piantedosi 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)

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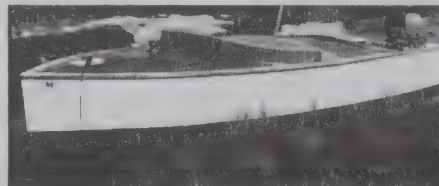
Folding Canoe, Ally Pak-Canoe, 16-1/2' "down river" model, can be used in rapids (I never did). Vy gd cond, folds into 1 lg bag. Used 5 times, cost new \$2,700, sell for \$999.
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (9)

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 *WoodenBoat* #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)

Classic Racing Sloop, 29' LOA, blt '46 by Stevens Boatyard, Lunenburg, NS. Exc cond, lg new3 sail inventory, many recent upgrades. Slps 2-4 in cuddy cabin. Designed to universal "S" class specs. Asking \$15,000, offers appreciated. Stored indoors in ME.
PETER BROWN, Kennebunk, ME, (207) 284-4555. (9P)



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)

10' Wooden Sailboat, plywood covered w/epoxy, stitch & glue constr. 14 sawn frames, unstayed mast, single sail. Lovely little boat, dry sailer, sails well w/ 1 or 2 people, rated 3 person capacity. Blt in flotation fore & aft, oak rudder & CB. Blt '94. Moved from sailing waters. \$1,850 OBO.
NORM HICKS, Coudersport, PA, (814) 274-8845. (9P)

13'7" Decked Sailing Canoe, Iain Oughtred "McGregor" design. Mahogany ply. Lovely award winner. \$1,900 compl.
RALPH MERRIMAN, Lynnwood, WA, (206) 776-0661. (10)

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DAVID GATES, Woodstock, VT, (802) 457-3505. (10)

17' Thistle, wood, compl, nds refinishing, like new North sails & spinnaker. On trlr, a great easy winter project. Asking \$900. **22' Star**, Buchanan FG hull, Spontech mast & boom, North sails, beautiful Highway galv trlr. Buc Book \$3,450, sell for \$1,725. A great boat. **15' Bolger Diablo**, on galv trlr w/older grt running fresh water 20hp Merc. Asking \$875.
RON SILLIMAN, New London, NH, (603) 526-9363. (10)

Sanibel 17 Sailboat, 17'2" x 7'2" x 12'3/6". '84 FG pocket cruiser, shoal keel, offset CB, V-berth & quarter berths, opening port, trlr & OB. See in Larry Brown's *Frugal Yachting*. \$2,500 OBO or trade.
MIKE LEINER, P.O. Box 687, Cedar Key, FL 32625, (904) 543-5307, (904) 543-5657. (10)

12' Old Town Sportboat, '54, cedar & canvas. Just restored, 4' beam, w/'63 6hp Evinrude. \$3,000.
BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (10)

'85 Shearwater 28, Edey & Duff, Bolger design. FG/Airex core foam constr, yawl rig, shoal draft, trailerable. Leeboards, tanbark sails, navy hull, 10hp Honda OB, VHF, galv trlr. \$11,000.
TOM ARNOLD, 1249 Annapolis Dr., Corpus Christi, TX 78404, (512) 853-8701. (10)

Haven 12, half finished, no time to finish. Incl lead keel, spars, bronze fittings, and boat lumber to finish. Sell for money invested, \$4,900 or trade for Sea Sprite.
DENNIS LEAHY, Fairhaven, MA, (508) 997-9970. (10)

Bolger/Payson Cartopper, w/tanbark sail. WEST System epoxy. Incl oars, car rack. \$1,000 OBO.
JOHN MEACHAM, Rowland Hts, CA (LA area), (818) 965-0553. (10)

Peep Hen 14', beachable micro-cruiser w/cuddy cabin, green hull, tanbark sail, gaff rig, tabernacle mast, compass, VHF, 2 berths, galley, storage space, lights, porta-potti, Galv trlr. \$4,250.
MARK POLLOCK, 3806 County Rt. 9, E. Chatham, NY 12060. (10)

Sailboats, half-dozen 13-1/2' Spindrifts just traded by City of Boston. Also one Newport. Most nd some repairs, all compl.
FERNALD'S MARINE, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (10)



'77 Drascombe Longboat, 21'9", yawl rig, FG, teak trim, 7.5hp OB & trlr. Boat, sails, & motor in gd to exc cond. A proven sea boat! \$5,000. G. COCHRAN, Box 637, St. Michaels, Md. 21663, (410) 745-5545. (10)

12' Lawley Tender, FG, teak seats & rails, dbl spritsail rig stows in boat, Shaw & Tenney oars, beach dolly. Classic CB tender rows & sails well, carries 4 adults. Rig & all woodwork except oars compl refinished 3/95. \$1,950. GARY LARSEN, P.O. Box 3979, Sarasota, FL 34230, (941) 366-4680 days. (10)

Kevlar Arluk 1.9 Kevlar Arluk 3, in exceptional cond w/less than 20 miles use each & stored under cover. Compl w/travel covers & nylon spray skirts. \$1,890 ea. Also a **Lendal Powermaster Paddle**, 1 pc. Free delivery of boats negotiable, but not guaranteed, with firm offer. IZABELA CIESZYNSKI or DAVID WEST, Newport News, VA, (804) 599-0690. (10)

16' Swampscott Dory, sailing version by Roger Crawford, w/all sails & rigging, 9' oars. \$5,500. TODD WILLIAMS, 45 Country Way, Scituate, MA 02066, (617) 545-6364. (10)

Trade, 16' Old Town Otca sailing canoe restored '93, burgundy color, for larger guide or freighter canoe (birchbark okay) or rowing/sailing dory, catboat or whatever. MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (10)

10' Cape Dory Sailing Dinghy, FG, gd cond. \$1,000. **17' Pete Culler Staten Island Skiff** by Walt Simmons, cedar on oak w/teak trim, gd cond, on trlr. \$2,900. **17' Buzzards Bay 14** by L.F. Herreshoff, '83, a bigger more capable version of the 12-1/2. Cedar on oak w/iroko trim, gd cond. \$12,500. To good homes only. CRAIG STEPHENS, Marblehead, MA, (617) 631-1672. (10)

15'6" "Surf" Sailboat, Bolger design, plywood/FG constr. Kickup rudder & leeboard, laminated mast & boom. Sail in exc cond. Sails grtr, car topable. \$750 OBO. MIKE MULLANEY, Johnston, RI, (401) 942-3722. (10)

16' Comet, #2637, w/trlr. \$1,000. GEORGE COLE, 89 Stumpfield Rd., Kensington, NH 03827, (603) 772-3335. (10)

25' Westerly Windrush Sloop, blt '67 to Lloyds specs. Twin keel, electric start 9.9 Evinrude, new genoa, roller furling, ports, knotmeter, fully equipped. Slps 4. Located Shelter Island, NY. Asking \$6,500. GEORGE GONNEAU, Brooklyn, NY, (718) 797-3285, (516) 749-4151 wknds. (10)

10' Perrywinkle Sailing Dinghy, '87. FG w/much teak trim. Perf cond, w/sail, trlr, etc. Bargain @ \$1,650. Delivery possible. MALCOLM RINGEL, St. Michaels, MD, (410) 745-6170. (10)

18' St. Lawrence Skiff, new, cold molded. Fast rower, vy stable. \$3,800. KEITH QUARRIER, Alstead, NH, (603) 835-6985. (10)

9' Dyer Dhow, sailing version, '86? Sails, spars, hull, thwarts are in incredible shape. Pintle has been lost. \$1,200.

DAVID SOLTESZ, 5N3 Arbor Green, 275 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (10)

19' O'Day Mariner, main, jibs, OB & trlr. Customized wood caprail (deck to hull). \$3,800.

JIM SAIRS, 75 Mercury Dr., Shrewsbury, MA 01545, (508) 845-0331. (10)

13' Wooden Lyman, '58, single owner Finger Lakes fishing boat, everything original, Johnson Twin OB, oars. Potential treasure w/sanding/varnishing. \$1,500.

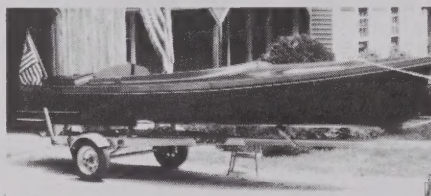
16' Wooden Lyman, 35 yrs old, same history, w/original 28hp Johnson OB. \$1,000. Located Seneca Lake, NY.

WALLY GORDON, Worton, MD, (410) 778-3452. (10)

14' Adirondack Guideboat, Indian Point "Brie" model. Faithfully reproduced from original antique. Traditional colors, black FG exterior, hunter green interior. Laminated ribs, removable floorboards, natural brightwork, caned seats, bronze hardware. 59lbs, lightly used in fresh water only. Always stored indoors. Like new. \$1,800 or reasonable offer. C. SHERRILL, Beverly Farms, MA, (508) 927-3700. (10P)

'68 Old Towne 16' Guide Canoe, Model #180891-16. Super exc cond. \$1,500.

FRANCIS CARD, Lancaster, PA, (717) 299-3479. (10P)



18' Electric Launch, epoxy coated, bent oak coaming, brass hrdwre, new constr, vy lght, easily towed, 4hp, 24v, 6.2kts top, 5.8kts cruise. \$7,800 w/new galv trlr. RON SILLIMAN, New London, NH, (603) 526-9363. (10)



19' Tabloid Sloop, modern trailerable version of Wm. Jackson's CB cruising sloop *Bonnie*, w/gaff rig adapted from Wm. Atkins' *Nanny Gay*. Hull & deck laid up by Keyes in San Diego, hollow spruce mast in tabernacle, can be rigged, launched and recovered single-handed. Custom bronze & SS fittings, sails by Henderson Bros. Smart sailer, slps 2, custom trlr & vintage Mark I Seagull in pristine cond. Excites comment wherever seen. Old folks owner no longer agile enough to tend all those lines is reluctantly going to power. \$2,500. Will deliver reasonable distance west coast.

CHARLES GIETZEN, 4379 Osprey St., San Diego, CA 92107, (619) 222-2511. (10)



14' Peterborough "Knockabout" Dinghy, varnished white cedar on oak, lapstrake constr. Gunter cat rig. Blt '20, fully restored, in the water, & in regular use. Selling to make room for larger boat. \$3,500CN. TOM WOOD, Bracebridge ON, Canada, PIL-IR8, (705) 645-8560 eves. (10)

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)

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

BOATS WANTED

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

Mystic River Catboat, in reasonably gd cond. DICK VILLA, Manchester, MA, (508) 526-7127. (10)

Sea Scouts Seek Donation, of 40' FG sailboat, divided rig preferred, less than 30 years old preferred. ROGER CROSSLAND, Commodore, Fairfield, CT, (203) 259-3569. (10)

Alden Ocean Shell, double. Betsy Rockwell, Greenville, ME, (207) 695-2680. (10)

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

SAILS & RIGGING FOR SALE

2 Dacron Gaff Sails, Hd 8'7", Ft 12'10", Luff 7'6". Insignia, slides, battens, numbers & patches. Fair \$60. (Beetle Cat) 102 sq ft. Hd 15'0", Ft 18'6", Luff 11'0". Gd. \$125. 260 sq ft ±. JACK VIBBER, Waterford, CT, (203) 442-7376. (10)

Canoe Sail, lateen 60sf w/5 section alum frame. BO. Mast, alum 22'6" tapered Zephyr, internal halyards & sail slot. 2"x 2-3/4", BO. MIKE MULLANEY, Johnston, RI, (401) 942-3722. (10)

SAILS & RIGGING WANTED

Gaff Rig Mast, approx 10"x45'-50' (no taper). Wood preferred.
BOB ARCHIBALD, 4658 Tall Creek Rd., Chattanooga, TN 37416, (615) 855-6966. (9)

SR-8 Sail Rig, for Sea Eagle inflatable. Will consider individual parts if complete rig is unavailable.
NEIL FOLSOM, Old Orchard Beach ME. (207) 934-2309. (10)

Serviceable Spinnaker, approx size for Lightning.
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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)

Michigan Boat Plates, '52-'74. 4-Cyl Gray Marine Engine \$250, or trade for gun. **Windshield Glass** for 22' Shepherd. **Chrome Penko Siren**.
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'65 40 Plus British Seagull, long shaft 3hp OB. 25:1 gas/oil conversion, storm cowl, new gaskets throughout. Exc shape, runs strong. \$330. **'95 Yamaha OB**, 5hp longshaft, vy low hrs, 1 yr warranty left, high thrust prop. Over \$1,000 new, \$850.
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Mushroom Anchors, seconds, 100-150-300lbs. \$60/lb.
JACK VIBBER, Waterford, CT, (203) 442-7376. (10)

'87 Yamaha 9.9hp 4-stroke OB, short shaft (15"). Used for only 10 hrs in 8 years, essentially brand-new. '95 model will cost you nearly \$2,000. Will sell for \$750.
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Chris Craft Model B Engine, 60hp, in parts. Machined 10 yrs ago, never re-assembled. \$100.
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British Seagull Parts & Service. Many in-stock items are discounted. Please send FULL Serial Number/letter code from R/H side of crankcase when ordering.
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GEAR WANTED

Sheaves, bronze 1-1/4"-1-1/2" diam for 1/4"-5/16". **Roblon Strapping**, bronze 12-14 ga x1/2" w sheared from silicon bronze sheet stock. **Pintles**, bronze for 5/8" rudder. Bldg Atkin "Nina".
JACK HAUGHEY, 237 Elm Ave., Lima, PA 19037, (610) 459-0752. (9)

Aluminum Pontoons, new or used to 24' Donations, trades or reasonable prices. Repairable to gd cond.
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OWEN CECIL, Box 634, Oscoda, MI 48750. (9P)

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"Sleeper", 7'10" cartoppable sailing cruiser. Slps 2 below deck. Info \$3. Plans \$17 (my cost). You send me \$20 more if you use them.
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Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50, incl S&H.
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Boatbuilding Articles. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds.
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Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 postpaid.
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Sea Kayak Plans. "Seguin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual.
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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)



Classic Moth Boat Plans, available for the Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.
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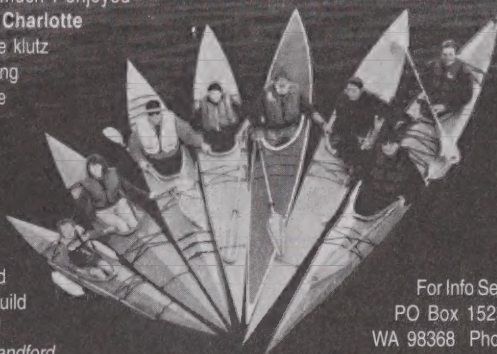
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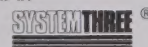


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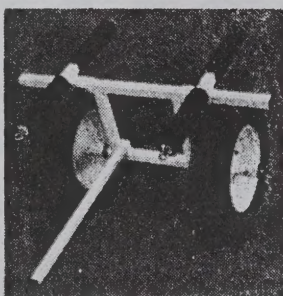
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