



messing about in BOATS

Special Features This Issue
St. John & Beyond
Boston Antique & Classic Boat Festival

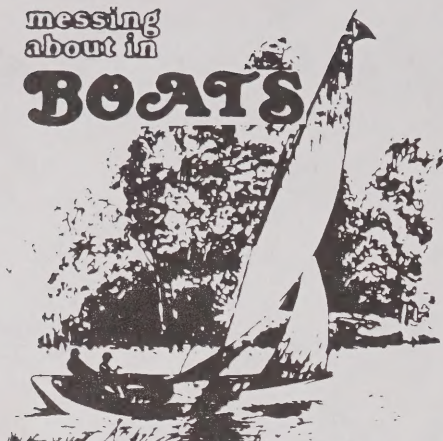
Volume 13 - Number 10

October 1, 1995



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Editor & Publisher is Bob Hicks

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Our Next Issue...

Will, at last, begin the trimaran features I've been hinting at, with an introductory overview of what has collected here on this subject of newly discovered fascination on my part. To offset this, Phil Bolger presents his '59' OSTAR Concept design.

We'll have my report on "*Halve Maene Comes to Manchester*", Tony Davis' coverage of the "Arey's Pond Catboat Gathering" and Jane Wolff's review of a "North Carolina Working Watercraft Exhibit".

Rich SantaColoma tells us about his latest adventure in his Elver in "*Bivalve on the Sassafrass*" while I'll regale you with comments on an afternoon "Charter on *Chrissy*".

In the project/what you are building genre we have Doug Scott's "Five Boats for the Crucible"; "1-2-3 Takes Shape" from John Stratton; "Dragonfly, the Almost Perfect Boat" by Tom Brooks; and Bill Doyle's report on "Chesapeake Baymen's Winter Building Program".

Techniques, etc. will include Ernest Brock's "Why Cardboard?", Mike Moore's "Wooden Boat Scoops" and "More on Oars" from Jim Michalak.

We may commence a new serial from Paul Schwartz on a summer trans-Atlantic cruise if space permits.

On the Cover...

David Buckman presses on in his modified Lightning camper cruiser, a long story of his cruise way down east to St. John, New Brunswick in this boat is featured in this issue.

Commentary...

Monday, September 11th was a golden fall day, crystal blue skies, no clouds; 70 degree temperatures, moderate variable breezes, and a call from friends Alicia and Peter to paddle on nearby Essex Bay and view the site of the filming of a new Twentieth Century Fox film, "*The Crucible*" on Hog Island got us out of the office and away from all the other clutter of our busy lives for a few hours.

I had been intending to paddle Essex Bay, for it is a scenic protected estuarine area behind the high barrier dunes of Crane's Beach, surrounded by salt marsh, with several islands mostly owned by land conservation trusts which permit public day access. It is capped at the head of the Essex River by the town of that name, site of the 300 year history of building fishing boats for nearby Gloucester, in particular the famed Gloucestermen schooners of the Grand Banks. Does anyone recall *Captains Courageous* with Spencer Tracy and Freddie Bartholemew?

It's an area steeped in natural beauty and maritime history, only ten miles from home. The old causeway that once had a dozen shipyards turning out hundreds of fishing schooners now holds dozens of "clam shacks", seafood restaurants of varying levels of elegance. It is said that fried clams originated here at the oldest continuously operating shack, Woodmans. The bay beckons beyond the nearby marsh through which the river wends its way out to the open water. But, for an out of townner, it's hard to access.

Like all our local seashore communities, Essex regulates access through parking control, just about everywhere you try to park you see the sign, "Resident Sticker Parking Only". While the launch ramp, which was built using some state public access funds, is open to all to use, parking your car, and worse yet, car and trailer, after launching is problematical. The nearby public parking is sticker only. The roadside is usually posted with two hour limits.

Launching at the head of navigation is the least desirable location for our kayaking. A three or four hour trip ideally would encourage launching a couple of hours before low tide to go out and returning a couple of hours afterward. This solves the current impact in the couple of miles of meandering river leading to the open bay but puts us in a deep mud banked channel through the broad saltmarsh surroundings. Going out before high tide and returning after is best aesthetically but the current becomes an adverse influence.

I had found the ideal spot out at a place called Conomo Point at the end of a meandering bumpy dead-end road, a small summer colony of the twenties that has been upgraded to year-round living by its inhabitants. Here direct access to the bay is at hand from a public gravel ramp. Parking is sticker only at the ramp, of course, but down the road a ways one might try to get the car off the narrow road into the grass and roadside brush. But the road is now also posted "No Parking". "Keep Out" is the message from the locals.

Alicia and Peter, also out-of-towners, had located a more obscure side road that dead-ended at a ramp. Again, the immediate

ramp (gravel & mud) area was sticker parking, but within easy reach the roadside offered a grassy verge without any parking restrictions posted.

It would again have been best to launch ahead of the top of the tide, as the estuary channel into this spot was not very long, maybe a half mile. We were a bit late, getting afloat just after high tide. Three hours later the "ramp" was a long meandering mud slicked gravel path from the now 5' lower water level up to the road. But that was later.

A leisurely paddle brought us to Hog Island, a big hilly wooded property owned by the Trustees of Reservations and normally open to public access. With the filming of *The Crucible* scheduled to start today, it had been closed to the public, but we could paddle by and rubberneck.

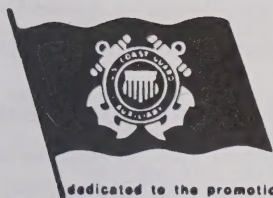
On the back side fronting on the Castle Hill River across from the back side of the high dunes of Crane's Beach, the movie company had set up its operating bases, one on the mainland, one on the island. As we paddled by what appeared to be the island wharf, some uniformed types in a small military craft began hollering at us, waving and pointing. Then with a great roar, the entire wharf with its load of several trucks and trailers departed from the island in clouds of diesel smoke, as we hastened out of its way.

We paddled on around to the bay side where we pulled up into the marsh grass to eat lunch and view greater downtown Salem, Massachusetts 1694, a community of a dozen or more colonial houses built on the sloping open hillside above us. Filming was about to start on this Salem witch trials epic, and costumed participants milled about awaiting action. A few colonial ATV carryalls bustled about. Behind us anchored off a ways sat the local harbormaster in his boat. Otherwise the bay was mostly empty, one sail way back towards Essex, a single outboard buzzing by over towards Cross Island.

As we departed in due course on our return before the tide went out too far, the harbormaster approached and cautioned us to not speak loudly as we passed close along the colonial waterfront. It seems that they would be shooting for sound in 15 minutes. Sound? Overhead a helicopter chopping by. Airliners in the Boston holding pattern far above. An outboard a mile away across the bay. Our voices?

Then it was back into the natural surroundings of the bay and its marshes and channels and occasional houseboats in obscure inlets, with one longish trip up a broad channel that led to a dead end not far from our takeout. So back out around the intervening marshes and the final half mile against the now strong outgoing current, to the muddy trek up to the road.

What a great place to paddle. So close, so little used weekdays now that summer is over. And now we know where we can park. The movie colony will be gone by winter, the island returned to its natural state, that's part of the deal for its use. We read that Twentieth Century Fox had searched 1,700 miles of Atlantic coast looking for a site for "*Salem*", and here it was hardly a dozen miles from the real original, now of course an urban sprawl unsuited for historical filming.



UNITED STATES COAST GUARD AUXILIARY

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Contributed by Tom Shaw

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Portable Fuel Tanks

Portable fuel tanks are used in thousands of boats for fuel storage either for the main engine(s) or for auxiliary engines for sailing vessels and small trolling motors for fishermen. They are reliable and inexpensive and there are three things that must be kept in mind when they are used.

First: Always fill the portable tank ashore, NEVER in the boat. Even if there is no spillage when filling the tank, gasoline fumes which are heavier than air can (and do) escape. If the tank is filled on shore, this is harmless. In your boat, those fumes can get into the bilge, mix with air, and become lethal. Always keep the fuel nozzle in physical contact with the tank opening to "ground" any static electricity coming from the passage of fuel through the fueling hose.

Second: Always secure the tank in the boat. Strap it down with nylon or a shock cord or set into a "frame" in the deck so it cannot slide. A full tank will not shift very much even in rough water, but a tank that is two-thirds empty is apt to slide with wave action, sometimes far enough to snap the fuel hose. At best, in this situation, you have a sudden loss of power. At

worst, you have a gasoline spill inside your boat. An easy and inexpensive way to make sure your fuel tank will not shift in a seaway is to glue a frame of 1" quarter round to the deck and there are a number of good adhesives that will bond wood to fiberglass.

Third: Always check your tanks, especially at the start of the season, for any scratches or "dings". Even a small scratch can permit rust to begin and create pin holes causing the tank to weep fuel. You may not notice these very tiny leaks, but gasoline vapor can get into the bilge with potentially lethal effect. If your tank is metal, some light sanding of any scratch with a fine paper followed by a coat of primer and then some red paint will give you years of safe service. My personal preference is for a polyethylene tank which cannot rust.

Portable tanks that are the principal fuel storage are generally placed in well ventilated locations. That is not always true with tanks used for auxiliary engines. In the past I was guilty of tucking a tank in a cockpit locker on my 16' catboat that

had no ventilation. If I still sailed that boat today, the locker would be fitted with two clamshell vents so that there would be good air circulation.

Finally, check the fuel hoses. Are they spongy? Are they hard and brittle? Are there any hairline cracks, especially near hose clamps? If so, replace at once. Like the pinholes that can occur in metal tanks, those hairline cracks in the fuel hose can weep and let gasoline vapor escape into the bilge.

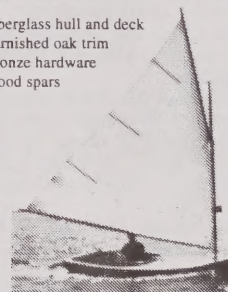
Portable fuel tanks are very safe and very useful but, like everything else on a boat, they need a little preventive maintenance. Take a good, hard look at yours.



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ANTIQUE & CLASSIC BOATING

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

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

BOATBUILDING

Organizations Offering Ongoing Activities

(Call or write for course schedules):

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

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

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

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

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

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

Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.

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

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

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

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

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

CANOEING

Special Events

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

Organizations Offering Ongoing Activities

(Call or write for event schedules):

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

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

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

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

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

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

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

CONTEMPORARY YACHTING

Organizations Offering Ongoing Activities

(Call or write for event schedules):

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

MARITIME EDUCATION

Organizations Offering Ongoing Activities

(Call or write for curriculum information):

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

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

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

MARITIME MUSEUMS

Special Events

10/7. Simmons Sea Skiff Day, Cape Fear Maritime Museum, Wilmington, NC, (910) 341-4350.

11/4. 15th Annual Maritime History Symposium, Mystic Seaport Museum, Mystic, CT, (203) 572-5313.

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

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

Happenings '95

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

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

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

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

Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.

Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MODEL BOATING

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

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

ONE DESIGN SAILING

Organizations Offering Ongoing Activities

(Call or write for event schedules):

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

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

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

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

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

ROWING

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

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

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

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

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

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

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

SAFETY EDUCATION

Organizations Offering Ongoing Courses

(Call or write for course schedules):

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

SEA KAYAKING INFORMATION

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

SMALL BOAT MESSABOUTS

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

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

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

TRADITIONAL SMALL CRAFT

Special Events

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

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRADITIONAL YACHTING

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

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

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

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

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

TUGBOATING

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

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

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

WATER TRAIL LS

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

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

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

WOODEN BOATS

Special Events

10/21. 6th Annual Wooden Boat Exhibit, Georgetown, SC, (803) 546-0064.

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

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

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

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

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

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

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

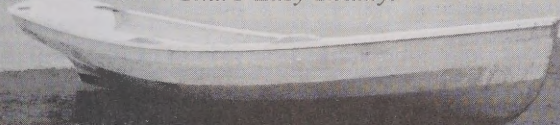
If you wish more space to announce your activities than we can provide in this free bare bones listing, consider paid advertising. It's inexpensive and you get all the space you're willing to buy.

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Name

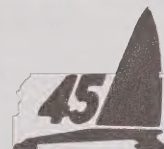
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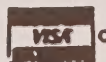
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Those Who "Don't Give a Damn"

Tom Shaw's article "It Won't Work If You Don't Wear It" is a serious and timely article to remind all boat operators that they are responsible for the safety of their families and their guests and for most of the accidents that occur.

Although the "Navigation Rule" states clearly that the operator of a vessel "shall maintain a proper lookout at all times" there are boat operators who don't know or care to know even the most basic "Rules of the Road".

My many years on the water and the many near misses which I have experienced convince me that there are a great many boat operators who just don't give a damn about anyone else. I have experienced operators who have deliberately threatened me with collision while screaming that they have the right of way. Perhaps these operators believe that they have to be a "macho-man" when they get their hands on the wheel or tiller. But some woman operators have acted in a similar manner.

Unfortunately, there is little recourse open for the safe and sane boat operator to complain to any authority. Without a complaint procedure which might lead to some form of punishment, it is doubtful if anything will be done until enough boating people get killed or injured to cause the authorities to take notice of what is happening on the water.

While gentle admonishing might help some of the more intelligent operators, it will take a long, long time before the message sinks in to the care nots who are out on the water.

Robert Hamilton, Winchester MA.

Good Boat Magazines Live On

The good boat magazines must have as many lives as a cat. Just recently I received a letter from a guy in South Carolina who had just seen my article on the Simmons Sea Skiff in a *Small Boat Journal* of 1986. He enclosed a check for \$30 for a set of plans "if they are still around". I was happy to send him the 1995 revision I had just completed. This was at least the third response to that old article this year.

I'll bet that the old issues of *Messing About in Boats* recycle similarly, judging from inquiries I have had about things I have written. The cream always rises to the top.

David Carnell, Wilmington, NC.

Authenticity Re-assuring

You are doing a good thing. We are indeed in the age of the big sell-out and it is re-assuring to find authenticity in your publication.

I mess about daysailing my Wayfarer #4100 on the Hudson River from High Falls, NY.

Michael McClung, High Falls, NY.

Sea Skiff Day

On October 7th the Cape Fear Maritime Museum will again be hosting its Simmons Sea Skiff Day. We invite all interested persons to come by and enjoy viewing these unique craft. The Museum is located at 814 Market St. in Wilmington, NC. For more details call (910) 341-4350.

David Carnell, Wilmington, NC.



Your Commentary

Welcome Diversion

For more than twenty years I have spent my summers dinghy sailing off the west coast of Scotland where I keep a somewhat aged Gull. Your magazine, which Paul Lipke passes on to me, comes as a welcome diversion during the rest of the year when summer and Scotland are, alas, far away. After I have read each copy I pass it on to a friend who is currently restoring a fifties powerboat.

After some months of satisfaction that the magazine provides pleasure to so many people, I realized that we are actually doing you a disservice depriving you of needed subscription income by passing along copies. Accordingly, here is my subscription order. But, please do not send me any copies, we will continue to recycle Paul's copies.

I have been particularly interested in recent articles and correspondence about safety, particularly when sailing alone. Although I have never had an accidental capsize in *Gullible*, I do make a point of tipping her every couple of years, sails hoisted but at anchor on a still day. In addition to confirming to myself that I can not only right her unaided but also climb back onboard, I get to check the buoyancy of my life jacket in deep water.

For climbing back onboard, for some years now I have resorted to the "Grannie" method, as *Gullible* floats pretty high. This consists of using a "step" provided by an 8" length of 1" plastic tubing with a good stout rope threaded through it. This is kept permanently tied to the stern so that in time of need it can be lowered over the transom. In a heavy wind and authentic capsize this would be the most stable place to board.

I also make sure that someone knows where I am heading on a sail and how long I expect to be away.

Vivienne Carey, Amherst, MA.

Where is Brackley Boats?

Does anyone know the address for Brackley Boats? They've moved and I don't know where.

Matthew Hillier, P.O. box 74, Marshfield, MA 02051.

An Element of Danger

We would like to thank Donald Jordan for bringing up the point in his letter in the September 1st issue that our travels in *Little Cruiser* do involve an element of danger. It would be foolhardy for just anyone to hop into a boat and travel offshore. Every year in the Bahamas there are sailors who end their cruises on the reefs, their life savings and dreams scattered on the ocean floor. We are aware of the perils, and we take our trips knowing that there is the possibility of losing our boat and even our lives.

The fact that our travels are taken in a relatively relaxed manner has to do with our careful selection of the right weather and our meticulous preparation of the boat. Serious passages like the Gulf Stream crossing are made in settled weather. As Mr. Jordan noted, the Gulf Stream is no place to be when the wind is blowing out of the north at 30 to 35 knots. However, if one has the time to wait, there are plenty of days when the winds are light and a safe crossing is possible.

In regards to our preparations, we make sure that our boat is always in excellent condition before we leave and that we are carrying all of the usual safety equipment. We also bring along with us a 9' parachute anchor for extreme conditions, a ham radio for long-range communications, 2 GPS units for navigation, a watermaker for survival, and a complete medical kit for emergencies. There are enough tools and spares on board to replace or repair just about anything that can go wrong with the boat. As a result of these measures, we are fairly self sufficient and we have the freedom to go where we like.

We have confidence in *Little Cruiser* because she is immensely strong, self-righting and has positive flotation. She is not a lightweight boat at 1600lbs and her heavy construction is intended to meet the rigors of serious cruising. Her 1" thick bottom has survived regular encounters with reefs, rocks, jetties, and pilings with little damage. Few other boats could fare as well. We know our boat, and in our hands she is relatively safe; but we cannot make the same guarantee for anyone else.

Little Cruiser is home-built, and as such the owner assumes all of the risks and the responsibilities. We realize that what we are doing can be dangerous, but then there is always some risk whenever you go on the water. Everyone has to assess those hazards for themselves, and ultimately they must make up their own minds.

David and Mindy Bolduc, Greensboro, NC.

How to Become Addicted

My friend Ray Bradbury always keeps a hundred or so books at hand, unread but close by, to make him feel safe.

That's the way I've come to feel about *Messing About in Boats*. How else can one become addicted for only twenty-four bucks a year without threatening mind, marriage or liver?

The grammar is capricious, the tone sometimes persnickety, but guess what? Don't change a thing.

Robert Fresco, New York, NY.

Love That Salty Looking Boat

Donald Kurylko's beach cruiser "Alaska" featured in the August 1st issue looks like a great boat, but how does such a salty looking boat live happily so far from the water as shown on the cover?

Charles Evans, Lummi Island, WA.

Just Love Messing About

I have been picking up *Messing About in Boats* at Mystic Seaport Museum's store whenever I am there but now I am ordering a subscription as I enjoy the articles on small sailing craft.

I own a 1961 Lightning that I just restored and an 8' sailing dink modeled after an Optimist that my husband built. We are also restoring a 1946 34' Hinckley Sou'wester.

I guess I just love messing about in boats.

Heidi Everich, Branford, CT.

How I Found Out About You

Some editors are curious as to how people find out about their publication. On a short visit home in May I was at the Washington County Library in Marietta, Ohio, doing some business research when I came across *Messing About in Boats* on the periodical rack. I miss the old *Small Boat Journal*. I am not a purist and not a *WoodenBoat* fan. As much as I love wood, plastic is part of my world as is aluminum.

Peter Prigge, Riyadh, Saudia Arabia

Enamored of Self-Propelled Craft

A friend shared *Messing About in Boats* with me, who am also enamored of self-propelled craft, and I was immediately impressed with the easy-to-read format and originally written articles from readers. Please start my subscription.

I am planning to build a two-man rowing/sailing craft of some kind so I can have my wife and/or grandkids with me to enjoy the waterborne experience.

Bernie Godbolt, West Creek, NJ.

Antique Race Boat Regatta '94

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An Historic Meeting

Anderson, IN, April 24th. An historic meeting took place near here today when notorious Colorado glassmeister Jim Thayer rolled into town to hook up with celebrated Downeast craftsman Tim Mayer. Four elegant Whitehall hulls were transferred to Mayer's trailer for transport to the legendary Bunganuc boatshop of Boatworks Ltd. The unusual rush delivery was necessitated by the overwhelming response to Tim's elegant offerings at the Portland Boatshow.

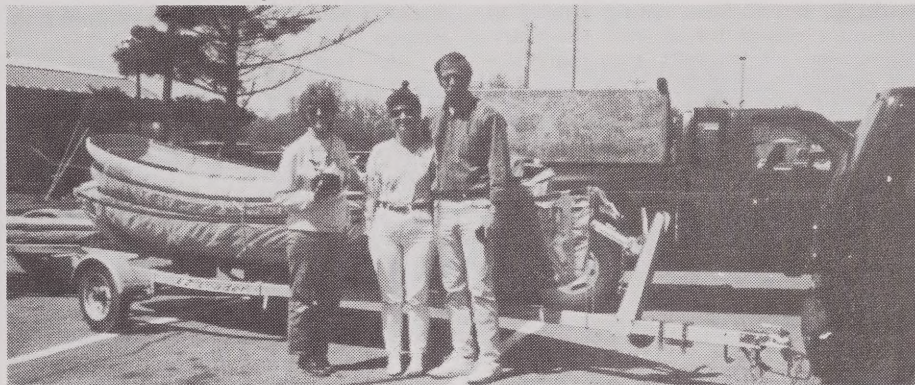
Luckily for the New England small-boatnut community, the Thayer-Mayer consortium continues to produce a limited

number of splendid pulling and sailing boats of the finest kind. Afficionados are eagerly awaiting the appearance of Tim's first Victoria fantail.

Thayer, unable to understand the time zone thing, was an hour late at the rendezvous. Mayer graciously bought lunch and their lovely wives, Bette and Janis, could scarcely eat for hanging on every word of the scintillating boat talk.

Dinner done, they turned toward home, the two gents hastened by the call of the shop and the challenge of making a buck in the boat business.

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



Jan Thayer, Bette and Tim Mayer with three Liveries and an Express transferred en masse to Tim's trailer.

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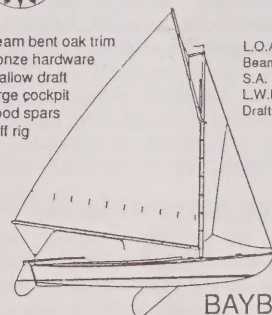
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When we got to the launch site it was drizzling. That alone would not have stopped us. But with lightning, it did. Dad would not let us launch right then (much to my annoyance), but he did let us wait around to see if it would clear up. In the end this was the better decision. We wandered around the beach looking at Lake Erie for fifteen minutes or so. I turned and looked back up at our pickup truck.

Two skin boats sat on top, waiting for their first trip ever with my family. The first was a two person Klepper, a folding kayak with a sail rig, which on this trip we did not use. We had found it at a yard sale for \$150. It had been sitting around in someone's garage for at least six years. The person had never set it up and really had no idea what it was. We named it *Reepicheep* after a talking mouse in the Narnia series by C. S. Lewis. And so it became our sixth kayak, eighth boat.

The second boat was a baidarka. I had built this baidarka while taking a course with Superior Kayaks last fall. All the loose ends had finally been pulled together and it was ready for launching. Along with it I had a nifty Greenland paddle and a spray skirt I had finished sewing two days before. The baidarka looked beautiful (to my eyes at least) sitting on top of the truck, but I knew it would look even nicer in the water. I couldn't wait to paddle it into serene little bays, to feel the wind on my face. I think that is why I named it *Katharsis Katonar*, which is Greek and means "cleansing in a dream". My dad teasingly calls her Kathy.

Finally to my great joy, Dad gave the go-ahead. My sister Deborah and I carried *Katharsis* down to the water's edge. A load of gear for each of us was next. Then while Dad and Deborah were bringing *Reepicheep* down, I launched.

My first few strokes with a new wooden paddle were tentative. As the water grew a bit deeper, I could feel the skin of

First Expedition in *Katharsis* & *Reepicheep*

By Ruth Larkin

the boat moving slightly with the waves. It was wonderful! I laughed out loud from the sheer pleasure of paddling a boat I had made myself. I felt like paddling up to every one on the beach and saying, "See, I built this myself, do you like it?" Of course, I held my tongue and enjoyed it in silence.

At last, Deborah and Dad had *Reepicheep* set up and were paddling out towards me. I turned in my seat and called back to them, "See you at Dunkirk," a place about fifteen miles down from where we had launched, which Dad had no intention of going to. Then I started paddling furiously, intent on leaving them behind, or at least showing them how fast *Katharsis* was. Boy was I wrong! The two of them paddling in perfect synchronization soon had caught up with me, then passed me. As they paddled past I could hear Dad calling out to Deborah, "This boat has no initial stability!" That became his refrain for the whole trip.

Every few minutes, Dad and Deborah stopped to wait for me to catch up to them. I was beginning to feel very slow. When I asked the two of them if I was slow, or were they fast, I was told that two people paddling a boat were just plain faster than one person in a boat. That made me feel better.

We paddled along at a leisurely pace past short cliffs on top of which many houses sat. The water was shallow most of the time, about six feet deep. On the bottom, I could see slabs of rock covered with algae and an occasional fish. The rain kept

drizzling down, not too hard, but always there. The distant horizon melted into the gray clouds. Between the shore and the horizon, motor boats and jetskis ran.

I spied a duck about twenty-five feet ahead, three points off the starboard bow. Having heard so much about the Aleuts hunting from their baidarkas, I decided to have a try at stalking myself. I proceeded to paddle straight towards the duck making as little noise as possible. I was still a good distance off when the duck dove, probably laughing his bill off at my "hunting prowess".

As I started paddling back towards the other boat, two jetskis passed between us. Dad was signaling for me to come back closer towards shore. I headed in, noticing that a speedboat to my starboard and I were on a collision course. The speedboat pulled away and circled around me, but as I came up to where Dad and Deborah were waiting a question occurred to me, who really had the right of way?

When I asked Dad he explained that if I had been a motorboat, the other boat would have had the right of way because she was on my starboard. Then he pointed out that because I was a hand propelled boat, I had the right of way.

We paddled about two miles down the shore of Lake Erie. Then we turned around and headed back. I offered to paddle down to Dunkirk, saying that I could probably get there by the end of next month. My sister, being quite practical asked what I would have for supper if I did that.

I answered, "Well, maybe Christie (a friend of mine) will deliver pizza."

"Yeah," Dad retorted, "I want fifteen pizzas in drybags to go."

Reepicheep soon got ahead of me again. As they were waiting, Dad glanced up at the top of the ten foot cliff. There, sitting on the top, was a sheriff's car. The sheriff seemed to be more interested in four jetskis having a race than in us, but we waved anyway. A minute later, the sheriff headed off in the same direction as the jetskis.

As we rounded a point we again saw the beach which we had launched from. We paddled in, wary of swimmers outside the marked buoys, and landed. I discovered that it is quite a different matter to get out of a baidarka than to get out of a Chinook. As I was struggling I noticed a man with a video camera trained on me. I quickly quit and pretended to look very busy until he found something else to film. Then, I managed to get out.

While Dad and Deborah picked up *Reepicheep*, I grabbed *Katharsis* and began to crab walk up the beach. Deborah noticed this and told me to stop, she would come help once *Reepicheep* was at the truck. A bystander noticed this and asked if I wanted help, Dad accepted it for me.

When we had gotten the two boats up to the truck, I told the man that I had built my boat. He seemed very impressed and asked a myriad of questions, which I was all too pleased to answer (it is great fun to have built your own boat and get to tell innocent bystanders about it).

When we got home, I settled down in a big comfortable chair with a nonalcoholic beer and began to plan the next "expeditions with *Katharsis* and *Reepicheep*."

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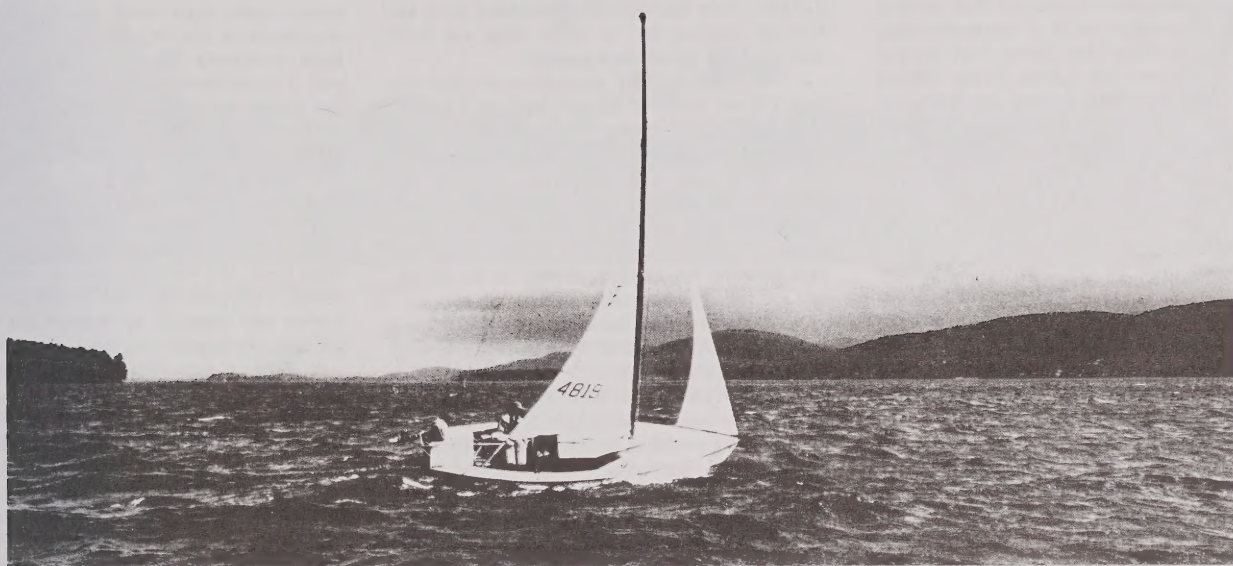
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SAINT JOHN & BEYOND

By David Buckman

Frankly I would have preferred not to face the challenge of the Bay of Fundy alone. Adequately schooled and motivated crewmen, however, were in short supply as I made plans for a summer cruise to the tumultuous waters of New Brunswick aboard my 19' Lightning daysailer turned coastal cruiser, *Leight*.

Wife Leigh, a cruising companion of long standing, had joined me for the first leg of the cruise from Portland to Jonesport and I was decidedly subdued as I returned to the boat after seeing her off on a westbound bus connection. Sliding into the tiny cabin, which had occupied a winter's worth of evenings in the building, I felt it seemed a few long minutes before the kerosene lantern flickered and blossomed with a warming glow.

Saint John, New Brunswick, the city and the river, lay within striking distance 100 miles east of my berth. The character of this rugged stretch of coast was not often far from my thoughts in the last few days. Fundy tides reaching 29' run with a vigor I'd yet to encounter and the Canadian Sailing Directions were filled with warnings about everything from whirlpools and racing tides to tide-rips, magnetic anomalies and more. I yielded to sleep fitfully, my dreams filled with vivid scenes that I was to pursue in reality at first light.

Dawn was as subdued as my mood the night before and a misting fog was my only companion as I felt my way to Roque Island. The island was so big and so close, only six miles, I figured I couldn't miss it, and I didn't. Beaching on Roque's famous strand I explored the mile long sandy crescent before retreating into Lakeman Har-

bor for the night.

The 21 mile passage to Cutler the next day was another story. There were plenty of things like ledges, half-tide rocks and shoal patches to run into along the way. Waking early to the sound of rain drumming on the cabin roof, I arose and peered out the port expectantly. There was nothing to see, even though I lay little more than 20 yards from shore.

Breaking out the portable radio, the only electronic gear aboard the barebones cruiser, I picked up a Yarmouth, Nova Scotia station and a forecast that held out little hope for improvement. Four *National Geographics* and a nap later it was noon. I rationalized that if I didn't get going soon I'd have to wait to the next day which looked no better than the present.

After plotting out the course a half dozen times I finally hauled the ten pound CQR and the *Leight* was swallowed in the mists the minute she exited the anchorage. Adding a few degrees to my compass heading to compensate for the ebbing tide, I saw Halifax Island slide by more or less on schedule.

As I approached Foster Channel on the west shore of Machias Bay a light southerly filled in and I shut down the outboard and raised the main and jib. While I could see nothing beyond the 50' circle of visibility around the boat I could at least hear things that gave some clues to my position. The sound of surf on a nearby ledge, a squawking gull or the rising and falling of a lobsterman's diesel as he went about hauling traps connected me with familiar images.

At three and a half knots it was slow

going, but if I did miscue I felt reasonably certain that I'd have enough time to take evasive action and avoid running into things like islands or mainland. My imagination nonetheless offered up a half dozen or more sightings before the *Leight* emerged almost dead center between two gauzy images that slowly materialized as the Foster Channel buoys. By the time I'd slipped across Machias Bay and the tide ripped Cross Island Narrows I had put the worst day's run behind me and was able to relax the knot in my stomach for the first time.

The respite was short-lived, however. The ghostly profile of the Old Man ledge materializing to starboard a few minutes later startled me and made me realize that the ebb flowing out of Little Machias Bay had set me seaward. Altering course to close with the steep-to shore near Western Head, I heard a long awaited but faint whisper. Straining to shut out the noise of the hull sliding through the choppy seas, I heard its reassuring voice finally calling out again. The Little River Island foghorn was music to my ears and the sight of fog shrouded Cutler, a small village nestled on a gentle hillside of faded green, was balm to my eyes and spirit.

Skirting the waterfront I was surprised by a hail, "Where ya heddin'?"

"Saint John," I replied, turning to address my inquisitor, a fisherman sculling his skiff.

"Better wait until noon tomorrow and catch the flood," he offered. I knew well enough what he was talking about. I'd read the pilot and the cruising guide a hundred times if I'd read 'em once. I could almost

repeat verbatim the cautionary paragraphs about the futility of trying to buck an ebbing Fundy tide. I'd made up my mind. If it looked like a decent day the next morning I was going to get as much of a head start as possible for the 30 mile run to Campbello Island.

That commitment was all but sealed after a conversation with a lobsterwoman at the town landing. Her father had been a lighthouse keeper on Little River Island for two decades. She spoke wistfully of those years and parted with a light touch on my shoulder and the word that the planet Uranus was in a favorable position for a stretch of good weather.

Squaring the *Leight* away after breakfast each day was no small task. It took about a half hour to pack away the sleeping gear, clothes, books, radio and food in their plastic boxes under the deck. This required a level of discipline I often found difficult to muster at home, but one that was essential aboard the *Leight*. In spite of a decade of efforts to stem the flow, she nonetheless leaked modestly, particularly when loaded down with cruising gear. During a long day of beating to windward she'd require a hand on the pump every two hours to clear the shallow bilges. Anything left carelessly laying around on the cabin floor could be counted on to get wet.

Bearing off to the east before a freshening nor'wester the next morning I hugged the high rocky shore hoping to be spared the tide's full force. I had marked the chart around West Quoddy Head with a yellow highlighter to remind me of its perils. While I'd run across some tide tossed seas on previous cruises I wasn't really sure what a real tide rip looked like. The Coastal Pilot didn't really define the term to my satisfaction beyond the implication that they could be dangerous. If ever I was going to find out this was the place and the day!

Closing on West Quoddy Head, I found the seas were jumping about erratically as though they were about to boil. The ebb pouring through Lubec Narrows met the retreating Fundy tide and danced

menacingly before me. Raising the centerboard part way to give the lumping seas as small a surface as possible to push against I entered the fray. Like many things in cruising, the anticipation was worse than the experience. We were bounced about a bit, but the lightfooted *Leight* rode through the cauldron with authority, taking but a little slop on deck and making good going of it.

Buoyed by her performance and the fact I'd put another hazard behind, I hardly noticed the dirty gray sky gathering to the northeast until the wind veered round to the north and strengthened. I didn't like the idea of running into nasty weather off Campbello Island. Its rocky palisades rose steeply to heights of 600' at Eastern Head and offered no shelter except at its northern extremity, 10 miles distant.

With my feet hooked into the hiking straps and a single reef rolled in the main I beat northward, all the time imagining that I was taking an afternoon sail across the familiar waters of Lake Winnepesaukee instead of knocking on Fundy's front door. Thankfully, the wind took off an hour later, and shortly after 1pm I put the helm over and sailed into my first Canadian port, Head Harbor, feeling good about the big step I'd taken. Saint John now lay just 45 miles to the northeast, a day's sail with any luck.

A lone fisherman observing my arrival at the Government Dock welcomed me to the island and offered to drive me to Wilson's Beach where I could report to Canadian Customs via pay phone. Having accomplished that bureaucratic obligation in a thirty second conversation in which I was asked two questions, the boat's name and my own, I thumbed a ride back to the harbor.

The lady in Cutler was right about the weather. Surveying the scene early the next morning I viewed the first pale glow of day splashed across the waters of "The Bay" as locals refer to Fundy. With the islands off Nova Scotia's southwest shore plainly visible to starboard and the slab-sided islands of Passamaquoddy Bay

to port I saluted East Quoddy Light and made off toward the northeast. With the old Evinrude clattering away at full throttle we made about 3 knots over the ground as I slowly closed with the New Brunswick shore.

By the time the Point Lepreau Lighthouse came into view, a place that's been described as the fog capital of the world, a light southerly filled in and I raised plain sail. I could have used the added muscle of the genoa but somehow the jib seemed entirely adequate as the bold and redrocked Fundy shore slipped slowly past.

There are no harbors worthy of the name along this stretch of the Fundy coast for the deep-drafted, but for the *Leight*, Dipper Harbor looked like to good spot to wait out the strengthening ebb. Jibing about I slipped into the small stonewalled harbor and brought up behind the breakwater just after noon.

With a few hours to kill before the ebb would begin to ease up I took a guided tour of the local fish plant and thumbed a ride to a nearby store to pick up some ice and soda. Upon my return I put things in order for the 20 mile push to Saint John and got into an animated conversation with a local fisherman who went over my charts in detail and showed me where I could find backeddies alongshore and get a headstart on the flood.

With the sails winged out before a southwester that had filled in to about 15 knots during my stopover, the shore grew in stature as the *Leight* swept toward St. John, the goal of my sailing labors for the past nine days. Pale red cliffs rose vertically out of the water and the fishing boats working alongshore seemed small by comparison.

By 4pm the tide turned and the wind strengthened to a solid 20 knots and gusting. With the board raised about half way to ease the helm the *Leight* sprinted across the white freckled fields of Fundy at seven to eight knots. An hour later the Saint John skyline occupied the horizon.

The change of mood was dramatic. Instead of the remote and wild waterscapes of

Leight lies alongside a rickety old dock in Lakeman Harbor on Roque Island.





Passing East Quoddy Head on Campobello Island.

the bay I was suddenly thrust amidst the trappings of commerce, industry and urban development. It's one of the busiest ports in eastern Canada, with great freighters with calling ports like Monrovia and Cadiz lining the concrete canyons on either shore, taking on lumber and paper or discharging their cargos of oil and sugar. A handful of modern high-rise office buildings were sprinkled among a collection of restored colonial brickfronts and the towering spire of the Church of England.

I had missed one of the 30 minute windows of navigational opportunity that occurs every 12 hours, when tides running to 29' overcome the cataracts of the Reversing Falls and one can proceed upriver. Swinging close to a great gray freighter with a trio of crewmen relaxing on deck I shouted, "Where's Market Slip?" Three pairs of hands pointed a short distance upriver as one of them shouted out directions and another offered, "Good sailin' to ya."

Pulling into a narrow granite niche carved out of the riverside I made the *Leight* fast to a floating dock and set off to explore my new surroundings. I was immediately adopted by two Saint John youngsters, John and Jamie Jones, who, having watched me sail in and tie up, appointed themselves my official guides. They directed me to the public phones, restrooms, restaurants and a nearby shopping mall as only a native could, and I thanked my hosts by treating them to ice cream cones from a sidewalk vendor. Getting a call through to Leigh and the kids, the first in nearly a week, I again felt a connection to the outside world. And they were relieved to hear from me.

Other than the hurdle of mounting the Reversing Falls I had put the most difficult part of the cruise behind me. In celebration I engaged in a feast of food and drink, capping off the evening as many a latter day sailor has, in the belly of an old tugboat converted to a bar. A good thing too. Anesthetized as I was, I slept soundly in spite of the fact that the dock where the *Leight* was berthed was wracked by a constant surge as tide and river current combined forces to keep the harbor in a state of constant agitation.

Greeting the new day with somber anticipation, and a headache, I called the Royal Kennebecasis Yacht Club to confirm that my calculations for the run upriver were on target. It was still early

and the janitor who answered said he didn't have a clue. Trudging over to the nearby Canadian Coast Guard station to inquire I was warmly received and informed that 8:30 am, give or take a few minutes, was indeed the time of slack water. Back at the boat I changed the spark plugs in the outboard to assure that I could extract every ounce of its three horsepower if need be.

The various accounts of running the falls makes the ascent sound rather intimidating and ten minutes before the appointed hour I shoved off and headed upriver. Swirls of water rose and fell in circular boils five to ten yards across but the *Leight* slowly gained against it. Except for a few small fishing boats I had the place to myself. Drift netting is popular on the river and local fishermen in small clinker-built double enders motor upstream, set their nets, and drift with the current, hoping to snag a salmon or two, which command a fair price at local restaurants.

Coming up on the Reversing Falls which is a narrow slabsided fissure cleft from solid rock with the arch of a highway bridge towering overhead, the moment of truth had arrived. I raised the centerboard most of the way to give the current as little as possible to grab hold of. Little by little the *Leight* inched upstream, past a huge paper mill and into the sanctuary of the Saint John River which runs between rocky shores rising to 200'. Turning east at Boar's Head into Kennebecasis Bay I gave out a triumphant yell and headed for what is something of an institution among river cruisers, the Royal Kennebecasis Yacht Club. I had imagined that moment on many a cold winter's night as I pored over the charts and guides. After securing the *Leight* in a slip I stood over her quietly contemplating the fact that she had taken me far afield and served faithfully.

The blue blazered steward seemed a bit surprised that I was cruising in a Lightning but he was very friendly and accommodating. After a pleasant conversation, comfortably ensconced in a pair of rockers on the porch of the clubhouse, he kindly put a car and pleasant young lady driver at my disposal to take me into town to resupply with ice and groceries.

It was noon by the time I was underway again, but this time, instead of pressing along a rugged coast my destination, McCormack Cove on Kennebecasis Island, was in sight just a few miles across the

bay. Snuggling the 10 pound CQR down in a quiet corner of the anchorage I frittered away a warm sunny afternoon with nothing more on the agenda than relaxing, reading, and getting the boat and myself cleaned up for the next stage.

Having done little personal hygiene for the last ten days, I was looking forward to a swim in fresh water. Draping my sleeping bag over the boom to air out, I dove over the side and was almost paralyzed by the penetrating coldness of the river. I assumed the water would be temperate, but as it originates in the depths of the northwoods, with the frigid Bay of Fundy waters mixed in, I should have expected the big chill.

Though it was my first day on the Saint John, I was immediately at ease. The pace of life, human and otherwise seemed to flow with the same steady but unhurried pace as does the river. Even the birds seem to have gotten with the program. Instead of the nearly constant and sometimes frenetic activity of many seabirds, the river waterfowl seem laid-back by comparison. Alighting gracefully instead of the splash landings of their coastal cousins, the ducks, terns and Wilson's Phalarope's seem restrained and almost poised.

Spruce and hemlock covered the shore of the uninhabited cove and after the luxury of an afternoon nap I blew up my \$19 inflatable and rowed ashore. The island is composed of swiss cheese-like rocks which are pocked with holes and a forest so thick that penetrating inland is out of the question for one clad in shorts.

Setting up the single burner butane stove on the cockpit floor that evening I prepared a grand feast consisting of a steak, fried potatoes and a can of peas, all of which were eaten out of the frypan in which they were cooked to minimize the cleaning chores. It occurred to me that I was becoming somewhat of a savage, but hearing no words of censure from the crew and anticipating none, I carried on, toasting the setting sun with a dram or two of ale before retreating into the screened cabin.

With the radio tuned to a CBC talk show it seemed as if I had company aboard when I wrote up the day's log. I had covered over 300 miles in good fettle so far and I was impressed how well suited to the task my little cruiser seemed. Thoreau was right when he said, "If one advances confidently in the direction of his dreams, and



The rugged Bay of Fundy coast with cliffs several hundred feet high in places.

endeavors to live the life which he has imagined, he will meet with success unexpected in common hours."

Advancing confidently upriver after 11 hours of deep sleep, I felt the warmth of the sun on my back dispelling the morning chill as I swung into the main channel above Grand Bay. Close-hauled before a civil westerly with the main and jib drawing, *Leight* passed quietly between small rounded hills that drop to both shores on gentle slopes. Other than an occasional fisherman trolling by, I had the river to myself. I would have liked to have been on land filming my stately procession upstream and I imagined that at least one or two people ashore must have looked out onto the water and been attracted to the symmetry and synergy of the scene.

Ahead, the car ferry at Westfield plied back and forth across the river, which is about three quarters of a mile wide. Drawing close to it at length, children on a schoolbus perched atop its deck waved to me as I sailed past. I waved back.

Just past Westfield the river abruptly swings to the northeast into what is called Long Reach, a 17 mile stretch of nearly straight channel. Easing the sails and raising the centerboard a bit I set the *Leight* into a romping broad reach, flinging a ribbon of sparkling diamonds from her bow. The grassy shores on either side of the stream were occasionally punctuated with long sandy beaches, sheltering groves of hardwoods and, here and there, a brooding backwater. Large riverside farms gave the scene an ageless pastoral flavor that made me imagine that I might have been beamed back to a rural New England scene of a century past. Mid-river, low grassy intervals were populated by cows who hardly raised an eye as I slid by only a few yards away.

Those who have sailed on inland lakes where the navigational aids consist of spar buoys will find the river buoyage, with its small green and red metal cylin-

ders, familiar. While the water depths indicated on the chart vary considerably, depending upon seasonal weather variations, I found the buoyage and charting excellent. If you do happen to miscue, as I did several times when I pushed too close to shore to examine an interesting "find", the bottom is mostly sand or mud. Giving a yank on the centerboard line I helped the *Leight* slide over these obstructions harmlessly.

With the sheets eased and the sails winging out, the *Leight* flew past Gorham's Bluff and into Belle Isle Bay. A narrow finger of water penetrating the New Brunswick woodlands almost 10 miles toward the northeast its scenery was gentle and attractive. Rolling hills reaching 500' feet in height were adorned with impressive granite outcroppings that fell to the water precipitously in places and occasionally a small brook added a pleasant murmur, almost like indistinct voices. Pulling on the jib downhaul I snuffed the sail from the cockpit. There was no hurry. The main alone would get me to Jenkins cove soon enough.

Rounding close by the wooded point at its western entrance I swung into a little eel-rut of a cove to starboard and dropped anchor in knee-deep water 15' from a bold shore topped by birch and spruce. Completely sheltered from the wind I enjoyed a leisurely lunch consisting of a peanut butter sandwich, chips, soda and the first of my new stocks of cookies. As I lay back and closed my eyes, the rustling of the treetops and the occasional lowing of a cow in a pasture on the north shore were the only sounds. Contentment is what it was and were it not for an outboard passing by an hour later I might have slept the afternoon away.

Whether out of boredom, loneliness or the need for companionship, I kept up a quiet conversation with myself as I explored ashore and waded barefoot in the shallows. It was warm, "Too warm," a

fisherman gliding by in a canoe said. I would have been hard pressed to imagine such a contrast as I lay in the foggy, tide ripped waters of the Bay of Fundy just a few days ago.

While ribbons of mist rose languidly from the grassy sedges alongshore, the *Leight* plodded upstream under power the next morning. The current was not particularly noticeable and with time aplenty I drank in the unfolding panorama. I'd pretty much had the river to myself for the past two days but as the morning wore on I met a tug hauling a barge loaded with woodchips and a Coast Guard buoy tender, both of which were out of sight and out of mind in a matter of minutes.

A gentle northwester rippling across the quarter-mile wide channel set the wetland grasses to dancing and with main and jib raised, the *Leight* quietly fetched along at 3 to 4 knots. As Evandale fell astern I was joined by a 40' ketch with a Delaware calling port. Throughout the day we slipped upstream together, occasionally tacking over to the west shore to get an improved slant on the channel.

Stretched out across the well cushioned cockpit I laid back contemplating the absolute symphony of elements. The river's gentle pace, the pungent spice of its lowlands and the melodious counterpoint of its birdlife wafted across the water as if nature were still trying to perfect its arrangement. In the afternoon horses and cows came down to the waters edge to rest in the shade and drink their fill. Having not disturbed the vestigial air with the spoken word all day I seemed to slip into the pulsing mantra of the river.

Because I was to be picked up in Fredericton two days hence I regretted I could not do more than take a quick look at Grand Lake, a 25 mile long estuary that penetrates deeply into the northwoods and offers inviting cruising grounds with bottletight coves, wild scenery and quiet anchorages where one is likely to be alone.

Just dipping my toes, so to speak, I powered up the Jemseg River and poked the *Leight's* nose into the lake. I almost wished I hadn't because turning my back on the waterscape a few hours later was difficult.

Long shadows of trees lining the banks laid across the river as the *Leight* regained the main channel by early evening. With the extra hour of daylight added by Atlantic Time it was still light when I arrived off the wharf at the Steamer Inn in Gagetown at 9pm, having put 40 miles of river behind me. From my ring-side seat on the inn's porch overlooking the river I engaged in excesses of food and drink in company with a group of sociable sailors from Fredericton, who insisted on buying round after round.

A stream of bright sunlight flooding the cabin roused me from a deep sleep. Even before I rose the signs were clear that the last leg to Fredericton, some 25 miles to the north, would be labored as a gusty northwester set the halyards humming. Shoving down a couple of donuts for breakfast, I motored over to Colpitt's Wharf and topped off the gas tank before raising sail, beginning a long morning of tacking upstream, dead into the wind.

The narrow waterway north of Gagetown joins the main body of the river some three miles upstream, but in the meantime I slam tacked the *Leight* between its muddy banks which were little more than 75' apart in places. She covered ground admirably, her mast and rigging occasionally brushing against overhanging tree branches. At one point I came

around a bend in the channel to find a half dozen cows standing in 3' of water taking a leisurely drink. Lifting their heads to the approaching apparition they stood shock still for a few moments before they lumbered awkwardly to high ground and watched in befuddled silence as I passed.

By the time I had gained the main-stream, the northwester had built to 20 knots. Plugging away upriver I sailed her from bank to bank as hard on the wind as she'd go. By the time I drew even with Coytown, however, the current really began taking its toll. Marking my progress against the fenceposts ashore I began to see the *Leight's* hard-won gains being nullified by the stream. A short time later I gave it up, dropped sail and began powering.

Peeling off into a narrow back channel west of Ram Island, the *Leight* made her way betwixt an avenue of trees that made it look like a French canal. Driving her bow into the muddy bank of the two mile long island I stepped ashore, ready to claim the property for my fiefdom, except that I sank deep into the primordial ooze. When I pulled free one shoe remained behind, but after dealing with this bit of a muddy mess I took off along a faint shore path weaving through the high grass. The few cows on the island kept their distance as I walked through its leafy glades. Birds flitted overhead, filling the air with a sweet song that melded with a chorus of crickets, frogs and other lowland creatures.

Lunch in a sandy alcove with the *Leight* in view was a somber affair. Fredericton, just 16 miles up stream, marked the

end of the line for this cruise. My friend, Scott, was to join me with car and trailer the next day and we'd haul her and head west. I'd certainly got more than I bargained for and again Thoreau's wisdom came to mind. "But man's capacities have never been measured: nor are we to judge of what he can do by any precedents, so little has been tried."

(Duncan and Ware's *Cruising Guide To The New England Coast* offers a good river guide and one should also carry the *Saint John River Small Craft Guide* published by the Canadian Department of Fisheries and Oceans. Canadian Chart 4142 consists of 5 charts that covers the river and adjacent lakes. Both can be purchased direct by writing to the department above in Ottawa, Ontario, Canada X1A OE6. Delivery can take up to six weeks ordering direct. The same charts can usually be obtained more quickly from Boxell's Chandlery, 68 Long Wharf, Boston, Ma 02110 or Chase/Levitt, 10 Dana Street, Portland, Maine. 04101).

Editor Comments: David kindly offered us this article he originally published in his own short-lived magazine, *Coasting*, an evocative non-commercial, beautifully laid out 20 pager he turned out in 1990-91. The horizontal format made "wide angle" photos possible, superbly illustrating the magazine's topics, "Sailing, Cruising, Adventuring and Enlightenment Along the Maine and Canadian Coasts". Unhappily, he was unable to attract sufficient subscriber support for the ad-free publication.

Beached on Ram Island on the upper St. John River, holiday's end.





Grey Eyes, a 20' sharpie built by Eric Sealine.

Pat Wells and her fellow festival super-organizers were greeted on July 15th at Shipyard Quarters in Charlestown, Massachusetts by passage of a front that nearly blew the marquee into the harbor. Fast work tying it to everyone's bumpers and filling anchoring barrels with more water saved the tent. Thereafter, the weather was hot (that's "fry an egg on the deck" hot).

A feature of this year's festival was a rendezvous of Lawley-built craft, and four were present. About fifty boats were available for inspection and visits-aboard by a knowledgeable crowd and twelve even more knowledgeable judges. Sizes ranged from a quoted 165' (probably a typo or maybe the height of the mainmast was included? Try about 105') for *Ernestina*, the Commonwealth of Massachusetts' big ex-Gloucester fishing schooner and Cape Verde packet, to rowboats. A good selection of many types, and great stories to go with them.

Story One: Bill Skinner and Viking Gustafson's *Chautauqua* (judged Best in Original Condition) and the Caffrey's *Old Glory* are both big Lawley-built motorboats. Last year, *Old Glory* came up from New York and was a prizewinner. When Edgar Caffrey died during the winter, Beryl knew who should next own the boat, Bill and Viking! Now it happens that they have two lovely young daughters who deserve more attention than an old wooden boat so Bill and Viking had been thinking of selling *Chautauqua* and buying "something plastic," as someone described it. But the gods pointed, they obeyed, and now they own both of the big wooden boats.

Story Two: The Boston Boatshop, part of New England Historic Seaport, builds or rebuilds small boats in cooperation with local schools. Boatbuilder James White was seen afloat, balancing perilously in the Swampscott dory *Victoria* while he rigged the sail. This good looking craft had been rebuilt by the Boatshop and a class of special-needs children and retains only five or so pieces of the

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JUDGING - EXHIBITS - ENTERTAINMENT

Story and Photos by Hugh Ware

original boat built at Strawberry Banke in the '50s. Displayed on shore, another Swampscott has been nearly completed by Jim and students from Dearborn Academy. It held both a finished oar and an oar blank ready to be shaped.

Next door, Jim Orton coincidentally was giving demonstrations of that art. Jim is usually busy as historian of the *USS Constitution*, a Festival organizer, and VP of the *Luna* Preservation Society, the group trying to save the first diesel-electric tug in the world. (She's finally safely afloat across the harbor and awaiting initial restoration.)

Story Three: This is the 100th anniversary of the start of Slocum's solo sail around the world. The festival's Slocum touches were *Miss Rachel*, a faithful replica of Slocum's *Spray*, which owner Fred Ebinger listed as built 1955, and *Crystal Spray*, a 64'10" oversize replica built in 1950 by Kristiansen in Atlantic Heights, NJ.

Story Four: Some people arrive at the last minute, and so it was with Dave Mullins and his *Fore 'N Aft*, an Atkins-designed 28'8" gaff-rigged cutter with very salty touches like a funky round cockpit (emphasize the "pit", it is merely a footwell), semi-round companionway, and a pin rail at the mast's foot. The boat was named after the magazine, which ran a series of construction articles about the design in the '20s. The Pirates of the Blue Rag, prizewinners last year, were back without a boat this year and carefully inspected *Fore 'N Aft*, as though contemplating taking it over. It's suitable.

Story Five: My ever favorite open launch, the Connors' *Connie Pat*, had new ribs and fastenings. Since she's received much attention including three transoms in one year (see report of last festival for story), there isn't much left to tidy up. Wendy received a palm sander for her fifth wedding anniversary, does that give you a feeling about these boat restorers?

Enough of the human-interest stuff. Let's talk boats. Catboats were there in a range of sizes; Peter Haney's spacious *Matchless* (26' and Best Sailboat), Dana



Schooner Ernestina, ex Cape Verde packet given to Massachusetts by that island.

Marcorelle's *Teaser* (22"), and Phil Carling's *Tabby* (18"1") and Best Restoration by Owner). Unusual were the canoe stern of the lovely 1918 Lawley cruiser, *Old Glory*, and the torpedo boat stern of Jack Swanton's Chute & Bixby motor yacht *Sumoria* (Finest Interior), both around sixty feet in length and both gorgeous. (The latter was custom-built in 1929 for a mere \$13,000!).

Among the "Salty Craft" (my classification) was Elizabeth Hickey's *Lois S. Drabo* (a name derived from its type, a Long Island DRAG BOat), as cute a little schooner at 19' as you'll find and Best Workboat. And Eric Sealine's *Grey Eyes*, a 20' sharpie built in the courtyard of a Harvard dormitory, won Best Reproduction.

David Livingstone's *Gull*, a 30' Crocker sloop very much like a big Stone Horse, won the prize for her Most Appropriately Dressed Crew. He sailed in from Nahant in all that heat, somewhat surprising since he's 83. He has owned the boat for only 39 years. Richard Lacroix's *Patience*, a 1953 Parese power cruiser, won Best Motorboat.

And there was something for the future: Robert MacGregor's *Solution*, a Sparkman and Stephens 46' yawl, was voted Most Worthy of Restoration the way she was when built in 1939. The Spectator's Choice was *Barefoot*, a 36' International 600 yawl owned by Larry Cannon and Tom Sutherland, a surprise choice to me.

Small boats abounded too. Among them was Bob Hobbs' Boston Whitehall (Best Hand-Powered Boat). Lowell's Boat Shop showed three of their fine craft including another snazzy Whitehall and a dory fitted with an Atlantic one-lunger. Bill Coolidge trailered a Toppan power dory from Maryland. His *Medora*, built in 1914, is powered by a 4hp Ferro engine of 1910, a "thumper," as he described it. Finally, Charles Smith's interesting 17' Rangeley Collins Rowboat with outboard looked ready to go out in the lake for some fishing.

The Lawley built motor-yacht *Old Glory*, long owned by Egar Caffrey, passed on after his death last winter to logical heirs Bill Skinner and Viking Gustafson, who already own the Lawley built motoryacht *Chautauqua*.

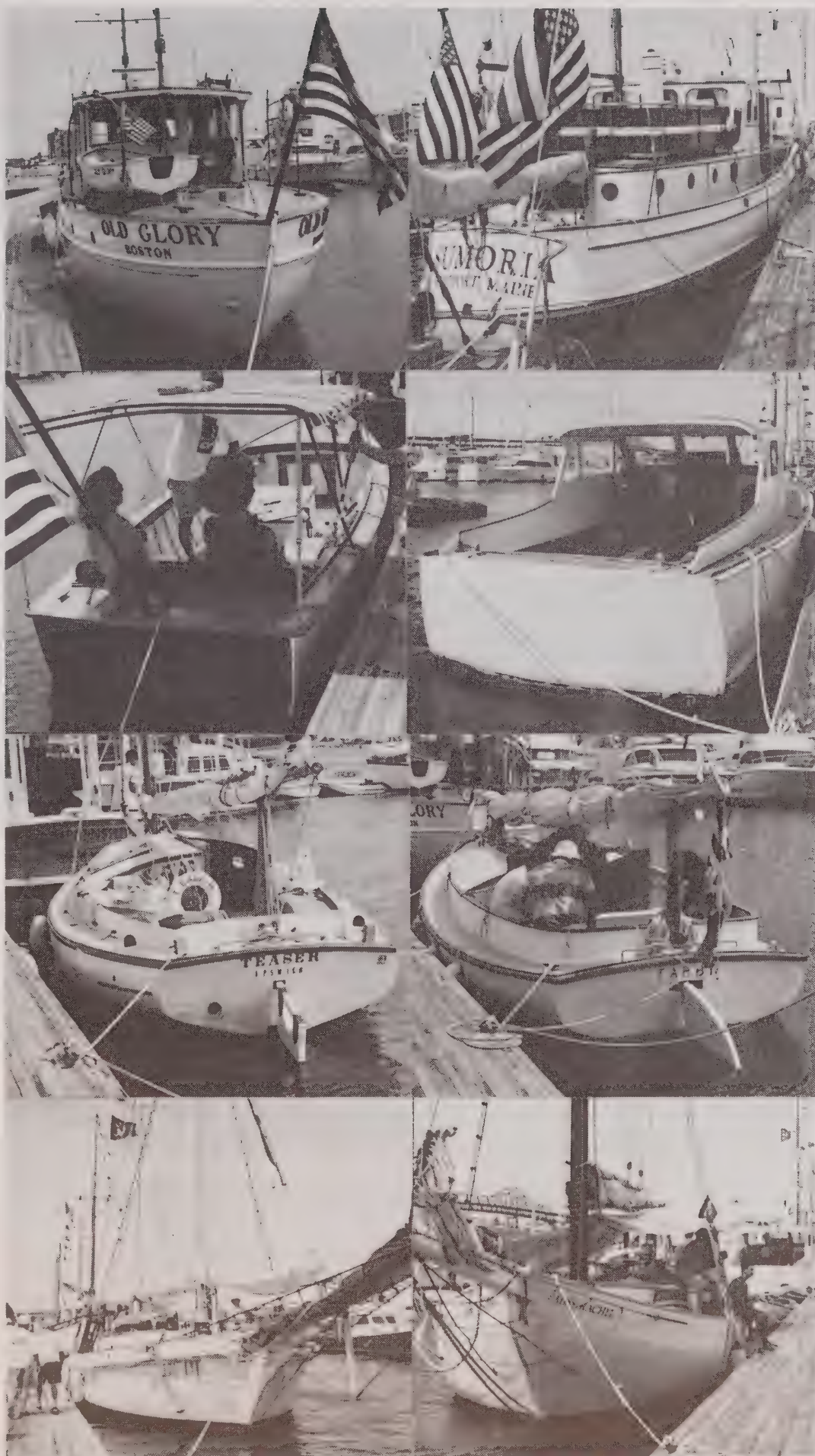
Sumoria is a 60' custom motoryacht built in 1929 by Chute & Bixby of Huntington, Long Island, now owned by Jack Swanton of Wiscasset, Maine.

The Connors' *Connie Pat*, my favorite small open launch, hasn't much left to tidy up.

Alexa, a 38' Quincy Adams motorboat, has some tidying up to go, much potential here.

A couple of cats; 22' *Teaser* is a Fenwick Williams design built in 1935 by Benjamin Trask in Beverly, Massachusetts, owned by Dana Marcovelle of South Hamilton, Massachusetts. *Tabby* is an 18' Fenwick Williams design built by Seth Persson in Old Saybrook, Connecticut in 1946, owned by Philip Carling of Hingham, Massachusetts.

The *Spray* presence: *Crystal Spray*, a 64'1" nearly twice life size replica built in 1950 by Kristiansen in Atlantic Heights, New Jersey, now in the possession of the Voyage of the *Spray* organization. *Miss Rachel* is life size replica built in 1955, owned by Fred Ebinger.





Beetle Cat Nationals

By Roy Terwilliger

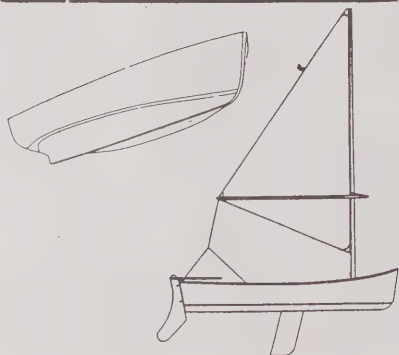
The 1995 Beetle Cat National Championships on August 11-13 at Chatham Yacht Club on Cape Cod, Massachusetts, were won by Carolyn Flynn of Cappaquoy Yacht Club. Carolyn, and her crew, Ben Bergeron, smoked the fleet with three bullets in heavy air on the first day, but she had to work hard to stay one point ahead of Michael Richards, who won the three races on the second day to finish second. Third overall was John Dickson of the host club.

Friday, races were held for Mitey Mites (under 13) and Juniors (under 18).

Mitey Mites winner was Matthew Sexton of Hyannis Yacht Club, and Juniors winner was Paul Ronty of Chatham.

Beetle Cats, originally designed in 1921, are wooden, gaff-rigged catboats with 6' beam on 13' length, weighing 450 pounds. This design, plus the ability to reef, gives the Beetle Cat an opportunity to sail in heavier air conditions when other one-designs might head for the beach. Because of this, Beetles were originally used as youth training boats, but they are now raced by sailors of all ages. On the far end of the results from the Mitey Mites was the "Old Salts" division, won by 72 year old Joe Tamsky.

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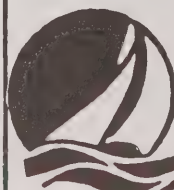
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A Very Beetle Cruise

By David K. Akin

I have often pretended, as I day sailed my Beetle Cat *Figment*, #WD2, out of Bass River, Massachusetts, that I was on a "cruise". This year the conjunction of the Chatham Regatta on August 5th, and the Beetle Cat Championship also at Chatham Yacht Club on August 12 and 13th prompted me to go for it and cruise from Bass River to Pleasant Bay.

I was blessed with two days of sun and light to moderate winds, SW on August 2nd and ENE on August 3rd. Day one got me through the passage between Morris Island and North Monomoy. I made it south about half way down "South Beach" before the current was too strong to "make ground". Around 1500 I found an anchorage off the beach and set up for the night.

My equipment for these overnight trips included sleeping bag and foam pad, an 8'x12' tarp and line for a boom tent, back-pack stove, VHF hand-held radio, large flashlight, chart, and tide book. My Beetle Cat is equipped with coaming-mounted oarlocks and a pair of 8' oars.

The highlight of the evening and night off South Beach was being visited by many grey seals. About two dozen seals greeted me in the morning and watched with curiosity my breakfast preparations.

Day two was a short sail south to get into the Atlantic Ocean and then north to the Chatham Break. I had to wait about one hour for the tide to turn before making it through the break. Then I had a pleasant sail into Pleasant Bay and to the Chatham Yacht Club by 1530.

This initial cruise was so much fun that I cruised Pleasant Bay on August 9th and 10th. I gunkholed into every nook of the bay and slept in the boat anchored off North Beach about a mile above the break.

My attempt at a return sail to Bass River had to be aborted because the large swells generated by Hurricane Felix made the Chatham Break impassable. A very friendly Marshall catboat crew came to my rescue, providing transportation to my car. I trailered *Figment* home from the Cow Pen ramp north of Ten Island.

The Beetle Cat proved to be a good platform for short cruising beach camping. The camping gear stowed easily under the deck and did not load the boat with any more than normal crew weight. Sailing trim was excellent. Are there any Beetle sailors out there who would like to try for a cruising get-together?

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Liebchen Update

By Walt Kahlhamer

To my fellow boat nuts, "Greetings and good fortune to you and yours." The following is an account of my boat, *Liebchen*, now complete and tested. You may recall seeing *Liebchen* in the March 1st issue, then unnamed, and called an "Electric Powered Camping Boat".

I am happy to say that she is now in use, and performs her duties in a fine fashion. On July 8th and 9th I took her to the local yacht club's Antique and Classic Wooden Boat Show. She certainly attracted a lot of attention nestled in among the \$30,000 Chris-Craft runabouts!

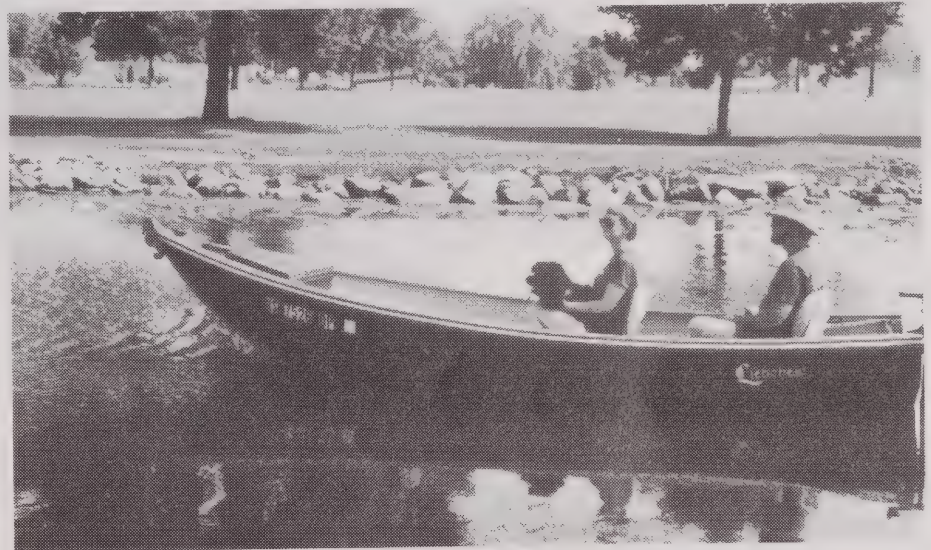
For those interested I give the following specs; LOA 15'; LWL 12'8"; Beam 56"; Capacity two medium sized humans and one cocker spaniel; Average Speed 4.6mph; Available battery time 5-6 hours; Range 20-25 mi.

For those less interested in hard numbers, please peruse the following: Length long enough; Beam just right; Capacity plenty; Speed slow; Available time enough; Comfort level very high; Controls exceedingly handy; Noise level what noise? Steering adequate; Overall ease of use including trailering excellent; Appearance gorgeous; Serenity level close to meditation.

I will certainly agree that electric boats, mostly due to battery life and power limitations are not for everyone. I believe, however, that they could be a useful and fun addition to many a calm water boater's harem. The sensation of gliding over the water in almost total silence and near complete lack of wake is an exercise in peacefulness. I imagine that a wildlife photographer, for example, could make fine use of such a craft.

I am delighted to see how easy it is to sneak up on critters and waterfowl in *Liebchen*. One morning I got within 6' of some Canadian Geese and their young lazily swimming in the Fond du Lac river. They never even honked a warning, just swam out of the way. It was all my wife Carol could do to keep Sunny, our cocker, in the boat! I think he was planning on a little gosling lunch.

No doubt many will think that five hours of battery time is not enough. My experience says otherwise. My family has been out in *Liebchen* more than a dozen



Solo or double (triple?) *Liebchen* quietly cruises along.

times, having our fill of sightseeing, fun, and fresh air and have yet to come close to running out of power. No doubt many would also say that 4.6 mph is too slow. Perhaps, but if I were in a hurry I would have brought my 9' Tunnel Hull, built from Clarkcraft Plans, and capable of 50mph.

As for appearance, is there anything quite so handsome as bent and varnished oak? *Liebchen's* graceful sheer, her mahogany floor, her rope rubrail, her hand-painted name, all beautiful to my eyes.

Liebchen, due to her hull shape, moves through the water with great ease. Having all the controls in one hand allows

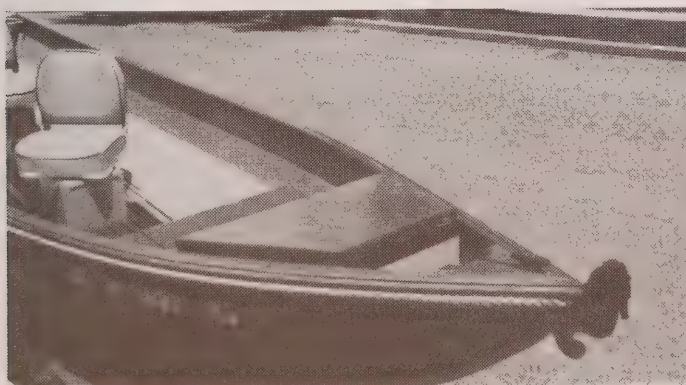
me to relax and enjoy my surroundings. The satisfaction I have gotten from designing and building her is immense.

Many thanks to Jim Michalak for his encouragement in this project. And thanks also to Doug Little, without whose book I could not have gotten the boat wired.

So, my fellow boat nuts, keep on building, keep on messing about in boats, and keep on reading this great little magazine.

(Walt Kahlhamer can be reached at 628 Florida Ave., N. Fond du Lac, WI 54937).

Details: Handmade cleat and figurehead, swivel seats, mahogany floor. Center seat folds forward to allow rowing. The controls, steering is by pulley and line.



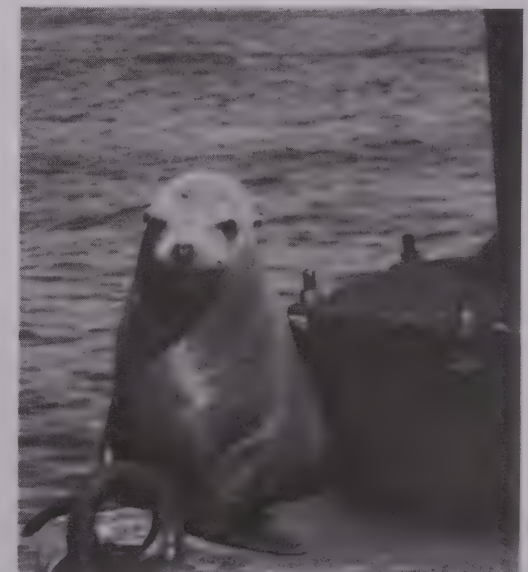
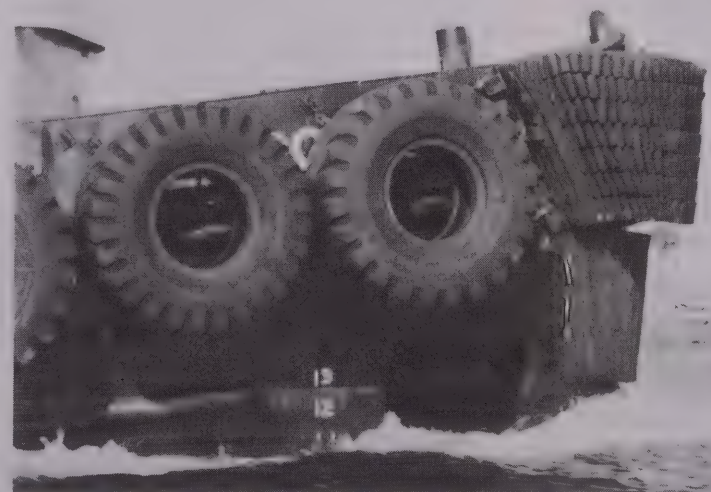
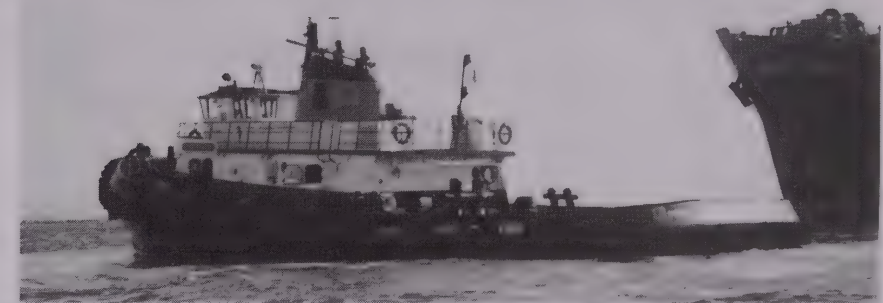


Long Beach Tugboats... Up Close & Personal!

By Mike Briggs

I took a few photos of working tugs while out in Long Beach Harbor in my 18' boat. Pretty impressive, even intimidating! Clockwise from top left are:

Sea Robin must be at least 125' long! I never saw this big fireboat around the harbor until this outing. *Pointe Vincente*, over from Los Angeles, just finishing up with this ship. Another tug watcher watching a small boat messabouter. Beamy boat, isn't it. The "bidness end", there's a lot more underwater too judging from the Plimsoll marks. Your tug is so big and my boat is so small!





Since you've begun to think about sailing canoes, I'll try to give you an overview of them, and provide a framework of categories which help me, and might be helpful to you to make reality and your expectations meet happily.

First, it'll help to think of two types of sailing; downwind & upwind. Downwind is drifting. Hold anything up to catch air; it'll probably help you drift a bit faster, downwind. Clothing, bedding, ground cloths, a kite, hats, parasols, a heavily foliated branch, a tiny spinnaker, all will push you downwind. But they can't sail into the wind. (None of us can sail directly into the wind, but we can sail within 45 degrees or so of it, on some glorious occasions.) With a somewhat specialized downwind sail, one can steer as much as 20 or 30 degrees away from dead downwind. Call it enhanced drifting.

Upwind sailing effectively is what we want, I think. Unless one can work deftly to windward in a breeze or a dying zephyr much of the enchantment of sailing would be missing. To play the evening's remaining puffs, as one glides up to a quiet lee, is one of the joys of sailing, and life. It matters not that one could've paddled there faster.

When I think of canoe or kayak sailing to windward, I first distinguish between three types: #1) Racing only; #2) Daysailing/Overnighting, and; #3) Cruising.

#1) Racing sailing canoes have huge rigs because they are meant to continue racing in little wind, when any reasonable person would be paddling if the boat were comfortably capable of it. Their rigs are larger than either the daysailer or the cruiser. With these big sails come complexity, and many parts, lines, and fittings. Stowing this clutter aboard can be a problem, while rigging on the water might be nearly impossible, and at sea in a swell with wind, forget it.

This is not to say that some classes of racing canoes might not be cruised or day-

Some Thoughts on Canoe Sailing

(Remarks presented at the Wooden Canoe Heritage Assembly '95 by Hugh Horton)

sailed successfully. Certainly it's been done. Much can be learned from the canoe sailing racers, but it needs to be adapted and simplified to our happiest pursuit of cruising.

#2) Daysailer/Overnighter canoes fit between the racers and the cruisers. A daysailer might want to carry a cooler and fishing or picnic supplies. His or her rig must be controllable enough so a capsized sailor won't lose this stuff. And the sailing gear must be simpler than the racer's because the daysailer likely has other things to think about. She or he just wants the gear to work and to keep her or him dry by minimizing the chance of capsizing. Stowage of this gear often requires it to fit in the boat when ashore, but not necessarily when the canoe is paddled. Although the canoe might be able to be rigged when afloat, it's probably much easier on the beach.

But the daysailer might be a jilted boardsailer, or an ex-college dinghy racer, or maybe raced prams at camp, and, therefore, is still looking for the adrenaline pump of on-the-edge sailing. It can be there. Today's ACA 44sf rig falls in this class by my arbitrary definition, although long inland cruises have been sailed with these.

Daysailing and the cruising, I suspect, are what most of us in the WCHA are interested in. It's in these two categories where one finds 50/50 boats; those that paddle (usually a double paddle) and sail about equally well. These proliferated in the late 1800's. Neither propulsion method is, or was, favored to the detriment of

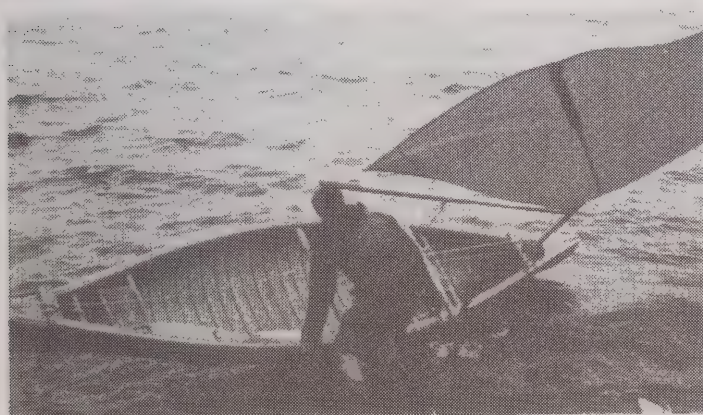
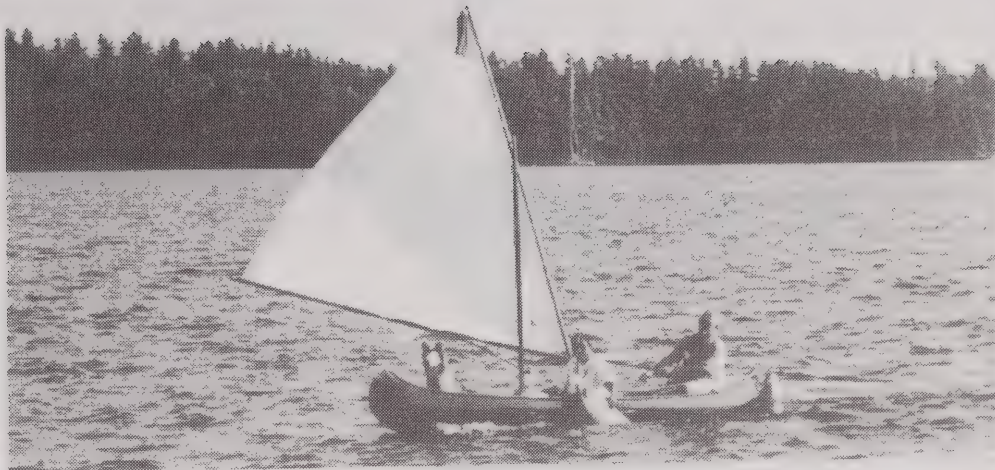
the other, at least in the dreams of the designer.

In the 1860's, John MacGregor, a Scot, popularized 50/50 solo canoe travel as a gentleman's sporting activity available to everyone. He did it through books of his travels in his Rob Roy canoes in the Baltic and down the Jordan River. His Baltic traveler was 14'x30." He had a tent and occasionally slept aboard the beached canoe. The Jordan boat was slightly larger and he slept aboard more. He inspired imitation throughout the western world. Long trips were taken, books written, clubs formed. These were the early boats of the ACA. After 1885, with the great development of racing, the evolution of 50/50 boats slowed.

#3) And so to the cruiser. The cruising in this category can include the most demanding alongshore and offshore work. This, to me, is where the most artistry of design is. Compared to literature, these are the short stories, just the spare, the essential. The cruiser's sails will be relatively small, one paddles when the wind fails. And they need to be controllable when it is windy. "Sail when you can, paddle when you must."

One should be able to rig, set, strike, and stow these sails at sea under unpleasant conditions. They should contain as few parts as possible, less to lose, less to break. Function is all. The parts must work well under extreme conditions and keep working. Field repairs should be at least possible, even if some tech is lost, some weight gained.

A paradox exists now that such simple, easy craft to sail and paddle are appreciated almost always by only those with broad sailing and paddling experience. These versatile, comfortable boats, so utilitarian and capable, yet so poetic and "user friendly", would seem to be a natural for many who have become interested in canoes and sea kayaks. It's this heritage of cruising 50/50 boats that I believe should be remembered.



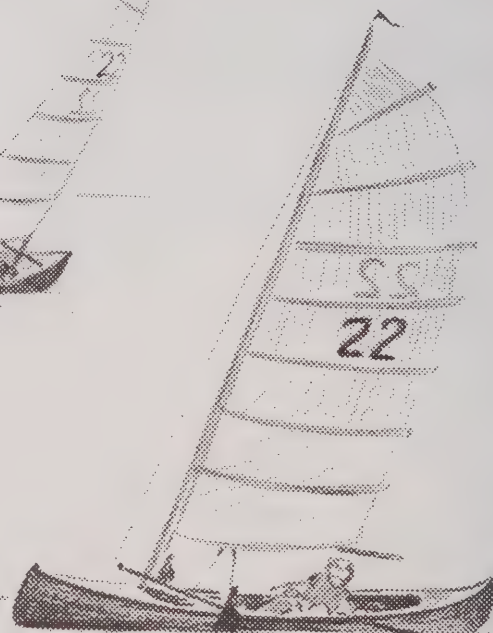
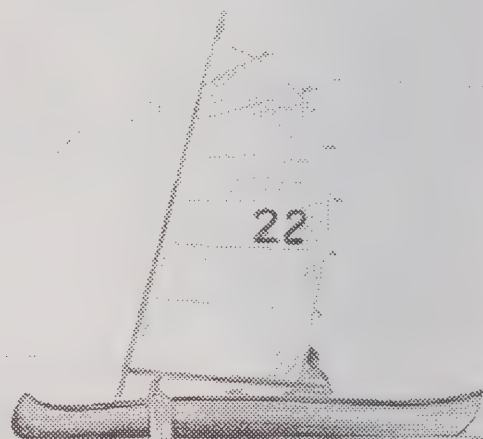
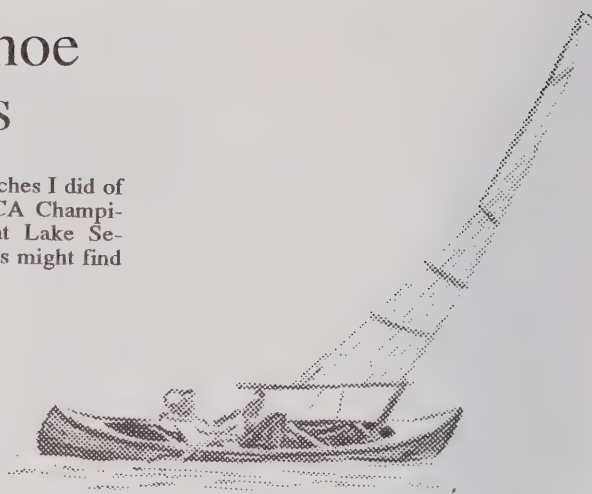
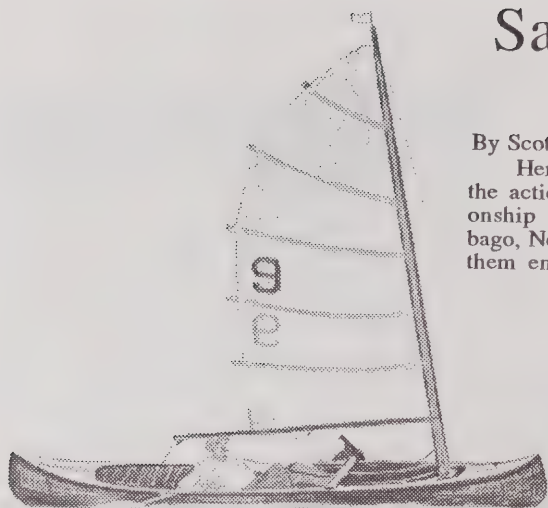
Clockwise from above: Wrestling Art Gibson's rig in the wind. Downwind drifting. Bob Lavertue and Dan Sutherland in their racing canoes. Bill Mason's daughter Becky sailed Bill's little boat very well. This sailor was gleefully showing newcomers how to sail his boat, with happy results it appears.



Sailing Canoe Sketches

By Scott Baldwin

Here are a few pencil sketches I did of the action at the July 2nd ACA Championship sailing canoe races at Lake Sebago, New York. I hope readers might find them enjoyable.



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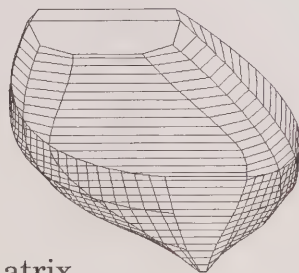
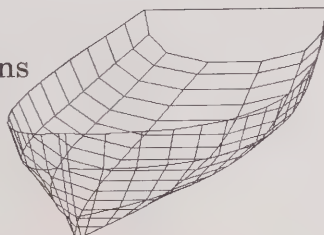
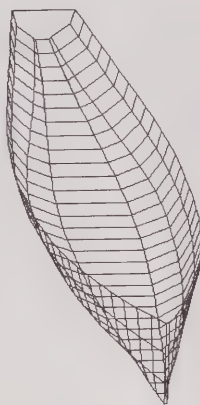
Displacement
Center of buoyancy
Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area

- **Prints out:**

Table of offsets
All graphics
Plywood layout graphic
Plywood layout offsets
Table of design inputs

- **Printer support:**

Laser or ink jet
Epson or IBM Proprinter dot matrix



- **Sail rig design:**

Sail graphic
Jib + two masts
20 sail types
Bowsprit
Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

- **CAD export:** (use for cabins, decks, etc.)

.DXF file 2D hull
.DXF file 3D hull
.DXF file plywood
.DXF file sailplan

- **Modeling:**

Scale up or down .01 to 10X
In model scale do:
Table of offsets
All .DXF files
Plywood layout
Bulkheads

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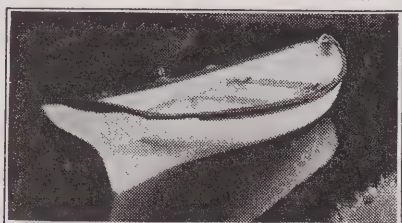
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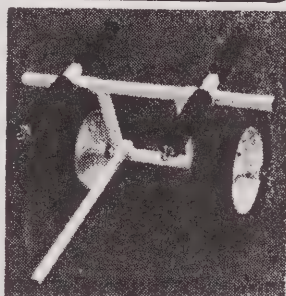
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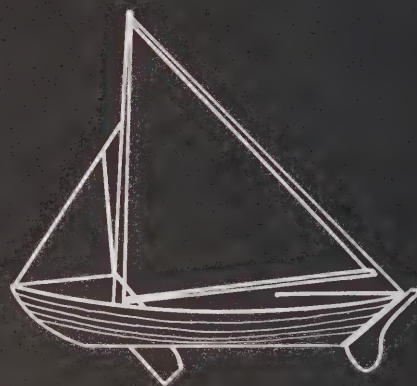


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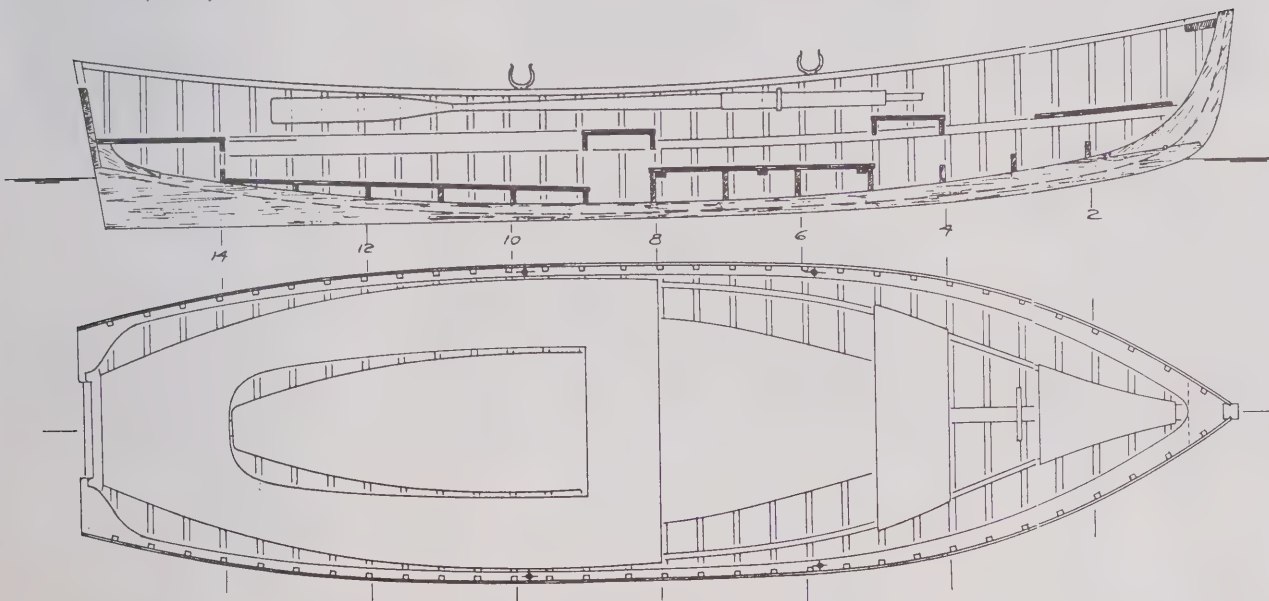
Rowing/Outboard Motor Yawlboat

16'0" x 4'5"

Smith & Rhuland of Lunenburg, Nova Scotia, built this boat and a similar but much bigger one, to be carried on the deck of the full-rigged ship *Rose* which they built to my plans. The boats were straight-forward bent-frame carvel construction, rather heavily built with frames on 6" centers to stand possible hard launchings

from the ship's yardarms. Both boats were designed to mount outboard motors but the shape for rowing wasn't compromised; 2-1/2 horsepower would drive this one about as fast as she would go, though she had more with the idea of acting as a bow thruster to the unpowered ship.

We wouldn't use so much deadrise in a lighter boat, but deadrise is an easy way to get more load-carrying ability, and makes a boat easier to plank up since there's less twist in the garboards.

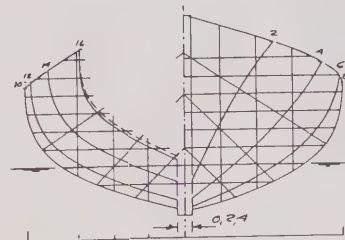


	16	14	12	10	8	6	4	2
GUNWALE BUT. 18"	2,7,5	2,4,4	2,2,3	2,1,4	2,1,5	2,2,7	2,5,1	2,8,4
12"	1,7,4	1,1,6	0,9,6	0,8,0	0,8,0	0,10,0	1,3,4	2,5,0
6"	1,4,0	0,11,1	0,7,6	0,6,1	0,5,7	0,7,1	0,10,2	1,7,2
RABBIT	1,1,5	0,8,2	0,6,3	0,5,0	0,4,6	0,5,2	0,6,6	0,9,6
SKEE ETC.	0,3,6	0,3,6	0,3,6	0,3,6	0,3,7	0,4,2	0,5,4	0,8,1

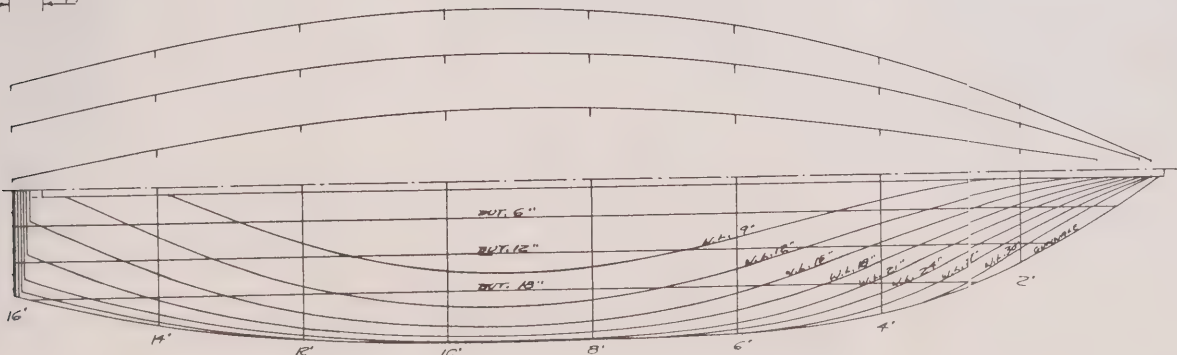
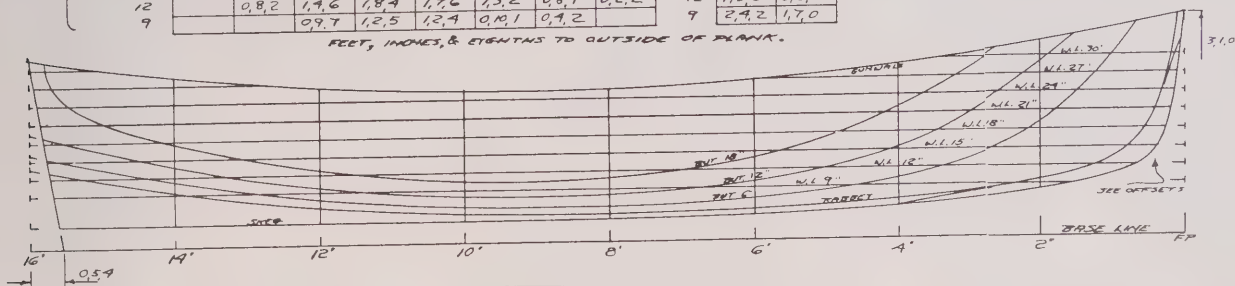
	16	14	12	10	8	6	4	2
GUNWALE W.L. 30	1,5,3	1,10,5	2,1,5	2,2,4	2,2,4	2,1,7	1,11,0	1,2,7
27	1,5,3						1,9,6	0,10,4
24	1,4,2	1,10,1	2,1,4	2,2,4	2,2,4	2,1,2	1,7,5	0,8,5
21	1,2,0	1,8,6	2,0,6	2,2,2	2,2,2	2,0,1	1,5,1	0,7,0
18	0,10,0	1,6,4	1,11,5	2,1,4	2,1,0	1,10,0	1,2,4	0,5,3
15	0,7,7	1,2,3	1,9,1	1,11,6	1,11,2	1,7,2	0,11,3	0,3,6
12		0,8,2	1,4,6	1,8,4	1,7,6	1,3,2	0,8,1	0,2,2
9			0,9,7	1,2,5	1,2,4	0,10,1	0,4,2	

DIMENSIONS AFT FROM S.P.

	16	14	12	10	8	6	4	2
GUNWALE	0,1,0	0,0,0						
W.L. 30	0,2,4	0,0,6						
27	0,3,0	0,1,2						
24	0,3,6	0,1,5						
21	0,5,0	0,2,2						
18	0,6,6	0,3,1						
15	0,7,5	0,4,5						
12	1,3,0	0,8,0						
9	2,4,2	1,7,0						



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Techniques, Tools, Materials - Your Ideas & Needs

Outboard Sail Info Wanted

About 40 years ago, I cut out this advertisement for an "outboard sail" and put it in a scrap book. A few months ago, it came to mind when I saw some of the small shells that young people are making at the ASF Boat Building School. I showed the picture to a few of the ASF members, and they became interested in making a rig for the kids to use on the boats they build.

About 6 weeks ago I wrote a letter to the firm in Finland that manufactured them in the 1950's. I have not received a reply and assume the business no longer exists.

My question is, "Does any reader know anyone who previously made, currently makes, or bought an outboard sail?" If you do, I would like to be able to contact them to get:

Dimensions of the mast and sail.

Some idea of how long the rudder should be to keep a small boat stable in the water.

Some comments as to whether this type of sail rig really works well.

In the event such a rig is currently being marketed, I would consider buying one as a model if the price was not too great. I would also be interested if someone has a used one that they would sell.

Bruce R. Nagler, 5902 Mount Eagle Drive Apt-514 Alexandria, VA 22303, (703) 960-1914.

Handy Hold-Down Hooks

By Sam Overman

I find one-eighth inch diameter elastic cord useful for keeping gear in place aboard boats, in campers and around the shop. This stuff resembles miniature bungy cord and is sold by the foot at stores that outfit campers and hikers.

I could not find standard rustproof surface-mount hooks to use with the cord, so I have improvised two versions. One is plastic, and a smaller one is solid brass, and both are sold in most hardware stores, but for other purposes. I use a closed hook loop at one end of each elastic cord so the cord will not go adrift. Closed loops can be used at both ends of a cord if the gear can be slipped under the cord without removing it, or if you do not mind untieing one end of the cord now and then. It is a good idea to place the open hooks, if used, where they will not likely snag clothing or other gear.

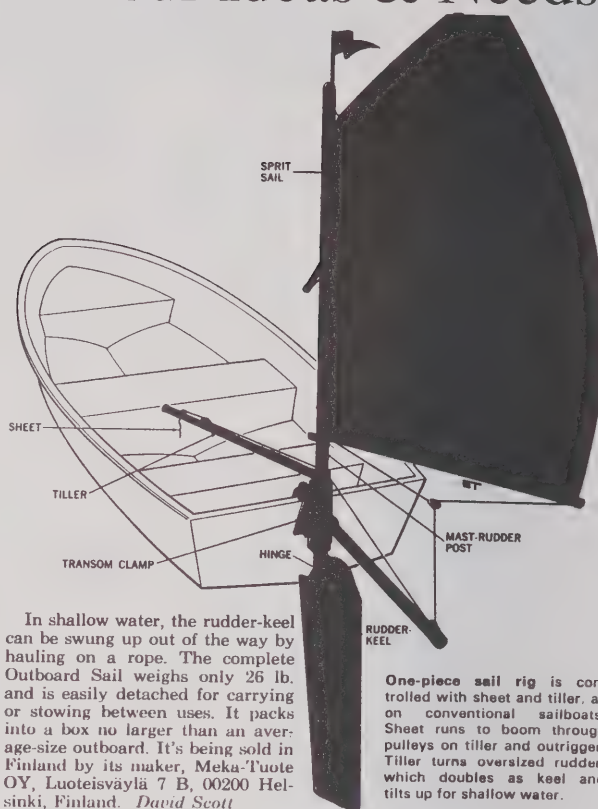
Sail power

Clamp *this* outboard on the transom of a dinghy, rowboat, or inflatable, and you've got silent, nonpolluting power—free.

Mast, sail, tiller, clamp, and combination rudder-keel are joined to form a one-piece articulated rig. Since it's all hanging out behind, no stays or centerboard clutter the boat inside, and there's no boom to duck, no sail to block the helmsman's vision ahead.

The rig can be adjusted to match any boat by tilting it forward or backward through a 30° arc. This pivots sail and rudder in opposite directions simultaneously—changing the sail's center of effort and the hull's center of lateral resistance.

Despite its position astern, the rig can sail close to the wind because its pivoting rudder is also the boat's keel. Steering toward the wind automatically changes the keel's angle of attack and increases the water's side thrust on it. This reduces leeway and allows the boat to point higher.



In shallow water, the rudder-keel can be swung up out of the way by hauling on a rope. The complete Outboard Sail weighs only 26 lb. and is easily detached for carrying or stowing between uses. It packs into a box no larger than an average-size outboard. It's being sold in Finland by its maker, Meka-Tuote OY, Luoteisväylä 7 B, 00200 Helsinki, Finland. David Scott

Piccup Pram Building Suggestions

I built a Jim Michalak "Pick-Up Pram" a few years back, and in non-choppy water, it rows like a dream, as well as my new Thayer Whitehall, probably due to the very low wetted surface resulting from the multiple chine design and extreme rocker. In choppy water (as with most small, light boats) it doesn't sail and row quite as well, but does give a great sense of security with its wide beam; feels kind of like your rowing inside a cork.

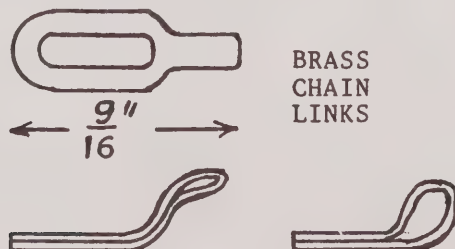
One suggestion for those who build it: The top yard of the standing lugsail doesn't tend to set right as designed (at least it didn't for me, and I used a good sailmaker). Two fixes would work: Make the mast taller, so you can rig the yard farther forward, moving more of the weight of the spar forward of the point of attachment to the mast (I imagine this would work), or rig a downhaul of sorts from the forward end of the upper yard down to the base of the mast. This allows you to pull down and restore the right angle to the yard, and hence the right sail shape.

For the record, I experienced some delamination using the polyester resin/luan/Bondo/fibreglass cloth outside/resin inside method. Not all over, but enough to require some repairs. Sanding through the bubbled layer of plywood, filling with Bondo, sanding and painting seemed to do the trick with an hour's work, but you wouldn't want to have to do too large an area this way.



PLASTIC PICTURE HANGERS

The brass hooks are made from brass chain that has flat stamped links, and which is sold by the foot. It is an easy matter to separate the links and to use needle-nose pliers to shape the hook or closed loop. I prefer to use a screw bigger than what will drop through the original rectangular hole in the link, so I spread the hole sides by driving a tapered pin punch into it.



Baltzer Info Wanted

I am about to begin a restoration project on a 1928 Baltzer inboard motorboat and would appreciate any information on the boat or the company. Here are the details I have presently collected:

Baltzer 24' wooden boat *Memories* (1995).

Built in 1928 on Mystic River, Medford, MA.

Serial No. MSZ00139E989.

Power flathead 4 cyl Chrysler gasoline.

Purchased July 1995 from Saugus Yacht Club, 95 Dearborn Ave., P.O. Box 217, West Lynn, MA 01905, (617) 595-9378.

Bill of Sale: 8/1/95 \$1,500, C. Thomas Burbine, Commodore to Charles E. McGowan, Falmouth, MA, with checks of \$150 on 6/27 and \$1,350 on 7/27.

Title No. Commonwealth of Massachusetts 0164923.

History as related:

Built for a Medford, Massachusetts physician.

On Lake Winnepesaukee for 35 years.

Former owner Mr. Thomas Cason of Lynn, MA wrote the following:

"Baltzer Cabin Cruiser 24' built in the Baltzer boat yard Medford, Mass. in 1928. A doctor bought her and kept her for 5 years and sold her to a Mr. Tinel; he had her on Lake Winnepesaukee for 35 years. Then his grandson restored the boat and fished it out of Ipswich, Mass. Then he sold her to Dave Dragonis who only kept her for a year and then sold it to me. I had her for 9 years. Mr. Tinel's grandson's name is Leon C. "Jerry" Tinel of Ipswich, Massachusetts."

Research to date:

Antique and Classic Wooden Boat Show ad in *Wooden Boat*, 8/95.

Contacts: George Johnson, Wolfboro, NH.; Ron Margie, a Baltzer owner for many years per G. Johnson

Dr. Charles McGowan, P.O. Box 21, Woods Hole, MA 02543-0021.

Whatever Happened to Texas Dory Boat Plans?

A Simmons Sea-Skiff plans purchaser called me recently trying to find out where he could get a set of plans for the 19' Carolina Dory that were drawn by John Gardner and sold for years by Capt. Jim Orrell, Texas Dory Boat Plans, POB 720, Galveston, TX 77553-0720. He told me Orrell has died and, as far as he can find out, no one is selling his line of plans.

In 1988 and 1992, Capt. Jim circularized maritime museums around the country offering his plans business for sale. Cape Fear Museum received large packets of this promotional literature.

Do any readers know what has happened to Orrell's plan business? He had designs by Gardner, Bolger, Cofer, and others, and had reprinted Hacker's how-to-build articles from *Motorboat* back in the 1930's.

David Carnell c/o Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401.

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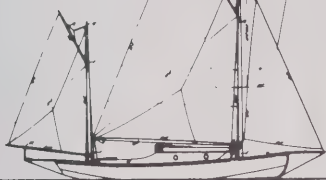
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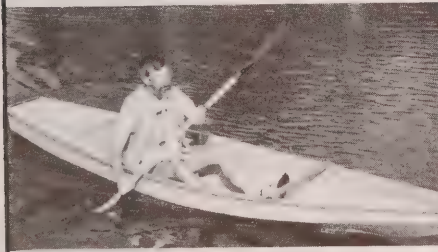
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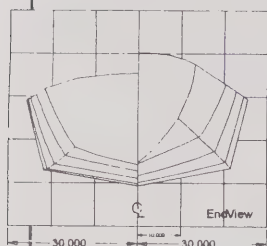
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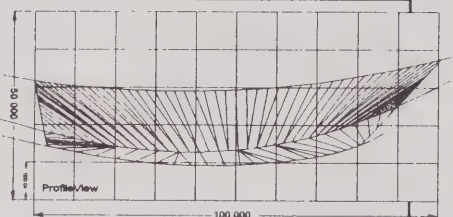
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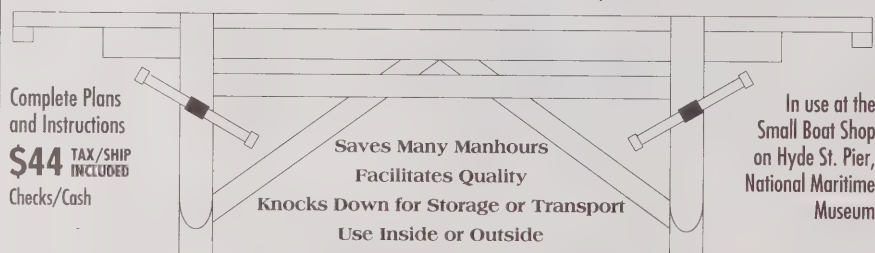
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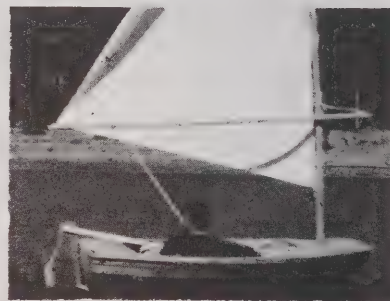
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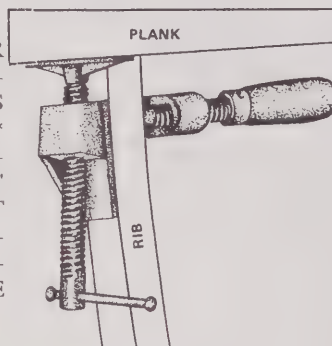
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16' Wooden Lyman, 35 yrs old, same history, w/original 28hp Johnson OB. \$1,000. Located Seneca Lake, NY.

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

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)



'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)

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)



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)

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)

O'Day Widgeon, #4226. Classic 12' day sailer. Green hull, motor mount, exc sails. Ready to go. \$950. Trlr neg.

JIM ALEXANDER, Philadelphia, PA, (610) 667-5961. (11)

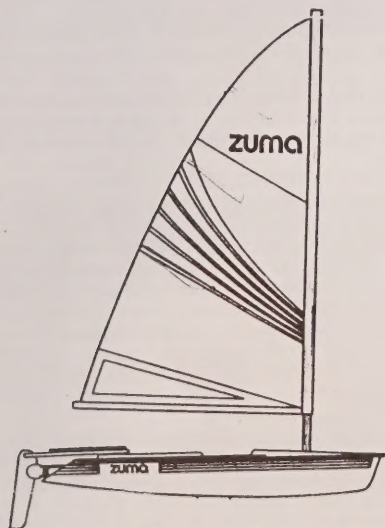


14' Peterborough "Knockabout" Dinghy, varnished white cedar on oak, lapstrake constr. Gunter cat rig. Blt '20, fully restored, in the water, & in regular use. Selling to make room for larger boat. \$3,500CN. TOM WOOD, Bracebridge ON, Canada, PIL-1R8, (705) 645-8560 eves. (10)

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)

17' Mud Hen, gaff rigged day sailer. Lg cockpit, matched trlr, electr motor. Solid boat in vy gd cond. \$2,350. HAL ZIEGLER, 27 Lake Dr., New Milford, CT 06776, (203) 354-0064. (11)

9' Tunnel Hull, fast boat, ply/epoxy. \$600. **14' Pulling Boat**, Roar 2 designed by Jim Michalak, 14'x 75lbs, ply epoxy. \$450. **Electric Boat Liebchen**, 15'x 56"x 145lbs ply/epoxy, oak & mahognay, compl w/ batteries, motor, trlr, swivel seats. \$1,500. **18' Cabin Sailboat**, FG '65, compl, newer sails, 4hp motor, trlr. BO. WALT KAHLHAMER, Fond du Lac, WI, (414) 923-1922. (11)



Zuma Sailboat, 14' deluxe model w/most options. Exc cond w/custom cover. Always used in fresh water. \$1,500. G.L. CLARK, S. Yarmouth, MA, (401) 434-2277. (11)

Folboat Aleuts, 1 '94 unused w/bags & paddle, red & black. \$950 (\$1,200 new). 1 used 5 times, tan & black, w/bags 7 paddle. \$750. **Ally-Pak Canoes**, 2 16.5' downriver models, fold into 1 big dufflebag, 1 used 3 times, like new. \$850. 1 used 2 seasons, vy gd cond. \$750. FRANK CLOUSE, Worcester, MA, (508) 791-4766, 1-5pm or lv message. (11)

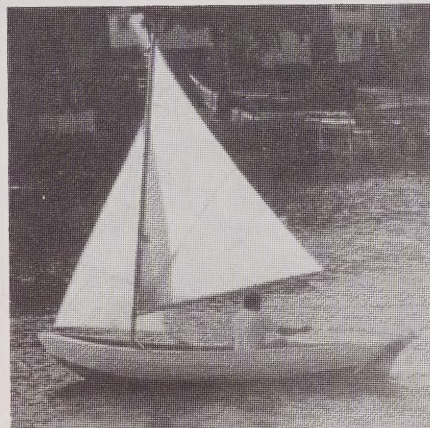
Nimble 24 Yawl, Hull #35. Offshore version, lead shoe. Purchased 7/30/94. 4 tanbark sails, indr winter storage, fresh water sailed, galv trlr, Honda 4-stroke 8hp. Exc cond. RUTH ELLEN & CHARLES PEARSALL, Binghamton, NY, (607) 648-4541. (11)

Avon Redcrest Inflatable Dinghy, w/floorbds, motor mnt, oars, pump, seat. \$500. DAVID HOWES, Sandwich, MA, (508) 428-4985. (11)

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. (11)

16' Correct-Craft, mahogany "compact skier", 70hp Gray marine. Compl varnished in & out, well maintained, gd cond. \$2,695/BO. BILL MURPHY, Kingston, NH, (603) 642-7489. (11)

'25 Old Town Otca Canoe, 17' w/sailing equipment. \$2,500. RALPH NOTARISTEFANO, E. Northport, NY, (516) 757-3087. (11)



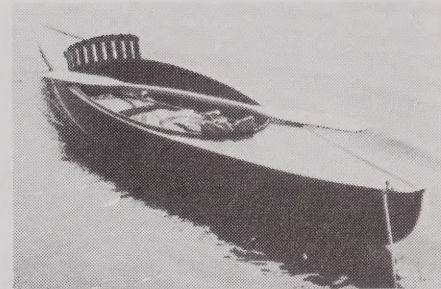
16' Swampscott Dory, new, extra light constr. Fully rigged for sailing w/2 sets 9' oars. Compl w/trlr. Exc sailing & rowing boat. \$2,900. FRED DESMOND, Beverly, MA, (508) 922-7907, 6-9pm. (11)

Lowell 19 Sailing Dory, FG sloop, lapstrake (looks like wood), Sitka mast, 8' oars, motor mount, dual axle trlr, summer & winter covers. A lot for \$1,500. **Cape Dory 14**, FG sailing dinghy. Looks like Whitehall, rows & sails great. Gunter rig, new tanbark sail w/reef points by Dabbler Sails. All spars fit into boat. New galv trlr. Take it anywhere. \$1,500. MIKE DRISCOLL, Deerfield, NH, (617) 437-0446 days, (603) 463-7707 eves. (11)

17' Dirigo Sea Kayak, w/single pedal rudder & spray skirt. Inside storage area being converted to studio. No reasonable offer refused. WILSON HUGHES, Amherst, NH, (603) 673-1460. (11)

15'6" Whisp, rowing & sailing skiff. Mahogany plywood, West System epoxy, new sail. \$600. ART REID, 134 Old Field Rd., Fairfield, CT 06430, (203) 254-0160. (11)

Alden Ocean Shell, single, like new. The ultimate rowing craft. Half price. BERNIE GODBOLT, West Creek, NJ, (609) 296-3366. (11)



13'10" Flat Bottom Kayak, CLC sells theirs for \$1,812 or kit for \$550 +S&H. You can have mine for \$500 w/backrest & paddle. West System on mahogany plywood. R.P. SYLVIA, Taunton, MA, (508) 822-0421. (11)

19' Rhodes Mariner, by Stuart Marine '87. Main, jib, boom vang, anchor & line, 4hp Mariner OB, compass, running lights, berth cushions, fenders, fire extinguisher, galv trlr. Asking \$4,800. PETER VANDERWAART, Friar Tuck Ln., Stamford, CT 06907, (203) 322-4721. (11)



14' Geodesic Canoe, 24lbs, carries two adults. \$695. Will be on view at Mid-Atlantic Small Craft Festival, Oct. 6, 7, 8 at Chesapeake Bay Maritime Museum, St. Michaels, MD. CHUCK RAYNOR, Richmond, VA, (804) 285-7233. (11)



14'7" Rangeley Lake Boat, one-off C-Flex FG custom blt by Jim Thayer. Absolutely beautiful. Custom 4 color Awl Grip paint job, white bottom, red boot top, Royal Blue topsides, even an Awl Grip gold cove stripe. Mahogany gunwales, thwarters. Two rowing positions, one set of oars w/leathers, etc. Incl sailing rig, mast, NACA foil high-lift leeboard, small step & partners, 2 almost new sails, small for high winds, big for light air. Featured in two-part article in *Ash Breeze* in '94. \$2,995. Will be on view at Mid-Atlantic Small Craft Festival Oct. 6, 7, 8 at Chesapeake Bay Maritime Museum, St. Michaels, MD. CHUCK RAYNOR, Richmond, VA, (804) 285-7233. (11)

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

St. Michaels ACBS Chesapeake Chapter Antique Boat Festival Video
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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. (TF)

BOATS WANTED

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)

22' Chris Craft Tournament Fisherman, fair to gd shape, running, w/trlr. Prefer FG but will talk wood. JACK LLOYD, Sinclairville, NY, (716) 985-4753. (11)

14' Wood/Canvas Canoe, any make/model/cond. RALPH NOTARISTEFANO, E. Northport, NY, (516) 757-3087. (11)

25' Tancook Whaler, FG, Peter Van Dyne design. MIKE FALVEY, Box 264, Gustavus, AK 99826. (11)

Cape Dory 22', older model. DOUGLAS BAXTER, Philadelphia, PA, (610) 544-9498. (11)

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

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. DEAN GROVER, 2044 Main Rd., Huntington, VT 05462, (802) 434-3004. (10)

GEAR FOR SALE

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. LES GOULD, Exeter, NH, (603) 772-7890. (10)

Chris Craft Model B Engine, 60hp, in parts. Machined 10 yrs ago, never re-assembled. \$100. KEITH QUARRIER, Alstead, NH, (603) 835-6985. (10)

'65 Esko OB, 6hp air cooled w/2.5gal aux tank. Low hrs, runs grt. Asking \$400/OBO. MIKE MULLANEY, Johnston, RI, (401) 942-3722. (11)

Rowing Unit, Old Town/Shaw & Tenney. \$75. **Rowing Unit**, Piantadosi w/oars, never used. \$500. **Assorted Accessories**, for canoes & rowboats, call for details. RALPH NOTARISTEFANO, E. Northport, NY, (516) 757-3087. (11)

White Oak Lumber, bending stock 8/4, random lengths & widths, live edge. \$1.50/bf. GEOFFREY BURKE, Boatbuilder, Chocorua, NH, (603) 323-8702. (11)

Suzuki 9.9hp Long Shaft OB, w/oil injection & alternator. Asking \$800. PETER VANDERWAART, 29 Friar Tuck Ln., Stamford, CT 06907, (203) 322-4721. (11)



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

Kayak Paddles, 8' Werner San Juan, 7' 1-pc Lendall Powermaster, 7.5' laminated Sawyer touring paddle, Folbot take-apart. All @ reasonable prices. WILSON HUGHES, Amherst, NH, (603) 673-1460. (11)

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

GEAR WANTED

Cabin Heater, solid fuel (wood, charcoal, coal). GREGG SHADDUCK, 3508 45th Ave. S., Minneapolis, MN 55406, (612) 729-1292. (10)

Wooden Steering Wheel, small, less than 20" tip of spoke to tip of spoke. STEVE TASK, Wilsonville, OR, (503) 682-3220. (11)

Blacksmith Shop Tools, big anvil, flat tongs, straight & crosswise cupped end tongs, big machinist vise, blacksmith vices (with leg), scrubber for coal smoke. KALMAR NYCNEL SHIPYARD, 1124 E. 7th St., Wilmington, DE 19801, (302) 429-7447. (11)

BOOKS & PLANS FOR SALE

Misc Books, *The Complete Loran C Handbook*, \$7. *Video Loran CA Nav. Approach*, \$7. *Build the Instant Catboat*, \$7. *Choose Costa Rica* & video, \$10. RON SILLIMAN, New London, NH, (603) 526-9363. (10)

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

Small Boat Journal, premier issue to last. \$250. *Messing About in Boats*, premier issue to current. \$100. RALPH NOTARISTEFANO, E. Northport, NY, (516) 757-3087. (11)

OB Plans, 11' flat bottom fisherman skiff, 11' decked V-bottom fisherman runabout, 13' V-bottom fisherman, 16' decked runabout. Each plan w/instructions for \$1 cash or check ppd. JOE ROGERS, 24 Wood Terr., Framingham, MA 01701-5822. (11)

Steamboater's Handbook '95, 288 pgs filled w/how-to information about acquiring, building, operating, maintaining & enjoying a live steamboat. \$25 + \$2.50 shipping. Satisfaction guaranteed. STEAMBOATING, Rt. 1 Box 262-R, Middlebourne, WV 26149, (304) 386-4434. (12P)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid. NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50, incl S&H. D.R. GETCHELL, RR 1 Box 3355, Appleton, ME 04862. (TF)

Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 postpaid. NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)

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

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

Book of Complete Building Plans, well presented plans and building guides for 14 open canoes, kayaks and small sailing craft, using ply/epoxy techniques. Includes three-plan, classic and folded-ply for beautiful boats. Excellent value @ \$37, payment by cheque to: PHIL GREEN DESIGNS, 2 Keep Cottages, Berry Pomeroy, Totnes, Devon. TQ9 6LH. England. (TFP)

Canoe/Kayak Plans, 16' wood/canvas, can be fiberglassed. Since 1962. Free information. TRAILCRAFT, 405 State St. Dept. M, El Dorado, KS 67042. (TFP)



Sea Kayak Plans. "Seguin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual. ROB BRYAN, P.O. Box 475, Woolwich, ME 04579-0475. (TFP)



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. MUSEUM OF THE ALBEMARLE, 1116 US Hwy 175, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

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Canoe Plans, all styles. Full size paper templates & illustrated manual. \$50. Send for catalog. ALAN BRIDGES, Birch Creek, Cenarth, Dryfed, Wales SA38 9JU, UK. (TFP)

BOOKS & PLANS WANTED

Canoeing Books, especially pre-1950. Dollar payment. Full description/price please to: DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford EX39 1TB, England. (10P)

Small Boat Journal, compl or partial collection. Lv description, price, phone # on machine, I will return all calls. JIM ALEXANDER, Philadelphia, PA, (610) 667-5961. (11)

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Rent Waterfront Cottage, 2 rm yr round, on Thames River in Gales Ferry, CT. \$400/mo, security & references req. RAYMOND GRADY, Gales Ferry, CT, (203) 464-7295. (11)

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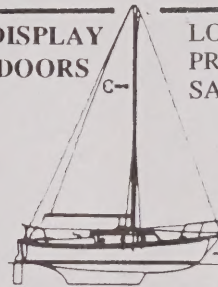


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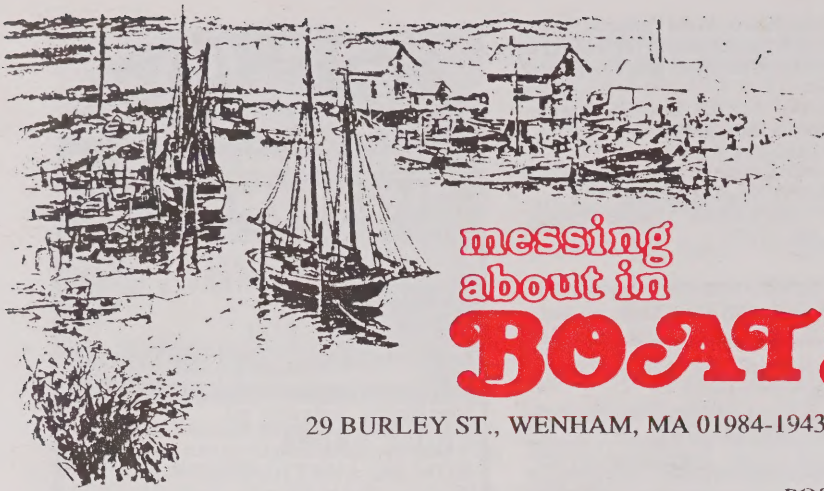
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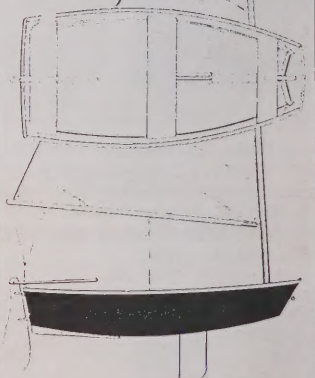
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