



messing about in BOATS

Special Features This Issue
Surfboats & Lighthouses Gam
The Oarmaster Trials - Harold & Chrissy

Volume 13 - Number 14

December 1, 1995



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about in

BOATS



Published twice a month, 24 times a year. Subscription price is \$24 for 24 issues.

Address is 29 Burley St., Wenham, MA 01984-1943.

Telephone is (508) 774-0906, 8-5 weekdays, no machine.

Editor & Publisher is Bob Hicks

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In Our Next Issue...

I'll recoup all the promised articles that didn't get into this issue because I splurged so much space on "Harold & Chrissy" and "The Constant Camber Cyclone 23". So, here's an attempt at a more realistic set of promises for December 15th:

Steve Osborn's "Wreck of the *Westward Ho*" and Eric Livingstone's "Voyage of the *African Queen*" provide the adventure scene.

Bunny Fernald's "My First Venture in Boatbuilding", Steve Krzysko's "Bolger Clam Skiff" and Floating The Apple's "Building Libbett" cover the projects.

Muriel Short's "Super Pelican Yangtze Junk", Greg McMillan's "Changing the Design", Mark Fisher's "About *Halve Maen*" and Part 4 of the trimaran series, "Two Tiny Tris" from John Marples and Dennis Davis do the design duty, along with Phil Bolger's "50' Party Fishing Boat".

Les Gould's "Boat Scoops", Sam Overman's "Epoxy Patch Filler", Chris Crandall's "Designing on the Internet", Reed Smith's "My Learning Curve is a Flat Line", and Andrew Moore's "Trailer Inspiration" bring a variety of techniques & tools.

Let's see if we get these all in. 36 pages are already not enough, looks like 40 have got to come soon.

On the Cover...

Dave Park's photo of an end of November catboat cruise on Maryland's Wye River catches the ambience of the end of the season.

Commentary...

Already in mid-November as I write this we've had two major coastal storms, still rain, of course, but with gale force winds presaging what's ahead as winter is fast closing in. Time to grudgingly admit that the on-the-water season is over for us in the north. Readers who live, or winter, in Florida and on the Gulf coast of course are just entering their best time of the year, with the oppressive summer heat and humidity departed, and I guess southern California is not affected by this seasonal thing either. Around here it's a very real shutdown.

I still look at each day's weather report on the TV news with an eye for a 60 degree mellow day for maybe one last outing in the Tango double kayak. This year, finally, Jane and I got away from the activities this old place seems to demand from us, including her greenhouse, and actually have gone on paddling outings a dozen times since Labor Day, locally, and on our trip to the Chesapeake. It's been really pleasant and we're reluctant to stop now, having gotten motivated.

The most recent couple of 60 degree days also had 40-50mph gale winds and driving rains, so no paddling. As soon as the fair weather comes in behind these storms it brings with it the freezing temperatures, and 40 degree days seem the best the sun can provide. Perhaps, one more nice day lies ahead, there have been sunny mild 60 degree days in early December, and as it is now down to taking what we can get we'll just drop other responsibilities if this happens for that last outing.

Failing this, our November 5th annual Sudbury River outing with Cape Ann Rowing Club members will have to be accepted as the season-ender. A nice but brisk day, about 50 degrees and breezy, but on a protected 5 mile stretch of a river that meanders through an extensive national wildlife refuge. The two rowing boats and four kayaks that took part gathered on an island at the end of the 5 mile paddle for a picnic lunch, before returning upstream to the put-in. The bite in the brisk breeze blowing across the island reminded us all quite clearly that this could be our last chance.

So what about all the fine days of spring and summer, you might wonder? How come we didn't get out a lot more then? As much as anything, I think, the procrastination about heading for the water during the summer is based on the notion that there'll be another day soon we can go, better stick around here and take care of whatever it is that is occupying us at the time.

Jane is unable to entertain any notions of boating outings until after July 4th weekend when she closes her greenhouse business for the season, and even after closing, the remaining plants demand incredible amounts of attention in the heat of high summer until they are distributed around to family and friends. Or tossed onto the compost heap.

I have gotten more heavily involved in riding my mountain bike off road on trails and as this is easy for me to indulge on the spur of the moment, I tend to do that rather than think about soloing off in my kayak. And solo on a bike in the

woods involves less of a personal risk than soloing in the kayak on the nearby ocean, even the protected bays.

So procrastination prevailed once again and now it is too late. No real chance to get out in a sustained way until next May, maybe April on ponds and rivers. Will we do more next year? Perhaps, since we really did get going belatedly this past fall, hopefully memories of the fun we had will promote an earlier start in 1996.

Ahead now lies winter, four months of enforced "indoor boating", a time when I could get busy in the shop and get some ongoing projects, allowed to drift and languish, finished off for use afloat next summer. The appeal of what I am doing is very real, it needs to be summoned up with some degree of determination, however, to abandon the comfort of a warm house to go out and light the boatshop stove and wait for it to dispel the deep freeze that settles in when the shop is unused.

I have tended the past few winters to just not get with it, apparently my procrastination about doing what I think I want to do extends year round. I'm less busy in winter, so that's no excuse. It's again partly due to thinking, well, there's a lot of time yet before spring. A commonplace attitude amongst boat people, I am well aware.

Maybe, just maybe, this winter will be different. I am still pretty pumped up about this trimaran thing and my low budget tentative approach to it is the converting of an old 17' solo sea kayak into a trimaran. I have carried it along in spurts and actually have had it out on a local pond a couple of times now for initial "sea trials". While these were encouraging, each outing immediately showed me the flaws in my concepts and fabrications, so it was back to the shop and wait until I got around to it again.

However, seeing Fred Shell's tri in action bolstered my earlier enthusiasm from sailing in *Ocean Surfer*, and also seeing how well the Chesapeake Light Craft tri conversion worked at St. Michaels added fuel to the fire of enthusiasm. I am confident enough now of the genuineness of this newfound enthusiasm that I am planning my next rig, a much more nicely conceived setup that will fit either my 21' Tango double or 19' Glider solo sea kayaks, with longer amas and far better aka hookup design.

So we'll see. Meanwhile the projects of bygone enthusiasms which fell victim to the procrastination bug patiently await final disposition behind the barn. There's a nice Cape Dory Typhoon to be fettled for use and a nice Townie sloop partly restored. Will I ever go back to them? I dunno, but right now I'd say the chances are slim. If I wait long enough I end up not having to do what I once thought I wanted to do. It's not the first time. We'll see if the winter of '95-'96 proves to be different.

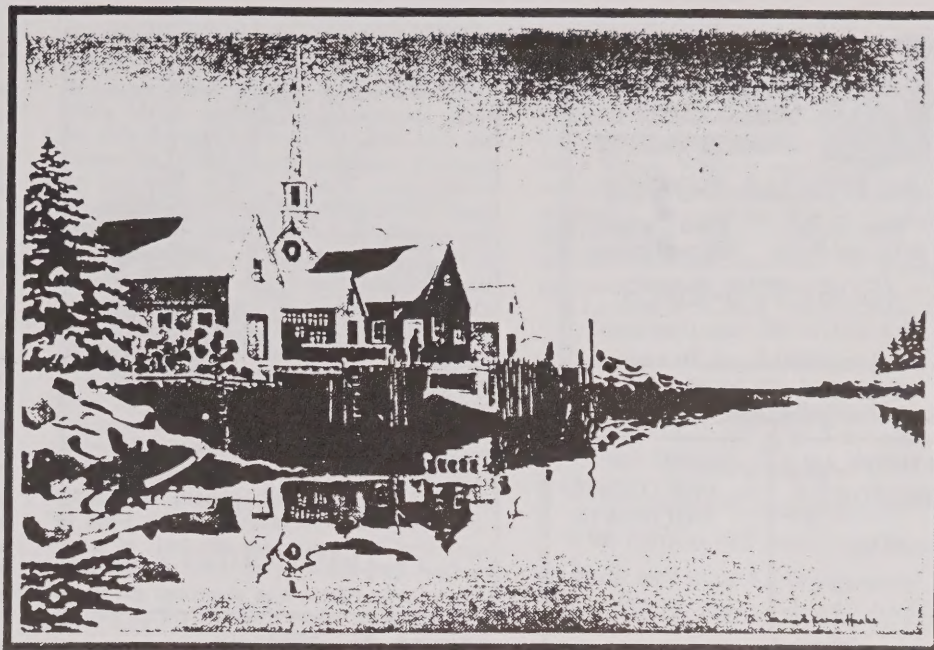
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Your Commentary

Enjoyed St. Michaels

What a delightful festival, relaxed and informal, that was at St. Michaels. Some excellent craftsmanship, and good to see the boats actually on the water. It was fun to see so many people enjoying small boats, and especially good that Sweet Dream, Marc Pettengill's interpretation of my Dream design, was in constant use and won a first in the Blue Ribbon Class.

I was impressed by the air of interest and enthusiasm. We have nothing here in Great Britain to compare, and this is our loss. It was for me an education, a chance to see and try boats I have only read about, and to talk to kindred spirits.

St. Michaels is a wonderful area for small boating. We had a short paddle near the Choptank River on Monday, again a delight for me, with wildlife in abundance, and many creatures that we do not have here.

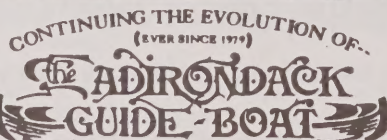
Phil Green, Totnes, Devon, England.

What I Most Enjoy

What I most enjoy about your magazine are the articles on small boats I could easily build. The Bolger designs are the prime examples but there are others.

That article by David and Mindy Bolduc was very interesting ("Cheating Winter", July 15th) but I wish they had given more information on the boats, construction, layout, handling, performance, seaworthiness, comfort.

Clive Bennett, Sarnia, ON, Canada.



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Lifetime Lightning Sailor

I particularly enjoyed the article by David Buckman in the October 1st issue about cruising on his Lightning *Leight* as I have been a Lightning sailor for much of my life and regard it as one of the very best designs for family day sailing and camp cruising.

I have lived and sailed on the Great Lakes for 40 years, with my first experiences sailing an Old Town canoe on Lake Michigan and a National One Design on the Portage Canal. My father sailed our first Lightning from Harbor Springs to Boyne City years ago and we raced it on Lake Charlevoix for many years. My first date with my wife was on that boat.

I now sail # 4174 (circa 1953) on Torch Lake and Grand Traverse Bay. My boat, the *Olidia T*, is fitted with a canvas dodger, boom tent, and seat inserts that allow for flexible use of the boat throughout the sailing season. I have always wanted to take it offshore as there are many delightful destinations to cruise to from here. My major concerns are the lack of positive flotation and the lack of a self draining cockpit.

For Mr. Buckman to embark on the coastal cruises that he has described he must have addressed these concerns. I would like very much to contact him regarding these modifications to *Leight*. I think I prefer the soft (canvas) touch as opposed to the cabin modification as day sailing is the primary use of the boat during the peak season.

Dave Ferris, Acme, MI

Just the Book I Need

Looking through an old Glen L catalog I was relieved to find just the book I needed, *Rigging Small Sailboats* by Ken Hankinson. When I called to order the book I was told it has been out of print for about a year and a half, and "good luck" finding an old copy.

If anyone has a copy of this book I would be glad to purchase it or pay for photocopying it.

Rollin Rhodes, 915 Memorial Ct., Elizabethtown, KY 42701, (502) 765-6709.

Classifieds Work

I advertised my Alden Ocean Shell in the October 15th issue and a subscriber way up in Michigan has already bought it! I do appreciate this service to subscribers.

Bernie Goldbolt, West Creek, NJ

Time to Part With Old Friends

Well I guess it is time to part with some old friends. I'm having a Bolger AS 39 Loose Moose 2 built and am not going to be able to keep all my friends. The building of this new boat has not seemed real, except when I look at my check book, and so I have not made any effort to sell any of my boats until now when the summer is about over. However some of the most delightful time for sailing, is in the fall, bright crisp days full of color, and buying a boat is not a one day or season affair.

There is just a bit wrong with each of these boats I'm offering for sale in the Classified Marketplace, so whoever buys them will have small projects to complete.

Bob Archibald, Chattanooga, TN

More on That April Fool's Joke

"I almost thought it was the best April Fool's joke ever," when I read David Keith's letter in the October 15th issue, complaining of the exorbitant sums that a modern builder might charge to build Herreshoff's Rozinante. He suggested that a price of \$50,000 to \$80,000 would get L. Francis "rapidly rotating in his grave." Well, I won't argue with the latter point. Our dear, but curmudgeonly, L. Francis commenced rolling (in print and often) long before he was ready for the grave.

But to suggest that modern wooden boat builders are something akin to ripoff artists for charging the quoted prices? I guess this explains why there are so many fabulously wealthy professional wooden boatbuilders around these days.

Let's consider some facts. Since Rozinante was designed we have seen inflation average 4.4% each year. A few of those "good old years" in the '70's and '80's saw 12-13% in a single year. A 1958 U.S. dollar is today worth less than 19 cents. But these are just general costs. In the article quoted by Mr. Keith, L. Francis himself pointed out that the cost of building a boat had increased 1,500% in the preceding 50 years while general costs had only gone up 300%. That is, boatbuilding costs had increased 5 times faster than general costs between 1914 and 1956.

If general costs have gone up more than 500% since Rozinante was designed, would anyone care to speculate on the equivalent increase in boatbuilding costs? Has anyone priced some clear Douglas fir, Sitka spruce, Port Orford cedar, California redwood or some of the other specified woods recently?

In the Mar/April, 1995 *WoodenBoat* article about the building of a Rozinante at Benjamin River Marine in Brooklin, Me., Doug Hylan reports that materials costs for this Rozinante were \$25,500 and she consumed 2,500 hours of labor. Perhaps the builders in Mr. Keith's native Nova Scotia have sources of supply that their colleagues in Maine don't know about but to suggest that he "would be surprised" if his local builders could not build two Rozinantes for the prices quoted....well, let's just say that I suspect his surprise will be of a different sort.

Maybe they could save 10%, maybe even 25%, on materials costs if they have sources the rest of us aren't so fortunate to enjoy. Even then that would leave them the munificent sum of \$4.35/hr for their labor, just about minimum wage, in order to meet the cost estimates Mr. Keith expects to find. So then someone will suggest that maybe they could pay half as much for materials and work twice as efficiently as Mr. Hylan's crew. Right.

My main concern here is the implication that the quoted prices are reflective of rapacious builders. The few builders I know (I am strictly an amateur!) are not only not getting rich, they're often not even making a living. While it may be that "the future of wooden boatbuilding is indeed in jeopardy", let's not lay that at the door of the poor guy who has the not-unreasonable ambition of trying to put some food on his table.

Lawrence Feeney, Bellingham, WA

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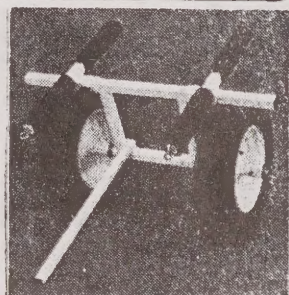
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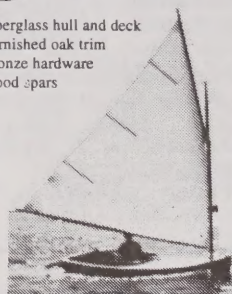
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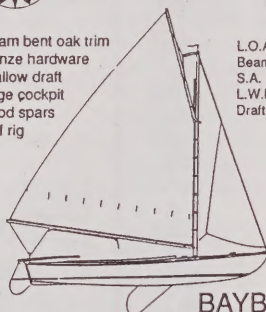
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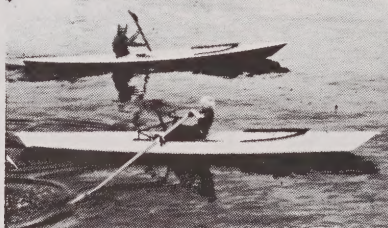
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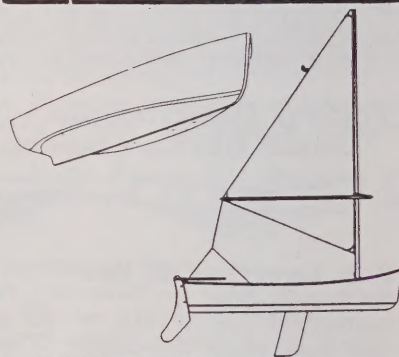
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Review

Tugboats & Towboats: A 1996 Calendar

Review by Hugh Ware

Wouldn't you like an expense-paid reason to roam around the United States and Canada doing what you like best? Matt and Judy Lyon spend their vacations and weekends doing just that. Their bag is (Judy on print film and Matt on slides) tugs and towboats. The best of the resulting shots are used, along with occasional photos by others, in a yearly calendar. They also sell tug-related Christmas cards, note cards, and artwork. This part-time business has finally turned modestly profitable and hopefully will grow to become the keystone of their retirement income in a few years.

As a fellow tug-nut, I've been on several excursions with them, at least two of which I have written about in earlier issues of *Messing About in Boats*. Matt and I spent almost three days this summer chasing tugboats in New England. Our score, 43 tugs in four states, would have been higher except for a heat wave that pounded us down. My next car will have air conditioning!

One wonderful day was guided by tugboat designer Jonathan Leiby, who arranged access to three tugboat companies and several of the vessels he designed. Since I know the Lyons so well I probably should not be the reviewer of their calendar. But reviewing each year's calendar gives me an opening to write about one of my favorite subjects, tugs, and to give readers some insights into the world of tugboating. I have been writing about tugs in *Messing About in Boats* for ten years now and reviewed my first calendar in 1987. So now for the review of this year's calendar.

The cover shows a handsome tug being pulled backward by a deep-laden tanker. The tug is the *Arthur Foss*, a tractor tug acting as a rudder and brake for the slow moving tanker. Tanker escort is a relatively new category of tug brought to the forefront by OPA 90 (Oil Pollution Act of 1990), a set of federal regulations that require tankers in close waters be escorted by sufficient tug horsepower to handle a wide range of disaster-possible situations. The tugs must be able to stop the ship within a certain distance in specified strong winds if it loses power or steering and hold it stationary in even stronger winds, etc. The tugs may never touch the ship during the escort; they are there just in case. But often one is hooked up like the *Arthur Foss* while the other tugs steam nearby. The same tugs usually dock the ship when it arrives.

In passing, it should be noted that the oil companies are, by and large, good citizens with regard to oil spill prevention and cleanup. In addition to compliance with OPA 90 and other new regulations, they cooperate in a wide range of actions. One is to contribute to a fund which has built eight large, specialized and well-equipped vessels that are stationed around the United States solely to respond

to a spill. Each company also indulges in considerable self-policing and internal expenditures to prevent oil spills. In addition, the entire fleet of US tankers that carries oil in and out of US ports is in the process of being scrapped or rebuilt; double-hulled tankers and tank barges will be the replacements. But, back to tugs.

January has a closeup of the *Ervin S. Cooper* docking a ship in Mobile. A wide-angle insert shows that another tug is at the bow while a second ship is being docked by more tugs farther down the waterfront. A busy harbor. The *Cooper* was originally a NYC fireboat and still mounts some of her water cannons.

March's yellow-hulled *Coastal Miami* uses some of her 3,000hp to push a barge along the Miami waterfront. The water is very green. A line of black tires separates the bright yellow from the water.

April has two jaunty little log-handling tugs in Vancouver, the *Ken MacKenzie* and *Harken No. 5* nestling against boomed logs. Each of the pair is typical of the breed. A strong sheer is accentuated by rising bulwarks forward; they tumblehome as they sweep around the bow, giving sort of an English-bulldog effect. A small wheelhouse is topped by an outside steering position and a futuristically sweeping mast bearing a radar. Low embryonic stacks sprout long back-angled exhaust pipes that remind me of an amaryllis stem just before the blossom comes out. (I saw one tug in Canada that had exhaust mufflers in the middle of these extensions. Weird!). A big towing winch fills most of the after deck. All this in 35-45 feet!

May has the first towboat in this calendar. Towboats don't tow barges; they push river barges. But, sometimes, small towboats in a certain service may be called tugs. Tugs, on the other hand, usually tow barges. Its all very confusing! The *James P. Neal* is sliding into a lock on the Mississippi River in Alma, Wisconsin. She is a complacent stack of white boxes tied with a surprisingly flashy maroon ribbon bearing her name at the second level. Three empty barges are on her nose; more must be up ahead, out of the picture. She reminds one of a placid matron escorting a class of school kids on a field trip. A linehandler leans on the lock's railing waiting for her to come to a stop.

June has a surprise. We are transported to China and a sullen Yangtze River (a tautology, I believe, as Yangtze means Yellow River) on a sullen day in a shot taken by William Trzcinski. A substantial towboat has two barges loaded with logs in front of her. Why they are secured as they are is not apparent; one is barely tacked on the towboat's starboard bow while the second barge is tied to the port bow of that barge. The arrangement looks awkward but seems to be working. The matched barges sweep up at the sterns, which bear flatroofed houses tilted forward. The sampan heritage is obvious.

The Army Corps of Engineers has a well-maintained but hardworking fleet of tugboats and towboats. Many date back to World War II but still do their thing, like August's *Owen M. Frederick*. This is an action shot; the small tugboat has a crane barge cocked at an angle in a Sault Ste. Marie lock and water is swirling behind

both craft. The bow line to the barge is tight but the quarter line is slack, the *Frederick* may be trying to straighten her tow by going ahead. One wishes there were a sequence of shots showing what happened next.

September has another in a series of Judy's dramatic photos of the Olympia tug races. Built as a small tug for the Army in 1945, *Reliable* is still working and racing in the Under-400hp Class. Her 225hp are producing a sizeable bow wave and she is well-placed amidst the pack at this point in the two mile race. White smoke from another tug going all out provides a backdrop against which *Reliable* is silhouetted.

October shows three vessels from the Sea/River fleet, two tugs docking a tanker (the same tanker as on the calendar's cover, funnily enough, but in a different port and state). All three belonged to Exxon until recently. But that company, like many other American oil companies, has sold its fleet in self-protection. Those vessels' names no longer start with *Exxon* or *Esso* but with an *S/R*. This shot interests me for two subtle reasons. The tug *S/R Carquinez* (ex-*Exxon Maine*) in the foreground has a large reel on her aft deck with a spooling arrangement appended outboard on her stern. Has she been laying cable as well as docking ships in San Francisco waters? A bridge crosses behind the vessels. Beyond is laid up the Hughes' *Glomar Explorer*, the "research" ship built and operated by Howard Hughes to retrieve a sunken Soviet nuclear submarine for the CIA. She patiently waits her fate or her next job.

The calendar has yet more tugs: Tugs docking ships, pushing barges along the Intracoastal Waterway or up Seattle's Duwamish River, handling a spoils barge being loaded by a grab-bucket dredge, or merely waiting for the next job. If you like tugs (and many do, it seems), get the calendar. It's worthwhile.

(*Tugboats & Towboats* may be ordered from Harbor Images, P.O. Box 1176, Richmond, WA 99352 for \$10.95 postpaid).

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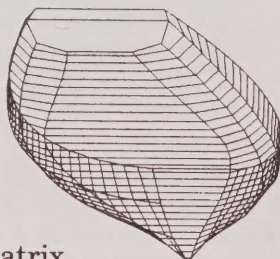
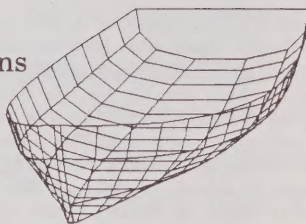
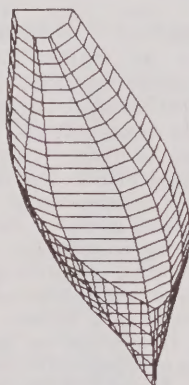
Displacement
Center of buoyancy
Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area

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The '95 Oarmaster Trials

By Bob Hicks

The Oarmaster Trials was a simpler experiment this year, testing a variety of rowing boats against one another, for the organizers, the Cape Cod Vikings, decided that they had gone as far as they could with the concept in solo oarsman format and opted to try out boats suitable for doubles rowing. Thus we had only six boats, twelve crew, and the round robin could work well one time around, six races would do it.

The array of boats ranged from a heavy 324 pound Banks Dory to an ultra-light 97 pound Muskoka Lake Skiff, from a 22' Stretched Piscataqua Wherry to a 15' Spruce Creek Wherry. The presence of the unwieldy and hopelessly outclassed Banks Dory in a contest of speed was explained by one onlooker, who suggested, "well, they had to drive a stake in the sand somewhere as a starting point."

The crews included some of the best known New England traditional oarsmen,

but an element of uncertainty was introduced when the teams were paired off by the luck of the draw. Still, when the names of Dan O'Reilly and Bob Powers came up as a team, it was instantly referred to as the "dream team". Turned out there was an even better match, as Jon Daly and Ray Fleming bested the "dream team" by just over a minute in an aggregate total of almost 45 minutes of rowing in six heats.

It was grey with lingering rain showers from a Saturday deluge, and a brisk west wind was blowing. The course, just off a sand beach in South Orleans on Cape Cod's Pleasant Bay, was a three sided affair around marks, downwind from the start, across on the second leg and upwind to the finish. Winning times in each heat ranged from six to seven minutes. Brief breaks between the six heats allowed crews to rest up, and as you might expect, times got gradually slower, the first heat in 6:22 the fastest, the last in 7:16 the slowest. Pretty good work for a bunch of guys out rowing for fun.

A couple of things soon became apparent. The fleet divided into two fleets, the "fast boats" in a leading group, the "slow boats" duelling it out further back. And it soon became obvious that long wa-

terline would beat light weight, as Jon Aborn's 22' Stretch Piscataqua Wherry and Floating the Apple's 19' Cheticamp between them took five of the wins with the shorter, lighter 17' Muskoka Lake Skiff garnering only one win. These three comprised the "fast" fleet.

The only boat from the "slow fleet" to break into the top three finishers was Cliff Punchard's Spruce Creek Wherry which garnered a 2nd spot in the first heat propelled by the 4th place overall team of Larry O'Brien and Doug Scott. The "stake in the sand" Banks dory placed 4th in one heat and 5th in two others to the surprise of many, the 4th place finish earned by overall winning team Jon Daly and Ray Fleming. And the worst placing boat from the fast fleet was the Muskoka Lake Skiff, a 4th place in the 1st heat rowed by the 6th place overall team of Mike Cushing and Mark Peters.

The teams did make a difference in degree, but the basic boat configurations really controlled the overall results. Jon Aborn's decision to stretch his successful Piscataqua River Wherry hull when he decided to build a faster boat has proven to be based on solid thinking, waterline governs if weight can be kept moderate.



25 Years Ago
in **MAIB**

Clockwise from above: A fleeting moment of glory as the Banks dory sprints out ahead of the fleet at the start of one heat, Peter Corbett and Dan Noyes giving it their all. Research can be a lonely task, the entire gathering on the beach. Close finishes: Mike Cushing and Mark Peters in Cheticamp edge John Daly and Ray Fleming in the Swampscott. Peter Fleming and Paul Hickman in the Stretch Piscataqua Wherry edge Jon Daly and Ray Fleming in the Spruce Creek Wherry. Peter Fleming and Paul Hickman in Cheticamp edge Mike Cushing and Mark Peters in the Muskoka Lake Skiff.



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Top team of Ray Fleming and Jon Daly with organizer Bernie Smith.



Time to head home, teamwork carrying the 273 pound Swampscott dory up from the beach, and loading the 172 pound Cheticamp onto the Mystic seaport van.



The Results

The Teams

1- Jon Daly & Ray Fleming	42:33
2 - Dan O'Reilly & Bob Powers	43:37
3 - Peter Corbett & Dan Noyes	43:45
4 - Larry O'brien & Doug Scot	44:23
5 - Peter Fleming & Paul Hickman	46:19
6 - Mike Cushing & Mark Peters	46:40

The Boats

1) Stretched Piscataqua Wherry

LOA	22' 2.5"
LWL	21' 1"
Max Beam	48"
Weight	205lbs
Time	41:24

2) Cheticamp 19

LOA	19' 1.5"
LWL	18' 2"
Max Beam	45.3"
Weight	172lbs
Time	42:25

3) Muskoka Lake Skiff

LOA	17' 2"
LWL	15' 7"
Max Beam	48"
Weight	97lbs
Time	43:05

4) Spruce Creek Wherry

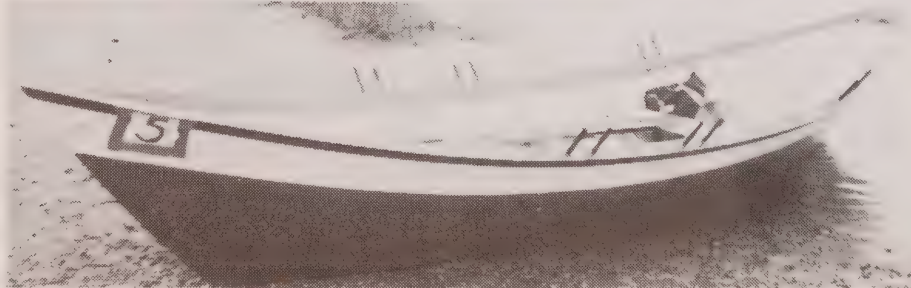
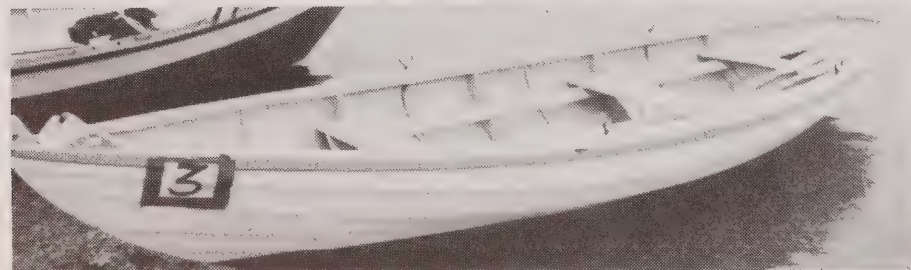
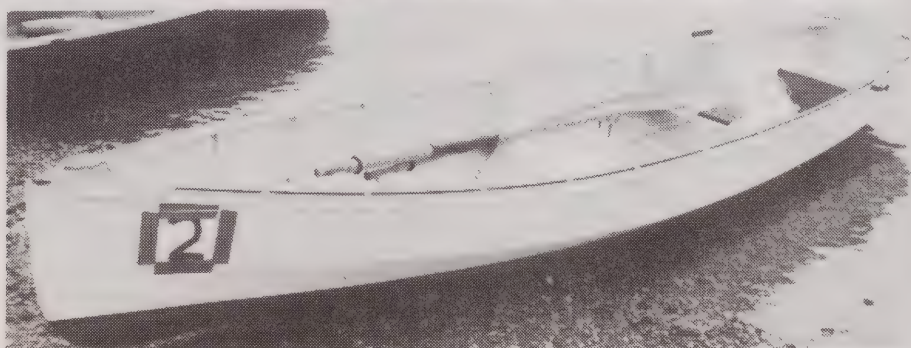
LOA	15' 7"
LWL	15' 2"
Max Beam	48"
Weight	184lbs
Time	45:16

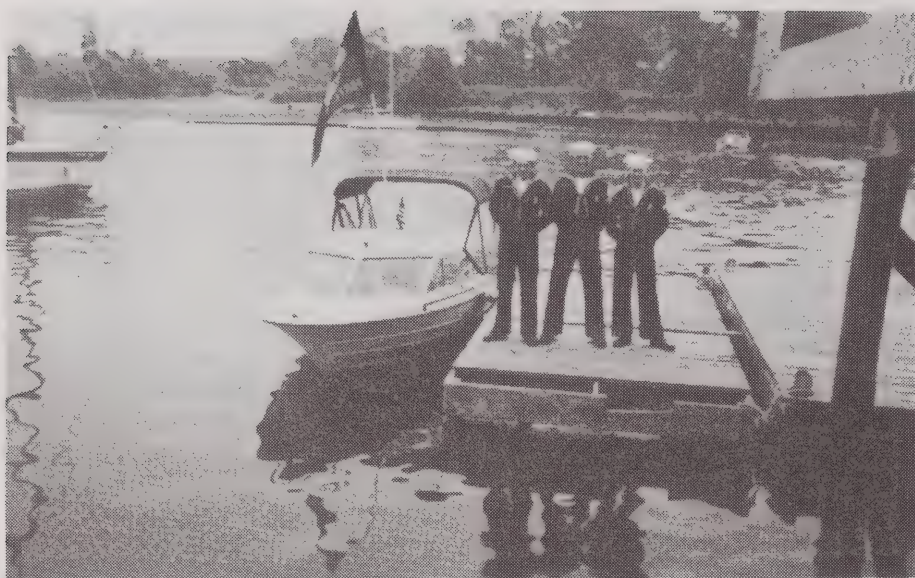
5) Swampscott Dory

LOA	17' 0"
LWL	12' 7"
Max Beam	55"
Weight	273lbs
Time	46:38

6) Banks Dory

LOA	19' 9"
LWL	15' 5"
Max Beam	66"
Weight	324lbs
Time	48:29





The last detail. Members of Ship 480 of Portland, Connecticut, await the gam's opening ceremonies in their dress blues.



The Soundkeeper has clearly underestimated the capacity of Sea Explorers to gather debris.

Bryan Collins of Bridgeport and crew slalom through the rowing competition without oars, paddles or a clue.



SEA EXPLORER



Surfboats & Lighthouses Gam '95

By Roger Crossland

Photos by D. Curran

Sea Explorers from all over Connecticut converged on Sheffield Island off Norwalk, Connecticut, on October 7th and 8th for the "Surfboats & Lighthouses Gam '95". The site was provided courtesy of the Norwalk Seaport Association.

In addition to the National Ensign they raised the Lighthouse Service and the Belgian flags on the Sheffield Lighthouse waterfront mast. The event, hosted by the Sea Exploring Squadron of the Fairfield County Council Boy Scouts of America, was to honor the contributions of the U. S. Lifesaving and Lighthouse Services, predecessors of the U.S. Coast Guard. The event's secondary purposes were to increase camaraderie among Sea Scout Ships, perform public service and to conduct sail training.

In attendance were ten Ships (the equivalent in organizational terms of boy scout troops) from Danbury, Norwalk, Southport, Stratford, Milford, East Haven, and Portland, Connecticut; the Bronx and Huntington, New York; and Westerly, Rhode Island. The majority of the Ships attended in 30' to 40' sailboats owned by the Boy Scouts of America. These vessels are sailed, crewed, and maintained by the Sea Explorers themselves. An exchange student, Carole Grandjean, who is a Belgian Sea Scout, joined in the commemoration and added an international touch to the Gam.

Saturday started with a cutthroat inter-ship nautical trivia contest which determined position in the supper line. The Sea Explorers had to gather the names and exploits of such famous lightkeepers as Ida Lewis and Catherine Moore, as well as the name of the last America's Cup winner, the name of bay with the largest tidal fluctuation in North America, the name of the Steve McQueen movie set on the Yangtze River, and the two components mixed in making epoxy. Bonnie Chang, Boatswain of Ship 101 of Stratford, Connecticut, led her Ship to glory and the head of the supper line

Ships then went on to competing in rowing, cardboard boat building, chart plotting, semaphore signaling, firefighting, and lifesaving events. For the last they had the opportunity to set up a breeches buoy, a pre-helicopter method of rescuing passengers from sinking ships. They were briefed on the latest impeller technology by representatives from Advanced Marine Technologies. A marine biology instructor from Bridgeport's Regional Aquaculture School provided instruction on the cultivation of scallops.

Perhaps the climax of the day's events was the opportunity to tour the 150' Coast Guard Cutter *Redwood*, a buoy tender and icebreaker which had come from New London expressly for the Gam. The day was culminated with a clam and lobster bake and a bonfire on the beach.

On Sunday as part of their public service mission, the Sea Explorers performed a cleanup of Sheffield Island which resulted in 160 garbage bags being lightered ashore by the Norwalk based Soundkeeper, being disposed of by Cove Marina and NRS Waste Management both of Norwalk.

About Sea Exploring

Sea Exploring started as Sea Scouting in 1912 and has a long and colorful tradition. It is a division of the Boy Scouts of America for young men and women ages 14 through 20. Its purpose is to build character, to provide citizenship training and to encourage physical fitness among the youth of America through maritime outdoor oriented activities. Following the traditions of the sea, the program provides opportunities for participants to investigate the sea as a career or avocation.

Many Sea Explorer Ships maintain sail or power vessels, follow a challenging rank advancement program, and have

nautical uniforming, customs, and ceremonies. The Sea Explorer advancement program includes safety, customs, swimming, boating, marlinespike seamanship, piloting, signaling drill, cruising, galley, sailing, boats, tackle, first aid, navigation, boat maintenance, engines, sea history, lifesaving equipment, weather, and radio. Often units specialize in activities such as emergency service, skin or scuba diving, maritime history, competitive rowing, yacht racing, and the like.

In Sea Scouting, we're concerned with anything that floats, sinks or swims, and the character building aspects just seem to fall into place.

Right below from top: Consumed in the spirit of competition, Jenny Dunn of Norwalk and her crew plot their vessel's location, which appears to be on top of Mt. Ararat. A crew of Sea Explorers erects the crutch and sends out the breeches buoy and tackle.



Above left: Bonnie Chang of Stratford works against the clock either sending the letter "Victor" correctly or the letter "Kilo" incorrectly, or vice versa. Above right: A cardboat boat sets course for Portugal and victory in the boatbuilding competition. Below: Sheffield Island Lighthouse saw service with the U.S. Lighthouse Service from 1864 through 1902.



This is a story about Harold Burnham of Essex, Massachusetts, and his Friendship sloop *Chrissy*. It is about their trip to Rockland, Maine, to participate in the Friendship Sloop Society regatta.

Built around 1912 by Charles Morse, either in Friendship or Thomaston, *Chrissy* originally had a small trunk cabin, separated from a large open cockpit by a fish well. Rebuilt later for pleasure use with a bigger cabin, she was renamed for Christine Wiegleb, wife of her long time owner Ernie, who died in 1991 at the age of 90.

Harold bought her two years later in Cushing, Maine, and launched her in Friendship. *Chrissy* was tired and went to the bottom beside the pier. When the tide went out Harold emptied her and while he manned the pump, his father Charlie towed them on the long trip home to Essex with his Friendship *Resolute*.

Back in Essex, Harold hauled her out at the family boatyard and began the restoration process. Harold and his wife Kim have a new child, Alden (they have Puritan roots as well as boatbuilding roots), run a daysailing business, "Salt Marsh Charters" in the Harold-built Friendship *Kim*, and he is starting up his own boatshop so he can spend more time ashore with his family (he is a second mate in the merchant marine).

This would be a fairly full schedule for most people but, despite the time constraints, a year later *Chrissy* sailed into Boothbay, Maine for the 1994 Friendship Sloop regatta. Her sagging stern had been jacked up with new deadwood, her sides were pushed back in to reduce the "panting", she was reamed up forward, given new 16" floors and new garboards, and the "alligator" was renewed. This is probably a local term which, as I understand it, refers to a crosswise truss structure about a vertical sternpost tying in with the floor and deck beam. The counter extends back from this.

After Boothbay '94, *Chrissy* returned to Essex where I first saw her under a plastic tent beside the shop. Her house and deck were gone, as were many planks. The stern framing was getting a thorough re-vamping and new ribs were in place aft. To me it looked like many a project in the danger zone, so deep into it and still uncovering problems that one might forget what the goal is.

Harold had what looked like an impossible list of work to be done on her, as well as another project for a customer, and wasn't too excited about working on my dory. He sent me away with some advice about geranium propagation.

A couple of months later I stopped by to see how things were going, but *Chrissy* was gone. The area where she had been was clean and grassy. A numb feeling came over me. The big shop door was wide open and inside there was major chaos. Then I began to see an order. The turmoil reflected a landslide of tools, lists, boards, boxes of fasteners, half eaten sandwiches, half drunk beer, tubes of caulk, everything indicating finer detail and more minute activity as it got nearer the door, and then a conscious reversal, sort of a push back in, an effort to keep the disorder inside as the job wound down.

I turned to look at the waterfront, and

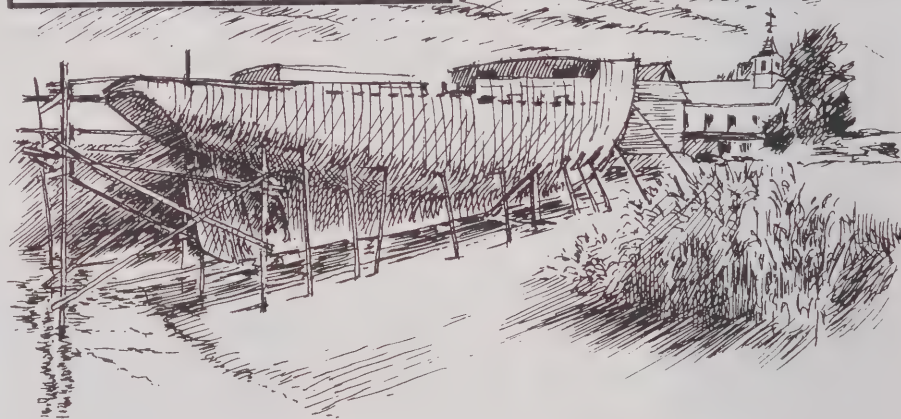
Harold & Chrissy

Story & Illustrations by Bill Woodhead

there she was, unpretentious, unglistering, but afloat, and there was a human head bobbing inside the cockpit. There was a cranking and a puff of exhaust smoke. The head disappeared and feet came up. A hand groped for a pair of pliers, the feet swung over the top, split apart, rotated and settled on the other side, some hammering, a ratcheting noise, a seagull squawk.

The feet swung down and the head on the other end came up. The starter engaged and there was another puff. It engaged again and the Atomic Four that had been discarded by Charlie Burnham in 1978 came to life, with about 75% conviction.

25 Years Ago
in MAIB



Smoke rolled across the water past the Essex Shipbuilding Museum at the old Story Shipyard next door. Two young future historians standing out of the 95 degree heat in the shadow of the *Evelina Goulart*, an old Essex-built mackerel schooner now part of the Shipbuilding Museum exhibits, noted with enthusiasm that, "after 17 years it's running again!"

It was obvious to me that Harold was still busy and had I been more sensitive I should have just gone on about my business. But no, "Harold," I yelled, "it's me, Bill. What are you doing?"

"We're going to Rockland, Maine, on the tide," he yelled back. "Want to come along?"

"When did you put her in the water? How many people are going? How many bunks? I asked.

"Two days ago, you'll make five and you can build them while we go eat," he replied.

I went to get my gear. I cancelled an appointment with my therapist, told him I had emergency work to do in Maine. I grabbed a bag I keep in Harold's shop for the occasional overnight, a toothbrush and change of underwear. Luckily my offshore suit was there, because I was dressed for 95 degree fixing-antiques-on-land-weather, tee shirt and shorts.

I returned to Harold's at 6:30. The tide was half in and he had brought *Chrissy* to the float. Numerous people were milling

around and a pile of gear and provisions was forming. I looked into my glove box for sunblock and insect repellent. All I found were wire drier and antibiotic cream. I brought them. Harold introduced me to Jim, and everyone else left to eat. Jim and I grabbed some plywood offcuts, took them below and fitted them onto the bunk framing and screwed them down with sheetrock screws.

Harold had mentioned that the topsides hadn't seen any moisture in almost a year so when we heeled over water would come running in onto the gear, so I found some 1/4" plywood pieces to bend onto the frames as ceiling. I squirmed under the deck beside the engine. Sweat was running onto my glasses, my arms were pinned overhead holding a screw, the screwgun and the plywood in the rapidly darkening

recess, while greenhead flies took chunks out of my thighs. The screwgun slipped and hit my thumb. I moaned.

A whisper: "If you build it you can come..."

Me: "Who's that?"

Voice: Just paraphrasing, hate to waste a good line."

Me: "Amen."

Voice: "Funny."

Me: "Listen, every time you talk to someone it causes trouble; saints, shrines, pilgrims, ballparks..."

Voice: "It's cool man, I was just scanning your sector and noticed an unusually clear signal. Whatever it is, you should definitely do it. What is it, anyway?"

Me: "An overnight sail to Rockland."

Voice (in a singsong whisper): "I don't think so."

Me: "You know about the weather (of course)."

Voice: "No, I delegate that. You have TV?"

Me: "Not Willard Scott?"

Voice: "Trust me."

Me: "We have a GPS."

Voice (fading): I have a headache (suddenly louder). "Can I go too?"

Me (evasively): "You, you sail? I don't think we have enough food..."

Voice: "I don't eat much."

Me (trying to be p.c.): "There are no facilities for women. How will I know you?"

Voice: "I'll come as a greenhead."

Me: "Oh, shit!"

Harold: "Bill, wake up. How did you build all this panelling so quickly? It looks almost biblical. Remember this is just a workboat."

Me: "It's not that good, Harold, just a few extra screws."

Harold: "That could affect the compass. Are we ready to load? It's 8:30."

A few steadfast shorebound friends lent their hands to final preparations. The sails were hung and supplies loaded. Jack Aubrey would have swung the cat freely at the way things were stowed below, but he would have been pleased when we cast off at 9:30 and headed down the river with the tide.

and various boxes of stuff. Taking a deep breath, I plunged into the greasy bilge and pulled the hose off the pump. I was able to blow it out, impelled more from fear than from aerobic conditioning.

John, in the meantime, had figured out his new hand-held Garmin Model 45 GPS. I have to give this a plug. It's discounted to under \$300, user friendly, and it works. It likes to be away from wiring and it doesn't have a remote antenna which might help, but it works. We all easily learned to use it and on the foggy, rock-bound coast of Maine it adds a certain amount of comfort.

The GPS first told us that we were steering more towards Portugal than Monhegan. Dumping the rain out of the box

A bit rested, Harold got up and elected to stand watch with Deborah. Jim and John were in the cabin in their sleeping bags lying atop the mountain of gear, swiping at the remaining greenheads and the steady trickle of water from the uncaulked cabin/deck joint. I climbed in, made a U-turn and cleared a space under the deck beside the engine. I got into my bag upside down in a fetal position, mostly away from the soothing drip of water. All but one of the greenheads were gone.

The morning brought no wind. Harold changed the oil and we motored. John had only one day to give to our venture and we had made poor progress so far, so we altered course for Cape Porpoise. He called his wife on his cellular phone to arrange for pickup. Like I've always said, I would love to live in the 19th century if I could take some of the advantages of the 20th with me. Anesthesia, dentistry, ATM's, and double sticky tape come to mind.

About 12:30 Chrissy chose a nice spot and had one of her petit-mal seizures. While we cleaned plugs, floating on gentle swells, a touring company of finbacks and minke whales came by. And seals.

The engine had a stuck oil pressure relief valve and achieved some significant pressures when cold. The guage often showed over 100psi but it never dropped lower than 40psi, so who knows? Excess oil and worm rings resulted in an efficient lamp black mix which fouled the plugs and filled the muffler.

And as Harold had just figured out, whenever the engine stopped, seawater ran up the pipe and into the open cylinder. It was raining hard and she wouldn't fire again so I got out my wire drier and sprayed the electrics. My toothbrush had already gone into the toolbox for plug cleaning.

Now she started up and we gave more toasts to the goddess of the ocean. I was cold, damp, fuzzy-teethed and happy. Chrissy really knew how to entertain her friends. A whale watch boat came roaring up to see what we were enjoying. The whales left.

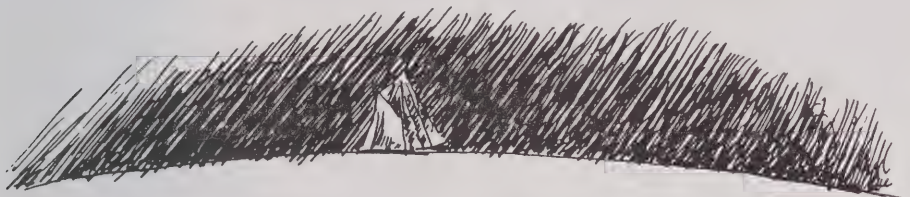
Cape Porpoise is just north of Kennebunkport. The proximity of these southern Maine towns to the border of Massachusetts (some down east folks consider this the border of the United States) makes them vulnerable to the pressures of tourism, land speculation and the cruising yacht.

A chief executive who bluefished from a cigarette boat will hint at what happened to Kennbunkport. Cape Porpoise folks don't want that to happen there. The entrance to the harbor is filled with lobster pot buoys and their prop snagging warps. The message should be clear to yachtsmen.

If they don't get it, the less than affable tone at the dock will make the point. We motored toward the fuel dock, to the fishing dock end to be sure, but we had to wait for three boats already fuelling. The attendant yelled, "Hey Cap, where you going? This is a commercial dock."

"You got fuel?" Harold asked.

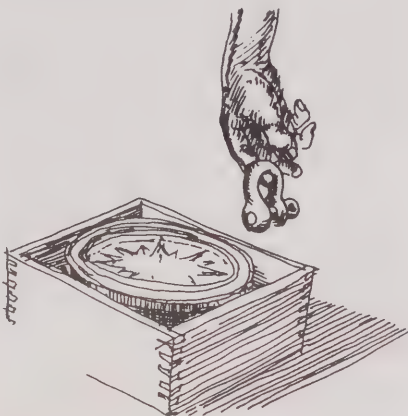
He indicated we should wait. When one of the boats moved out we came alongside another and brought our lines up. Harold told the attendant this was a classic Maine boat and how he hoped for a friendlier reception. The man said the



It was dark and moonless as we left the river and set course for Monhegan Island. Jim, at the wheel, kept commenting at the persistence of the lights of Cape Ann to starboard. Harold, who had not had a full night's sleep in three weeks, went to bed after telling us a few things to keep in mind, such as listening for regular discharge from the bilge pump, as the bilge was full of sawdust and chips and the planks had not taken up yet.

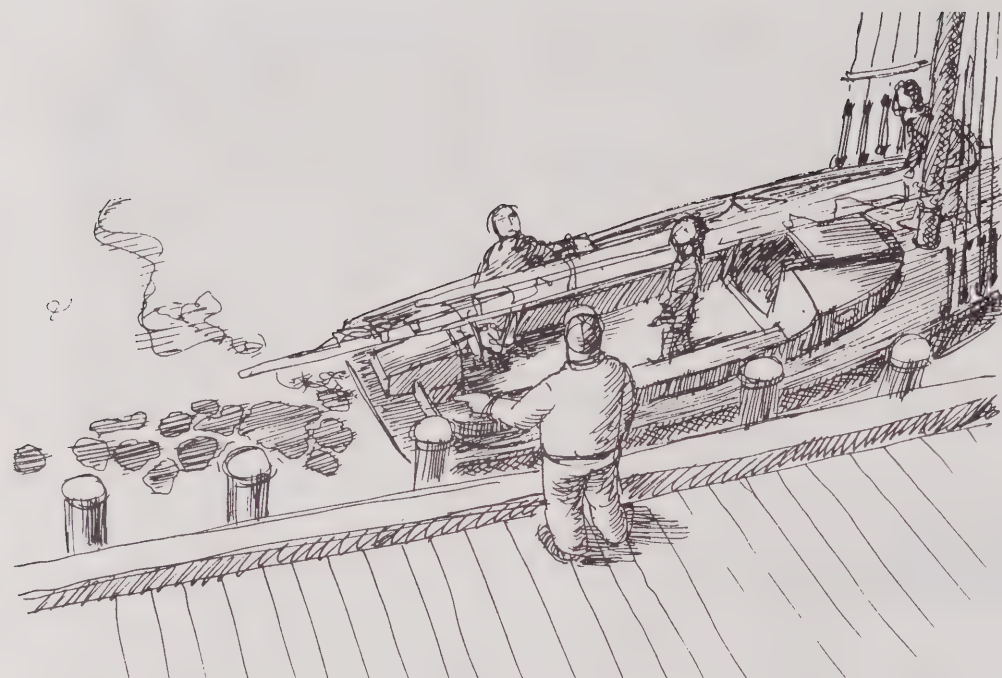
The wind died and we fired up the engine. An ocean going tug with a huge tow threatened us for a while. Lightning played on the northern horizon. Finally Deborah noted that she hadn't heard the pump in a long while, and just about then the engine had a heart attack. We pulled up the cockpit sole and found the shaft coupling was flinging sea water everywhere. The engine was about to drown and we were half sunk.

compass, we discovered a large iron shackle. Lisbon then rotated 30 degrees to the east.



Although Harold's last words had been to wake him if there was any problem, we didn't want to disturb him for something as minor as this. It took a while to find the pump. It was under two anchor rode, one anchor, ten gallons of something oily,

Checking the engine oil we discovered an aqueous emulsion. Water had gotten in during our near foundering. We had enough breeze to make some progress so we let the engine rest until morning, when we could do an oil change.



Massachusetts tax stickers told him all he needed to know.

Perhaps it was our workboat appearance, or the tools and shavings on the deck that made him soften a bit. Harold bought equal amounts of gas and oil (almost).

"You burning gas or oil?" the man asked. When she started up she expelled a fresh batch of pure carbon that covered the water under her counter. "What are you burning?" he asked again. The greenhead flew off and settled on a piling, eying the man.

Once outside we got a bit of wind. Night was coming on. The man on the dock had warned us about fog. Harold, democratic as always, outlined our choices. We all knew he was boss, and had guided tankers with strange crews into strange ports with a foot of water under the keel. We respected his consulting us and heartily endorsed his suggestions.

We would eat first and then stand watches. Everyone would get instructed in GPS and we would use that in parallel with dead reckoning and write everything in the logbook at one hour intervals. We would go straight for Monhegan. While food was being prepared, Harold and I ran beads of Sikaflex inside and outside around the cabin and coaming.

Deborah and I took the first watch to Seguin Island. The sleepers slept on deck because the wind had died to nothing and there was a lot of carbon monoxide below with the engine running. The chart table, navigation gear and porta-potti were inside, sort of out of the drizzle and where the navigator's light would not affect the night vision of the helmsman.

Every hour we checked the charge rate (which dropped to zero if we slowed the engine to listen, and wouldn't pick up again unless we kicked the transmission into neutral and over-revved the engine), oil pressure, congruence of two box compasses (it's very easy to move one out of alignment with the boat), and location, distance to go, and new heading from the GPS, and program more way points if required.

We crossed the path of the Portland to Nova Scotia steamer and any other outbound ships about 2am, which eased concerns somewhat. Fog was now thick around us and we had no radar reflector. We could hear fairly well even with the engine running, but there shouldn't be much traffic from now until morning.

The space around us in the fog seemed to have a definite width and length. The width was 10 to 15 feet beyond the rail. At that point your eye accepts the opacity, though one can see a little further. The eye seems to have a scanner that says, "This is a comfortable degree of opacity, I'll rest my focus here until you need more." The same is true in daylight.

A buoy, once spotted, is fairly apparent, but it might be missed because the little computer in your head is accepting some comfortable level of focus and assuming there's nothing important beyond that. You must constantly keep refocussing to penetrate the fog. My glasses were fog-

ging up so I put them away and soon felt that with the conscious exercise my all-around vision was getting better.

Not as good as Deborah's, she seemed to see everything first despite staring at a chart on her lap. Youth, or just superior vision. Tazio Nuvolari the race car driver was said to be able to see through fog. And Stirling Moss was famous for spotting and warning journalist friends while speeding through a corner. Ocular athleticism.

Nonetheless, a night in the fog was like driving down a dark highway lined with trees (mine were Lombardy poplars) even though you're several miles offshore. Forward space extended to the tip of the bowsprit. I suppose we see further forward because there are solid objects (parts of the boat, not the Nova Scotia ferry) to identify.

We are sailing point to point and it's early morning, dark and foggy. All of a sudden a doppler pitching raucous "SSQUAAWKK!" goes by on a reciprocal course, scoring (you would swear) a line in the fog 10 to 15 feet off the surface. I assumed it was a surprised gull but why, and how is it navigating?

Maybe the Maine Fisherman's Association is holding an underutilized species bake-off on Cape Elizabeth tomorrow. The gulls came on at regular intervals, always on our left which, according to the GPS, meant their track was more accurate than ours.

At Seguin we found the buoy right where it was supposed to be. We couldn't see it until we were very close, and even then it was hard to judge its size or distance, but we wanted positive identification.

The ghostly bass horn driven by the swells woke up Jim and Harold for their shift. We checked the engine oil, then I climbed into my bag, spreading my jumpsuit over me to keep off the drizzle. I had very active and weird dreams both nights, but then, reality was pretty wild too.

Three and a half hours later I'm up. I could use some more sleep but I'm wired. It's daybreak and Monhegan is coming up. We find our buoy, check the engine oil, throw some rum into the ocean goddess,



toast ourselves and head off into the blurring enshrouding white towards Mosquito Island and then up the Muscle Ridge Channel.

Lobster boats start to be heard, they make a guttural tractor-like noise gunning the engine for a quick turn, then shutting down as they grab the next pot. Their sound gives us a pretty good idea where they are and in what direction they are moving. The fog is low lying and they can probably see the top of our rig.

Deborah takes requests and cooks us instant oatmeal and coffee on the alcohol stove. Cooking with boiling water sure works well on a boat in the fog and it complements the Ring Dings, Devil Dogs, fig bars and Tootsie Pops.

We pass Owl's head. Deb's reckoning is impressively accurate. There's no time to program the GPS nor would you want to. In close quarters it's much better to be looking, listening, sniffing. She calls out, "Green can on the left in 45 seconds. Jim, steer 055 degrees. Bill, you should see a big rock on the right about...now."

The fog starts to lift and we are just turning into Rockland Harbor. Harold hoists all sail and shuts down the engine. We start to make out gaff rigs of the assembled Friendship sloops.

An amplified voice comes over the water, "There will be a race today at one o'clock inside the harbor starting at the 'B' buoy. The Parade of Sail will start soon at 10:30, and...Oh, here's the *Chrissy*, Captain Harold Burnham, just this minute arriving from Essex, Massachusetts. The *Chrissy* was built in...." We sailed by the town pier and got an ovation.

We found the Burnhams on the *Resolute* and kept on sailing around looking at the 50 or more boats assembled. *Resolute* caught up to us and Harold jumped across, ostensibly to take a look at how our rig was setting, but also, I think, he wanted to hear what his father had to say.

Charlie later told me he was very surprised Harold had made it, and in his New England way, I could hear him saying he was reasonably satisfied with Harold's accomplishments.

We had missed the first day of racing, but Harold had high hopes for today. He lowered the boom pivot 8 inches, which allowed him to tighten up the topsail. We got a good start and were in contention on the second lap when Harold guessed wrong on a wind shift and left the competition uncovered. They sailed away from us.

Afterward, we sat and talked. Rockland catered a fine barbeque under a tent and provided a jug band to make conversation difficult. They played such local hits as *Semi-Educated*, *Semi-Driving Woman*, and one about a roadkill and leaving a relationship. Social relations in Maine I guess.

Jim's wife came to pick him up and I caught a ride back to Essex with them. Harold and Deb would pick up crew for the race tomorrow, and attend the awards ceremony where *Chrissy* was honored for getting there. The day after that the fleet sailed down to Friendship for a Parade of Sail. I would have like to have seen that as the harbor filled with gaff rigs. It isn't every day that you get to see a sight like that.

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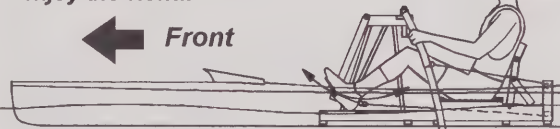
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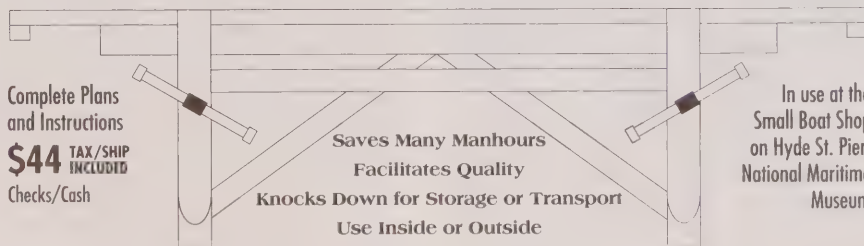


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PLANS ACCOMMODATE ANY LENGTH BENCH

After his return from the Friendship Sloop regatta, Harold Burnham was open for business in Gloucester harbor in *Chrissy* as Saltmarsh Charters. The urgency of getting ready for the regatta had driven Harold at a forced pace for a month getting *Chrissy* into useable shape, and now half the summer charter season had passed by. A call came from him in August inviting me along on a three hour charter he had booked for a couple from Boston. I was soon at the waterfront to board *Chrissy*. It was a bright sunny summer day, but with little wind.

Chrissy is a workboat again, Harold has been extensively returning her to her original layout as a fishing sloop, removing most of the previous owner's yacht additions. Plain paint, not much varnish, used sails, clutter. And Harold was attired in his normal gear of jeans and polo shirt, signs of most recent ongoing boat work apparent. His charters are workboat outings, he has a few lobster traps he will haul while explaining how it was done under sail, and he tells his guests about how *Chrissy* once earned her keep as they sail along.

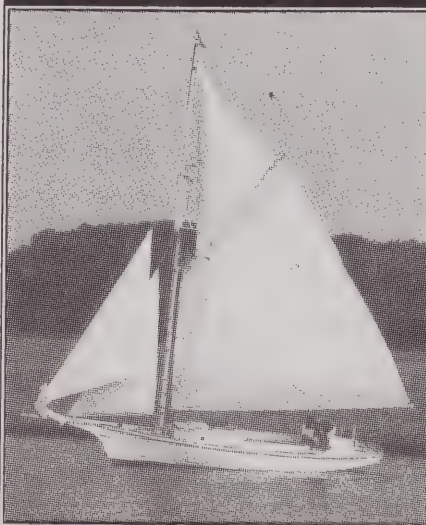
Well, with little wind, it was motor away from the commercial public dock in the heart of downtown Gloucester, after Harold had explained a few things, like what to do if he falls overboard. Looking at all the lines on the gaffer I thought to myself I'd not have a clue as to sailing this boat without some on the water experience. But while Harold seemed unfazed by such a prospect, it was brought back to my mind at the end of our outing as we sailed leisurely along towards the dock while Harold busied himself way out on the end of the bowsprit dropping the jib and staysail. Benign today, but what if it had been blowing?

We had gotten up all sail once clear of the inner harbor congestion, and the enormous spread of sail did catch what little wind there was, and soon *Chrissy* was easing along. Harold then began to tell us about his boat and her history and about what she had been built to do.

Sailing With Harold

By Bob Hicks

SALT MARSH



CHARTERS

He refers to *Chrissy* in his brochure as "the oldest working vessel out of Gloucester. The historic *Chrissy* is an original fishing sloop from the days of sail," it goes on. The back of the brochure is enlightening and here is what it tells us:

"After a lifetime of experiences in all types of vessels from peapods to oil tankers, I can say that there is not another *Chrissy* anywhere. *Chrissy* is a true character boat, and whether she is drifting up the inner harbor tending her gear or tearing along offshore under almost eight hundred feet of canvas, she is every ounce a lady.

Chrissy was built by Charles Morse in the town of Friendship, Maine, back in 1912. At that time the Morses had been

building sloop boats for almost fifty years and their Friendship Sloops were fishing out of almost every working harbor from Cape Cod to the Canadian border.

Now *Chrissy* is one of three working Friendship sloops left on the coast. For over eighty years *Chrissy* has been performing as expected and although it has taken some doing to keep her in shape it's all been worth it.

When I am not at sea I build and restore boats. I have rebuilt *Chrissy* piece by piece. In return for my efforts *Chrissy* has shown me that although it is sometimes more difficult to save an old Friendship than to build a new one, it is equally as rewarding.

Chrissy's enormous cockpit once provided a safe, stable platform for fishermen to tend their gear. Now it provides all of us who sail aboard her a unique perspective as to what it was like during the Great Age of Sail. We laugh, joke, and swap lies while enjoying a small and wonderful part of our New England heritage."

Harold is too matter-of-fact to think of himself as another small and wonderful part of our New England heritage. But he's the current generation of an Essex family that goes back beyond their own recall as shipbuilders in Essex. The waterfront lot at the head of navigation on the Essex River where Harold has his boatshop has seen launchings long forgotten. Today Harold, now in his 30's, is doing what long forgotten ancestors did right there, building and fixing up wooden boats.

That lifetime of experience he mentions encompasses growing up on the river fixing up wooden boats, including a period doing over any old Beetle Cats he could find. He attended Massachusetts Maritime Academy, and graduated into the merchant marine, and as a second mate has piloted 500' freighters in places like the Sea of Japan, which he describes as "bumper to bumper shipping staying in lane."

Marriage and family brought the desire to spend more time at home, so the boatbuilding and fixing up became a re-



newed focus for Harold. When he heard about *Chrissy* through his family's involvement in the Friendship Sloop Society, he had to go see, and once he saw, he needed to have. Getting the leaky old basket home from Maine under tow from his dad's Friendship was a typical Harold Burnham adventure. He is ready to do whatever it takes to achieve his goal.

Harold has a slide show/lecture about his *Chrissy* project, and anyone who has seen it truly can begin to understand how Harold operates. He is unfazed by just about anything, always ready to deal with trouble, totally self reliant if necessary, yet ready to accept a hand from those he knows can really help him. *Chrissy* was

in tough shape, dried out, hogged, sad to see. But Harold saw that "small and wonderful part of our New England heritage", that he mentioned above.

Bill Woodhead's tale of "Harold & *Chrissy*" in this issue picks up after she was launched. In his slide show, Harold has a view of *Chrissy* the day before she was launched. She had no garboards in place! Okay, so maybe no bunks yet, as Bill tells of. But no garboards? Well, yes, but the next day they were in place, and *Chrissy* did successfully get to Rockland and back.

Now I was serenely at the helm as we returned to the inner harbor in Gloucester after a gentle couple of hours sailing in

light airs. I didn't have anything to do, Harold was busy out on the bowsprit getting down the jibs and topsail, and *Chrissy* was sailing herself along. I had to make only minor corrections to avoid lobster pot buoys.

What a comfortable feeling this boat provides. Despite all the fixing up work, *Chrissy* still looks well used, an honest working boat after eighty years. Maybe taking out charter passengers is something of a retirement job for *Chrissy*, but it's one significant part of Harold Burnham's way of carrying on a life he's determined to live, working with wooden boats with an old fashioned self reliant attitude.



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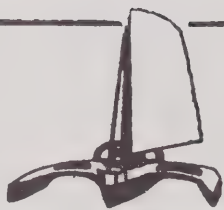
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Trimarans...Sail Fast, Sail Flat

Part 3: Last year reader Walter Gotham sent in a brief note and photos on his Cyclone 23 trimaran project, offering then to provide a more detailed report on it. We also received much material from designer John Marples about the boat and his unique "Constant Camber" hull panel system. Here it all comes together as we continue to look into the trimaran mystique.

Fast is fun, and fast and dry is wonderful. The Cyclone 23 has a large, dry central cockpit with ample room for six persons and no one has to move when tacking. A small family will find it ideal for day racing and cruising or just for fast spins around the bay on sunny afternoons. The central cockpit keeps the weight amidships for proper trim with any number of crew and is large enough for camping aboard on overnight cruises.

A four cylinder car will be adequate for towing this 800 pound boat on a single axle trailer. The folding system allows a sailing beam of over 17' while quickly folding to under 8' for highway trailering. The system employs a unique double hinge strut and simple bolts to disconnect the

The Constant Camber Cyclone 23

By John Marples

structure, easy to build and well detailed in the plans. A roller "dolly" supports the ama hull weight during folding. Average time to launch and retrieve the boat from the trailer is under an hour.

The Cyclone 23 uses the latest Constant Camber technology to keep the construction simple and reduce construction time and weight. There are only two bulk-

heads in the boat (a third watertight bulkhead is optional) and no deck or hull stringers. All hulls use stitch and glue construction techniques with structural fiberglass taping, with a full how-to explanation in the *Liquid Joinery* booklet included with the plans.

Decks, seats and cross structure are made from plywood. The entire exterior of the boat is sheathed in light fiberglass cloth and epoxy, most of it done before assembly, when pieces are lying flat. All plywood and lumber is standard dimensional sizes obtainable at most lumber retailers. A *Veneers Suppliers* list is furnished with the plans, from whom veneers may be ordered.

Although a complete sail plan and rigging design is in the plans, the Cyclone 23 will accept any number of stock beach cat rigs as an economy measure. The Hobie 18 or Prindle 19 are slightly smaller, therefore are appropriate for windy areas, and the Hobie 21 is slightly larger than the stock rig. The sails and rigging as drawn for the boat should cost about \$3,000 (1990). A roller furling jib as an option will avoid the need to visit the foredeck and will allow shortening of sail by rolling up part of the sail. The mainsail should be fitted with at least two sets of reef points. A loose foot and roller outhaul car with heavy tackle can improve mainsail shaping potential.

Auxiliary power from a 4hp outboard will provide 6 knots at cruising throttle with two persons aboard. It is mounted on a timber bonded through the hull beside the aft deck. Using the timber, a longshaft motor can be located deep enough, yet be tilted up clear of the water without need of a special bracket. The helmsperson can operate both motor and tiller from the cockpit. Provision to store the motor below in the aft compartment is made through a deck hatch. The fuel, fenders and dock lines are also kept under the aft hatch.

Plans include 12 sheets of working drawings, 24"x36"; a full size pattern sheet 10"x36" of all bulkheads and crossarms (akas), rudder and fairings bulkheads; four booklets, *Panelmaking* (52 pages), *Liquid Joinery* (23 pages), *Constant Camber for the One-Off Builder* (11 pages), and *Standard Details* (18 pages); and a few technical papers on rigging, corrosion, anchoring, and metal parts. A booklet on epoxy and a list of suppliers of veneer and a source of vacuum pumps are also included.

A portfolio of all our multihull designs including the Cyclone 23 is available for \$7 from: John R. Marples Multihull Designs, 4530 Firmont Dr. SE, Port Orchard, WA 98366, (206) 871-5634, 9-5 PST.

CONSTANT CAMBER CYCLONE 23

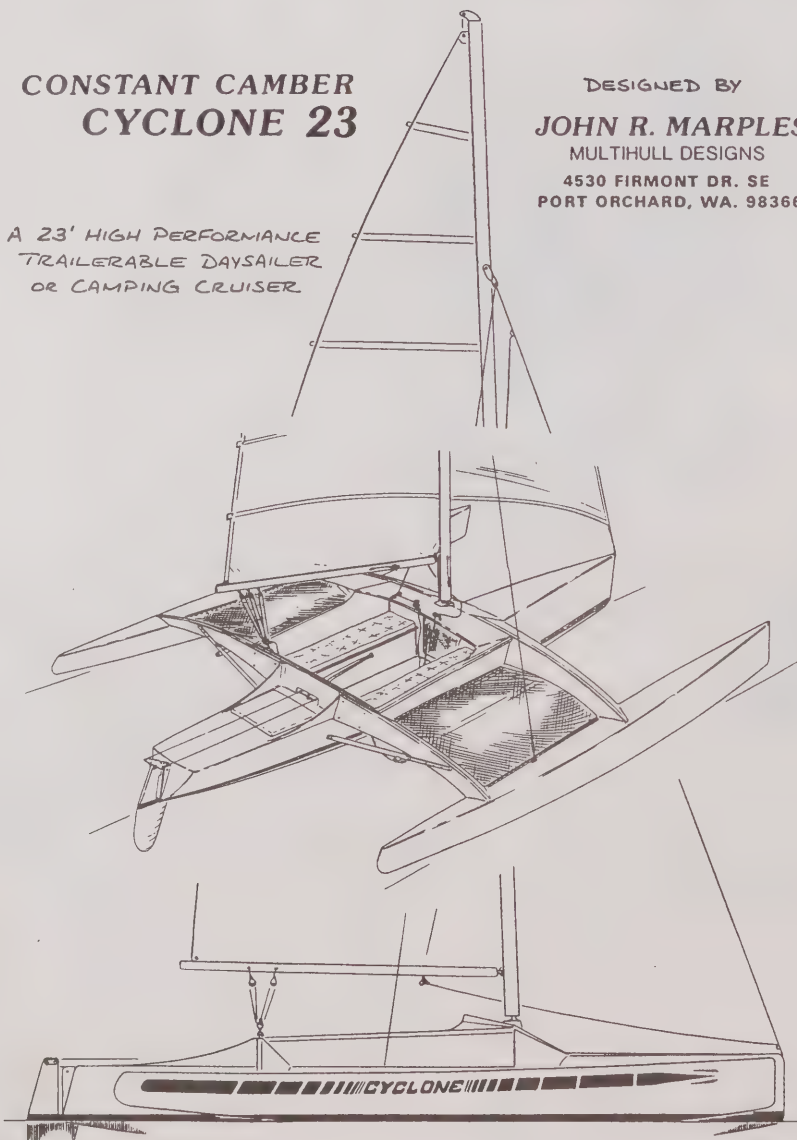
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About Constant Camber

By John Marples

Constant Camber (CC) is an outside-in building method that results in a "molded plywood" boat. Unlike conventional molds, a single CC mold can produce many different designs. In fact, the mold is actually a laminating form.

Full or partial length panels are laminated of veneer and epoxy to produce frameless, two-piece hulls from a single unilateral mold. Series production of panels is made possible by the geometric elimination of spiling the individual veneer planks. Patented by Jim Brown, this constant spile of each plank eliminates the labor-intensive hand fitting of pieces.

Panels can be assembled with various adhesives using either staples or vacuum bag for pressure while the adhesive cures. Vacuum bagging is the preferred method since it is faster and achieves a higher quality laminate with less adhesive.

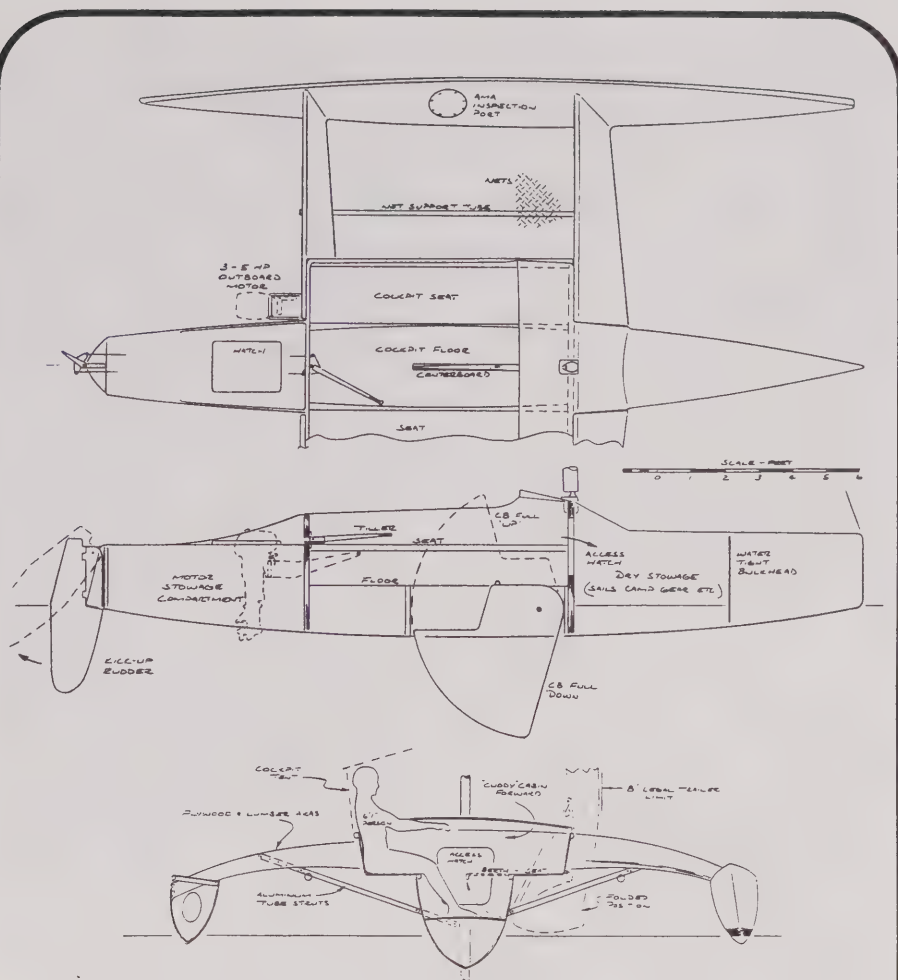
Unlike the complex vacuum pressure methods used in the aerospace industry, wooden veneer bagging is a fairly simple process requiring only common materials, most of which can be purchased at the local hardware store.

Dimensional stability is achieved without internal skeleton by slightly torturing the compound panels during hull assembly which imparts "prestressed egg-shell rigidity" to the panels. The resulting structure has extremely high strength for low weight and no flat areas. Most material is relegated to the skin, thus gaining adequate skin thickness for good insulation and high impact/puncture resistance.

Building a dimensionally perfect hull is accomplished without "framing up"; the mold and panels are all self-fairing. Hull shape is established by the mold geometry plus the mating perimeters of its panels. Panels are also used for decks, wing fairings and cabins where appropriate on some designs.

Vessels now being designed for this method range from extremely elemental Third World workboats to sophisticated high-performance yachts. Rigs, sails and outfitting are designed to appropriate standards. Furthermore, this approach is seen as a means by which the larger multi-hull builder and the small custom boat shop can both be made viable in the marketplace.

Panels may be laminated by individuals wishing to build only their own boats (at a mold investment of less than the price of framing up the hulls) but with the important option of being able to produce more panels for other builders. Alternately the mold and vacuum system can be sold to the next builder to return the investment.

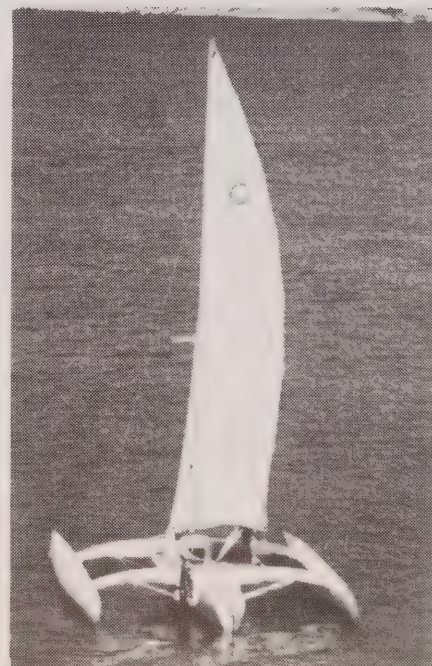
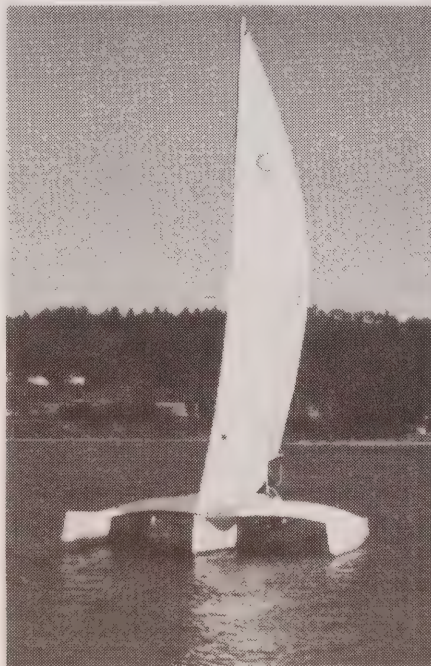


SPECIFICATIONS CONSTANT CAMBER CYCLONE 23

LENGTH - 23'0" WATERLINE LENGTH - 23'0" BEAM OVER ALL - 17'3"
 DISPLACEMENT - 800 LBS (DRY), 1200 LBS W/ 2 CREW, 1600 LBS. MAX.
 DRAFT - 12" HULL ONLY, 48" CENTERBOARD DOWN, 32" RUDDER
 SAIL AREA - 240 SQ. FT. (HOBIE 18 RIG)
 BRUCE NO. - 1.48, STABILITY NO. - 0.44, DISP. LENGTH RATIO - 42
 FINENESS - 11 MAIN HULL, 16.4 AMA @ SHEER

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Walter Gotham's Cyclone 23 on a light air day.



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Building My Cyclone 23

By Walter Gotham

Five years ago the boatbuilding bug bit me for the hardest time yet. I had kept up a reasonably good schedule of a boat a year (two Tom Hill ultralight canoes and a Whisp skiff, all in lapstrake ply), but was anxious to try my hand at something different. I knew that I wanted a sailboat, something large enough for daysailing and camp cruising on the Columbia River, yet trailerable for an early fall vacation in the San Juan islands.

In retrospect a trimaran seems like an odd choice. My interests had always tended towards more traditional boats; I had intended that my next building project would be William Garden's 18' canoe yawl Eel. A trimaran would be wider than any of my previous projects had been long and thus hardly seemed trailerable. Nevertheless I began to investigate the stock plans which were available.

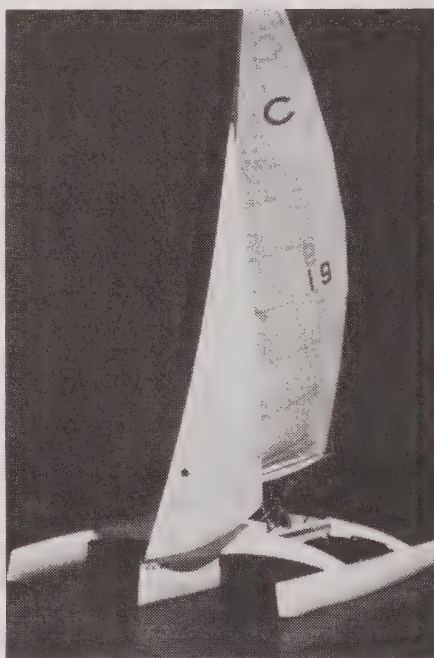
I quickly got drawn into this fascinating sub-culture of the small boat world. Perhaps I was losing my objectivity to the self-rationalization of the newly converted, but trimarans started to make a lot of sense. Sure they were harder to trailer due to their width, but several different folding and demounting systems had been developed, and without ballast they would be much more easily towed behind a modest vehicle. Shoal draft and beachability were big pluses, I don't think that I looked at anything that drew more than a foot with the boards up. And although small production trimarans were becoming more widely available, there was still a strong "do it yourself" ethos among multihullers that I found appealing and wanted to be a part of.

Like any good addict I started out small, with \$5 here and \$7 there for sets of study plans. I developed a few guiding principles which helped to shape my choices. Without having a really good reason, I didn't want to build a sheet ply, hard chine boat. I did require a reasonably effective folding system to allow trailerability. The size would be limited to fit in my 25'x 19' shop, since I didn't want to build, or even do, the final assembly outdoors.

Sleeping accommodations were not a priority, I reasoned that I couldn't really have a cabin and a cockpit big enough to do justice to either in a trimaran of this size, and so elected to have a large and comfy cockpit which could be enclosed by a boom tent.

The Australian designer Ian Farrier was at that time fully involved in the F-27 (a \$50,000+ production boat, way out of my league), and offered only the Trailertri series of plans for the home builder. Nice boats, with by far the best folding system available, but the hard chine, frame and stringer construction was not what I was looking for.

Later Farrier would introduce a whole new series of strip-planked trimarans, including a 25 footer which would have tempted me if not for the fact that builders would be required to buy, not build, both crossarms and folding system at considerable expense. Study plans from such "first generation" designers as Piver, Horstmann and Brown made interesting reading but were geared more towards large cruising boats, and in any case seemed very dated.



My "A" list of designers shrank to Dick Newick, Chris White, Kurt Hughes and John Marples. Each had at least one tri that fit most, if not all of my requirements, and probably any would have been a good choice, but in particular the Marples 23' and 26' designs became my favorites. It was easy to rule out the 26 footer, since it wouldn't fit in my shop, so the Marples 23' Cyclone would be my next boat.

At the Portland (Oregon) Wooden Boat Show in the summer of 1991, I managed to sell both my Tom Hill double-paddle canoe and Whisp skiff. I would miss them both, but this unexpected windfall put enough money in my pocket to get started on the tri. In August I drove up to Port Orchard to visit John Marples and to look over his own Cyclone. John spent the morning answering my many questions and showing me the plans. By noon I was the proud new owner of a set of Cyclone plans.

The Cyclone is designed for Constant Camber construction, an elegant concept which is ideally suited for multihull construction. Plywood is inarguably a great material for building boats, but it has one serious drawback, it's flat and generally wants to stay that way. Imagine how much easier and better it would be to start with plywood panels that are curved in both directions to match the hull shape, and you can see the idea behind Constant Camber.

The first step is to build, borrow or buy a mold on which these panels will be laminated. For the Cyclone this mold was 4' x 14', and although it was a fairly substantial piece of work, all of the panels for the three hulls would be made from it. Two panels would be joined end-to-end to form one side of each hull.

Constant Camber offers several other important advantages. Because of the geometry of the mold, all of the veneers used

to make the panels are exactly the same shape. Thus, instead of the labor-intensive spiling and trimming needed for a cold-molded hull, the veneers could be cut out by the stack with a circular saw in a simple jig.

Secondly, because the mold has a solid, airtight surface on which to work, the panels can be vacuum-bagged instead of stapled together. This saves time stapling each layer of veneer to the previous one (not to mention pulling the staples back out later), and gives a much more consistent, uniform pressure until the epoxy sets up.

The panels required little clean-up and could be coated with epoxy, sheathed with glass cloth and even primed while still on the mold. When assembled the result is a true "monocoque" construction, all the hull strength is in the skin, so there are no stringers or frames to add construction time, clutter up the interior and collect moisture and dirt. The whole thing was pretty slick and was well worth the effort and learning needed to make it work.

During the fall of 1991 I built the mold, procured my veneers (1/8" cedar and 1/16" fir) and insulated my shop for the coming winter. Between the veneers, the mold and the drum (yes, 55 gallons) of epoxy which I purchased, my little boat-sale fund was quickly exhausted. On New Years Day of 1992 I made my first Constant Camber panel.

Working at night, I built the ama (or float) panels by myself at the rate of one every two weeks. The main hull panels used four layers of veneer instead of three, and I recruited a co-worker for four Saturday mornings to help me with these. Laying up the panels on the mold, spreading the epoxy and getting the vacuum bag in place within the working time of the epoxy was always a challenge, but the end result was well worth the effort.

When the last layer of epoxy was spread, the veneers were in place and the vacuum "bag" was sealed, I would turn on the vacuum pump and watch the veneers get sucked together into a smooth, fair panel. The biggest revelation came when I joined the panels together to make the hulls, other than pinching them together at the stems, there was no "torturing" involved, they just seemed to pull themselves into place over two simple formers.

As I stitched the hull sides together with copper wire I checked the keel line with a plumb bob suspended from the ceiling, and the alignment was as perfect as I could hope for. With some epoxy fillets and glass reinforcement over the keels, all three hulls were done by the summer of 1992.

The amas were set aside while the main hull bulkheads were constructed. These two bulkheads would take all the loads from the crossarms, mast and folding mechanism. Summer 1992 slipped away as I installed the bulkheads and built the centerboard trunk and cockpit sole. The akas (crossarms) came next. The plans included full-sized patterns which I transferred to 3/8" ply. Onto these I laminated fir stringers and blocking for the folding struts. Later, triangular plywood webs and fairings would be added to create the box-beam crossarms.

With the akas ready, it was time to assemble the hulls and crossarms into the finished boat. I once went to a hull assembly for a large cruising multihull where this was accomplished in a few hours. With my little daysailer I lingered over this task for three weeks, constantly checking and re-checking the alignment of the hulls before bonding everything together to insure that the folding system would work smoothly.

The folding hinges themselves were designed to be home-built. I had the heftier pieces of stainless steel cut and drilled by a local machine shop, but did all the aluminum work myself. I found that aluminum is pretty neat stuff for the home boat-builder. I could easily buy it in sheets from the local machine shop and, although I didn't have the capability of welding it, I could cut it with a jig saw, and it was easy to drill and tap.

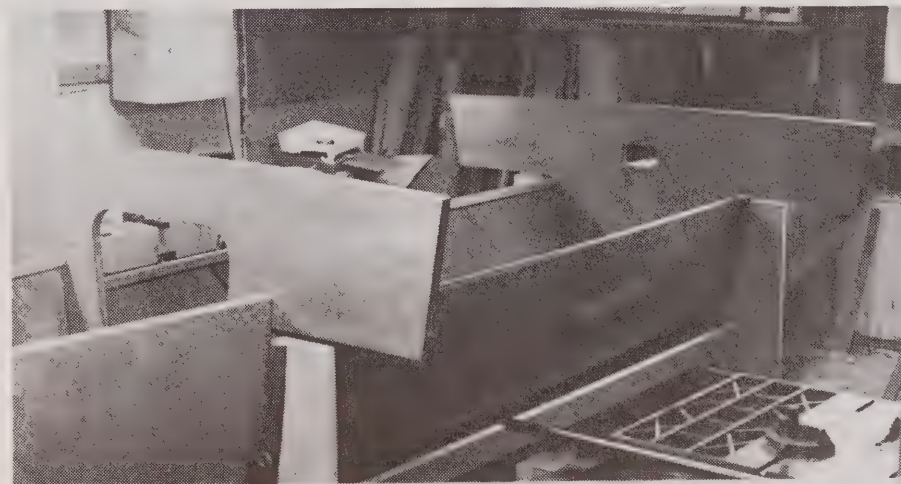
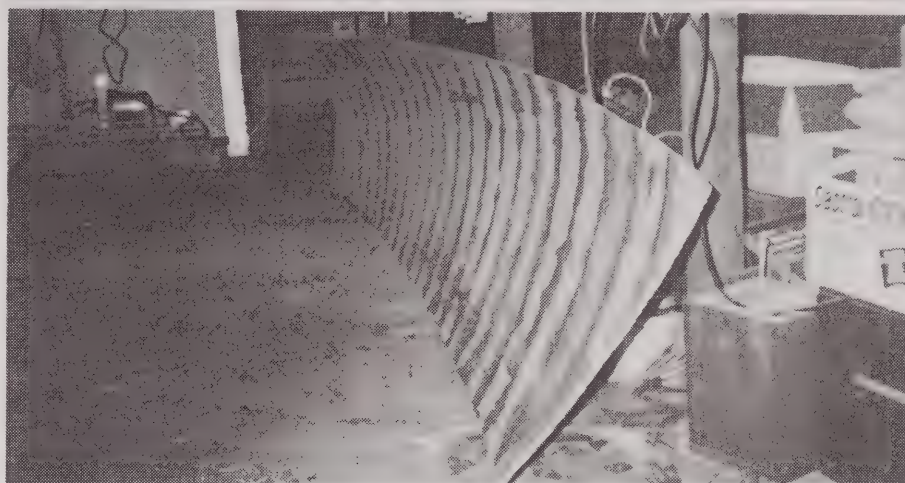
The three hulls were now fully (although temporarily) assembled, and they filled my little shop from wall to wall. With amas and crossarms bonded together and all the major structural work done, I was ready to deck the hulls. Although it would require extra labor I decided to make the decks cambered over laminated frames. Since cambered decks were an option in the plans, I called John Marples to ask what he thought of my idea of using two layers of 4mm ply laid in opposite directions.

If I had been listening more closely I would have heard a little hesitation creep into John's voice, he suggested that it might be a little tough to bend the ply into shape. Nonsense, thought I, what could be easier than bending that floppy stuff? Well, that floppy stuff developed a new personality when bent to follow the camber of the deck and the curve of the sheer at the same time.

With lots of coaxing and ring nails I finally did it, but it wasn't easy. My first instinct, which was to use strips laid at 45 degrees to the hull centerline, seemed like a lot of extra work at the time but would have been quicker and easier in the long run.

By now it was the summer of 1993 and my launch date was coming up faster than my progress. Fortunately it was one of the rainiest summers on record, but a beautiful fall still found me working late into the night. For the finish I really wanted to use a two-part linear polyurethane, but didn't want to spend the money for the mandatory forced-air safety equipment needed to spray it. I therefore selected a paint (Interlux Interthane Plus) that could be applied by brush or roller, which minimizes the toxic effects. The gloss and durability is superb, but I found that the surface prep must be immaculate as it tends to magnify even the tiniest imperfections. It was also expensive, but I'm not planning on repainting for many years.

Still clinging to an optimistic work schedule, I felt that it would be an easy



Right from the top: The constant camber mold with a panel in place curing. A constant camber panel just off the mold. The main hull with two bulkheads installed. Note passageway to forward cuddy. The cockpit from aft. Note large epoxy fillets.



lope through the winter of 1993-1994 to an early spring launching. During this time I finished painting the amas and built the rudder and centerboard. The plans called for a home-built trailer made of steel tubing and wood, but with the constraints of time I arranged to have an all-steel trailer frame built for me, while I made the transverse bunks which would support the boat at each bulkhead.

As the third summer since the start of my project approached, my determination to launch the boat became obsessive. The mast and rigging had been procured with the help of Bob Roecker, a member of our local multihull club. Sails (main and jib) were made by David Bierig and were also ready for action.

With the first warm weather of spring the pressure was really on, but the little setbacks which cropped up at the end seemed to multiply with each passing week. The launch date move back so many times that my credibility with friends and family was openly questioned. Fourth of July seemed like a good target, so I shot for that, but the final mounting of deck hardware stymied me yet again.

The following week my friend Nick called to enlist my help at a hull-turning party for a 40' tri being built in our area. Wish I could help, I told Nick, but I'm launching my own boat this weekend. Nick was skeptical, but pitched in to help as I drilled for deck hardware and installed the traveller.

The boat was now outside with the mast raised, so I mounted fluorescent lights on the boom and worked through the night. For three days I made the final push, sleeping less than three hours the whole time. As the sun rose on Sunday morning I installed the netting between the hulls. Sunday morning turned to afternoon, and I began to despair that I would miss another self-imposed deadline, but Nick urged me on, and late Sunday we lowered the mast, folded the hulls and set off to Portland for the launch.

By the time we arrived the launching ramp was chaos. Three lanes of jet skiers and ski boaters jockeyed for position to pull their craft out after a long weekend. By trying to launch rather than retrieve my boat I was going against the flow of traffic, and it didn't seem to be appreciated. Tempers were short, and I did the best I could to stay out of the way while I prepared my tri for its launch. We seemed to be enveloped in a black cloud of irritability and outboard smoke.

As I tried to back the 17' wide craft down the ramp I was cursed by the few assembled powerboaters who weren't already arguing with each other or trying to cut in line. A marine police officer smiled and shook his head in sympathy with my predicament, but was helpless in the face of such pandemonium. The moment my tri floated clear of the trailer Nick took the lines while I quickly pulled truck and trailer to safety.

Left from the top: Marking out the akas. A complete ama is in the background. Shaping the centerboard, rudder in background. Ama ready for decking. Note blocking midway between the amas for starboard shroud. Preparing to join the hulls. Note the interior framing of the akas.

After two and a half years of work I would finally get to see my tri afloat. Nick had the outboard ready for a quick getaway, but not before I saw what I had been waiting so long for, she floated, and perfectly on her lines. I hopped aboard, we cast off the lines and we were free.

It was almost dark and the previous few days had left me weak and bleary eyed, so I reluctantly decided not to raise the sails. We motored to a nearby marina where I had arranged moorage, quickly tied up and my wife drove me home where I collapsed in bed. I made a brief appearance at my job the following day but snuck away in the early afternoon when Nick and I met with our wives at the dock.

We motored out into the Columbia, raised the sails and were under way. As I held a celebratory paper cup of champagne in one hand and the tiller in the other, there was no question that it had all been worthwhile. Maybe it was a little boat, but even a little boat can seem very large when looked at from the right perspective.

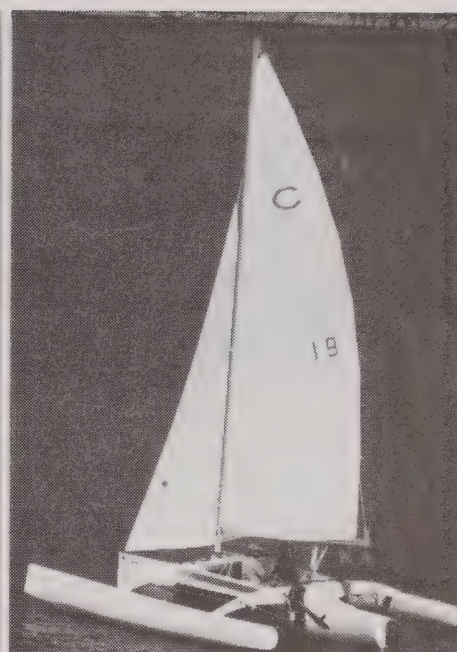
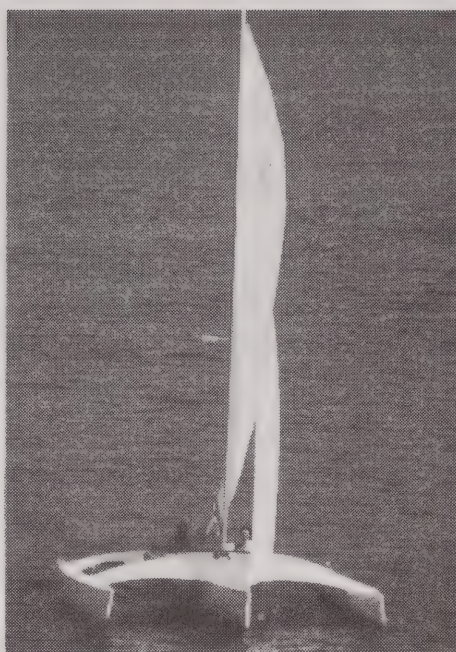
Over the remainder of the summer I found her sailing performance to be exceptional. She tacked confidently and easily and was consistently one of the fastest boats on the river, even under my inexperienced helm. Under sail or motor her long, narrow hulls slipped through the water leaving an almost imperceptible wake.

Her cockpit was large and spacious, but most guests quickly learned to stretch out on the netting, where the aft cross-beam provided a headrest. In even a moderate breeze the windward ama would hover about a foot above the surface of the water as we sliced through the oncoming swells. I hadn't yet made a real boom tent but would sleep on the seats with a tarp stretched over the cockpit. It was a wonderful summer.

I found that sailing on the Columbia almost always involved heading directly with or against the wind. Upwind the large centerboard helped her to point as high as almost any keelboat. For sailing downwind in the light conditions that are typical of our area, I decided to add to my sail inventory. With their stability and wide sheeting base, trimarans are the ideal platform for a spinnaker.

Over the winter of 1994-95 I built a retractable bowsprit out of aluminum tubing, which extended through the side of the main hull a few inches behind the stem. By pulling a line from the cockpit the bowsprit would extend 3' to make an ideal attachment point for a large, bright purple and black asymmetrical spinnaker. I mounted stand-up blocks on the amas so that the sheets could be routed to the cockpit. I found that even in the light summer winds I used the motor infrequently, and would commonly be the only boat on the river sailing.

Thus my trimaran odyssey comes to the present. I'm happy with my choice, and don't see many boats of any type for which I'd trade my little tri. Should any readers of *Messing About in Boats* have any further questions about my experience building the Cyclone 23, feel free to write to me at 7811 NE 88th Street, Vancouver, WA 98662.



Not only is my Cyclone 23 fast and comfortable but she is also a graceful craft.

Next Issue:

We look at two mini-tris, 10 footers for personal multihulling, John Marples' Seaclipper 10 and Dennis Davis' Blues Trio.

Feedback:

We're beginning to hear from readers about their experiences with trimarans, and here are two early responses.

Training Wheels

By John Mullen

I have been sailing with my friend Andy Green for over 25 years. We have messed around on a lot of boats and sailed many thousands of miles together. Having broken a hip and passed the age of sixty, Andy and his wife Joyce decided to stop working so hard at sailing and take it easier on a "boat with training wheels". They sold their 50' monohull and bought a 40' trimaran in Annapolis and sailed it back to their home port of Port Arthur, Texas.

On the last weekend in October my wife Anne and I were very pleased to join Andy and Joyce for a 200+ mile sail from Port Aransas, near Corpus Christ, back to Port Arthur. My built-in monohull clock figured if the wind was reasonable and not on the nose, the trip would take 30 to 36 hours.

We started off in a light southwesterly breeze and only put up the small (lazy) jib. I was pleased to see that we were making a surprisingly easy 6 knots for the first hour or two. The wind stayed southerly and built a bit as the miles slid past. Without changing the jib, and only occasionally tweaking the sheets, we pulled into Port Arthur in less than 22 hours, having averaged over 9 knots, 12 knots for the last 6 hours, with long spurts of 16-18 knots.

When we were putting away the boat I noticed a can of WD-40 sitting on the dry deck right where I had accidentally left it when we were leaving Port Aransas.

I asked Andy how the sail down to

Corpus had been. He got a big smile on his face. Two weeks earlier he and his son Lee and two friends had entered the Galveston to Corpus Harvest Moon Race. It turns out that Andy's boat with its training wheels was first to finish of the 189 boats, setting a new course record, averaging over 12 knots. The second boat to finish came in over 2 hours later, an 85' around-the-world maxi with a crew of 26.

Believe it, folks, training wheels make a big difference!

Just Ordered a Tri Kit

By Richard Shepherd

Your Commentary in the October 15th issue was very well written and especially interesting to me. After eight years of sailing my Sea Pearl 21 monohull, I have just ordered a trimaran conversion kit for it. Marine Concepts has done a good job on this rig, making it very convenient to retract for harboring and trailering as well as providing excellent stability and increased boat speed. Utility of hull space has been improved and it looks good. Who could ask for more from an already great little day sailor and shore cruiser?

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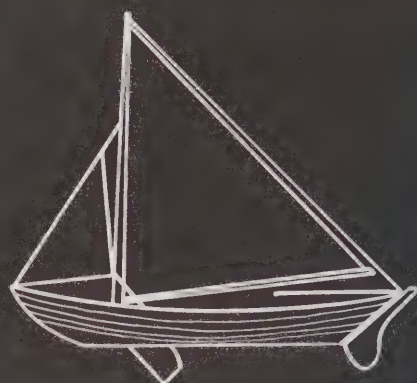


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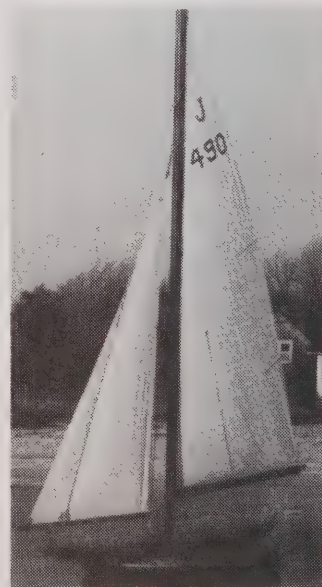
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Don't forget, it is not too soon to order your traditional rowing/sailing skiff or dory, or perhaps motor skiff, for next season. Hope to hear from you.

Doug Scott



Bolger on Design

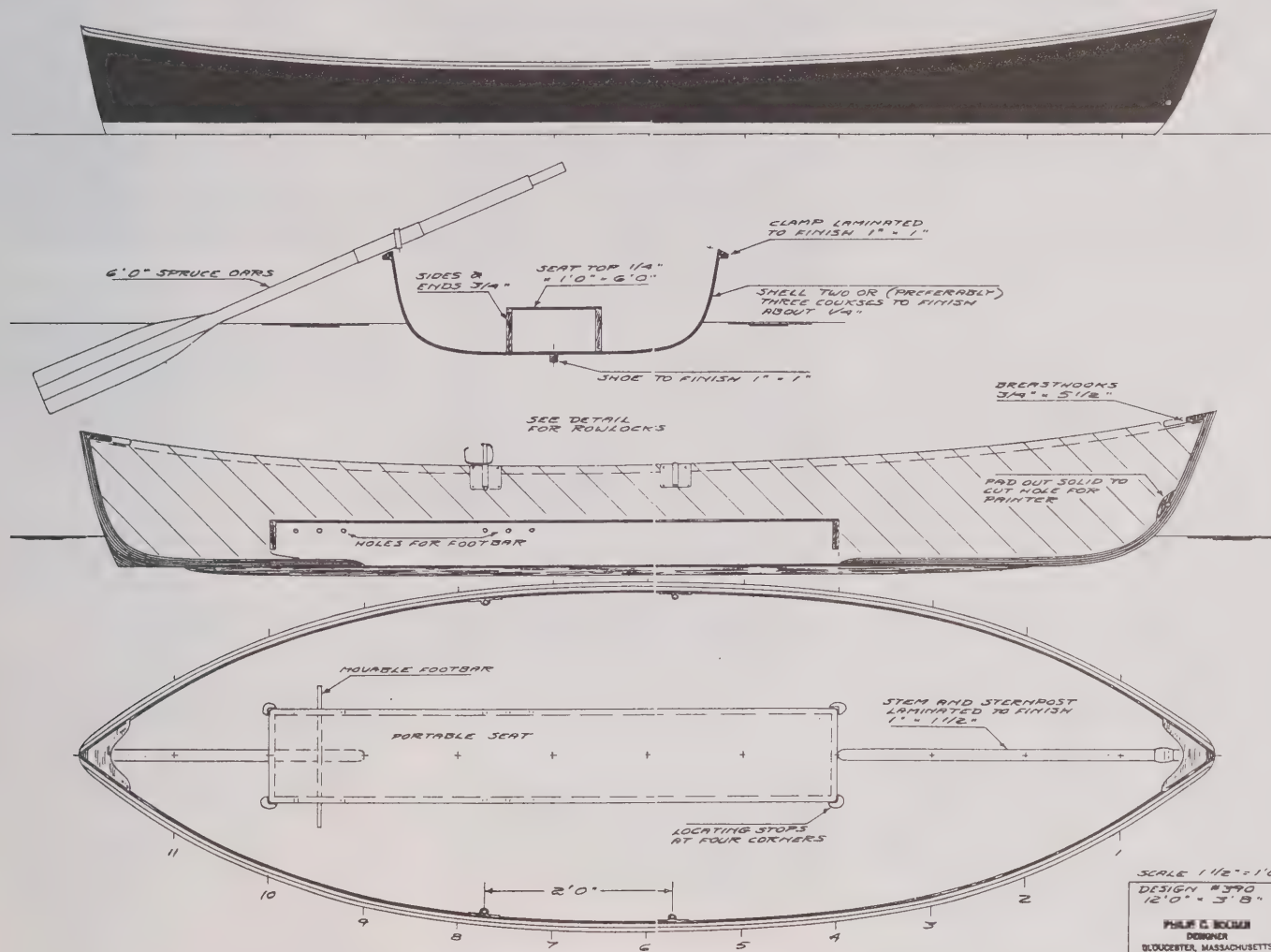
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enough to move around in freely in spite of weighing only 75 pounds. Hard bilges with bearing carried well forward and aft, and plenty of reserve buoyancy in the ends, make her quite forgiving for so light a boat. With the seat removed it was possible for one person to lie down in her fairly comfortably; there was some thought of using her for a beach cruiser.

The shallow hull with the "bustle" stern shape could be rowed faster than most boats of her 11'1" waterline length. The coldmolded construction was expensive and, with no framing as shown, rather flexible. The shape would be tricky to build by any other one-off method on account of the hard twist from flat to plumb in the bottom aft.



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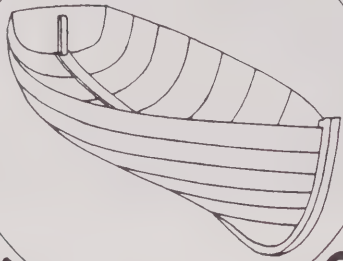
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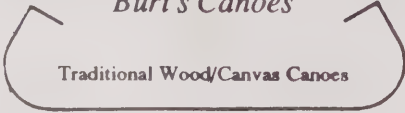


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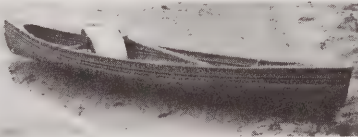
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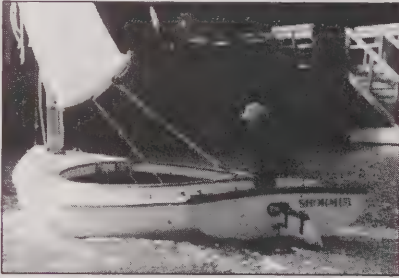


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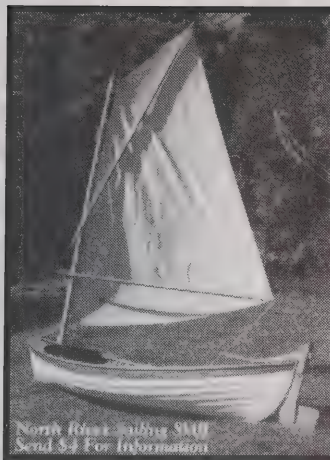


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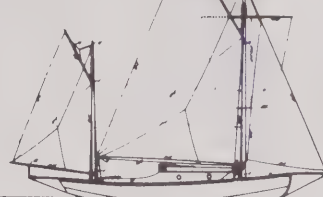
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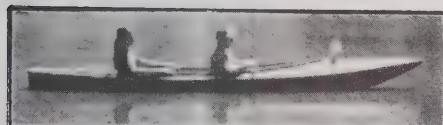
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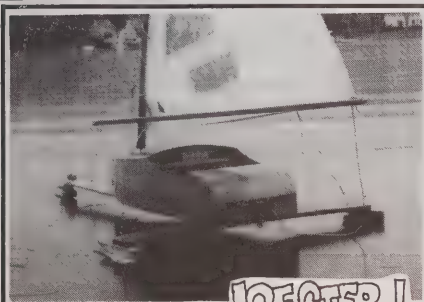
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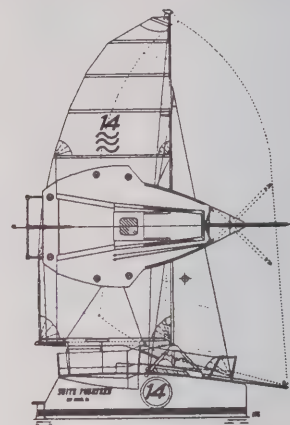
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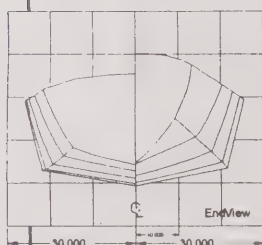


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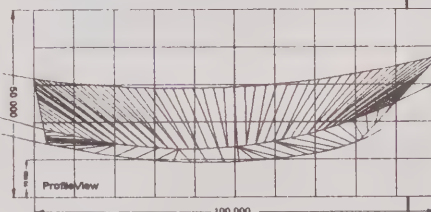
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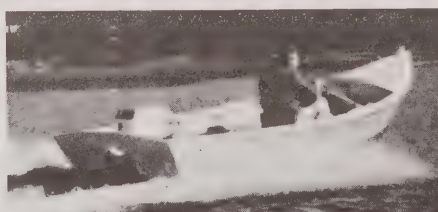
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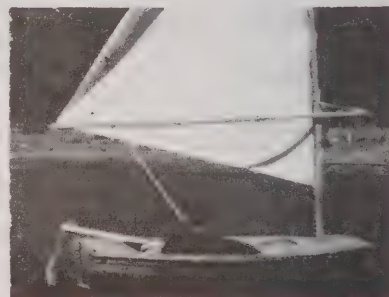
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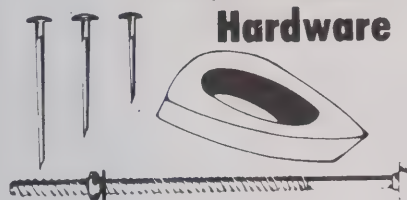


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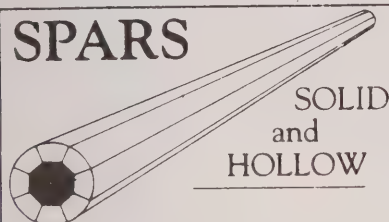
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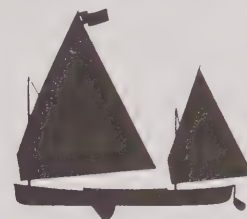


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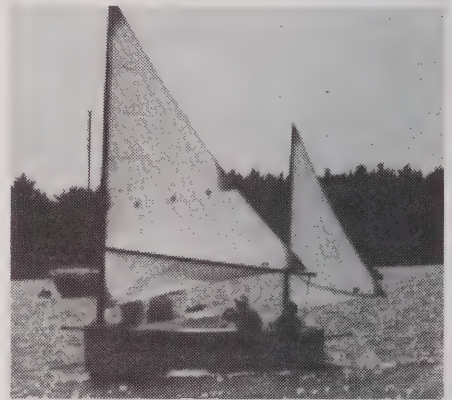
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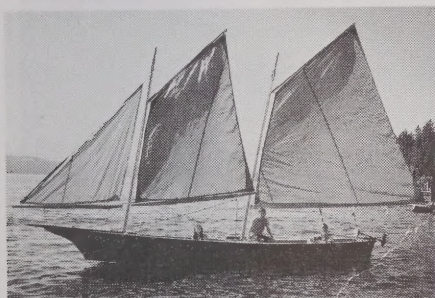
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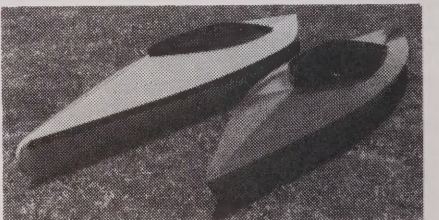
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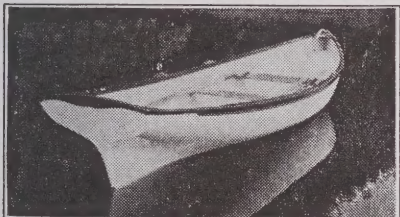
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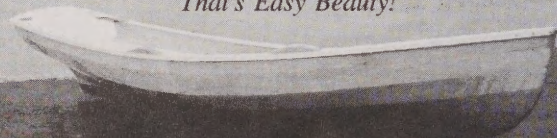
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