

Special Features This Issue
Multi-Oared Rowing is Alive & Well
Four New Boats from Jim Michalak



messing about in BOATS

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In Our Next Issue...

There will be a bit more room to fulfill wild promises now with 40 pages. Alan Glos tells about "Taming the Rails of Death", Kenneth Ong warns us "Beware the Lee Shore" and Paul Gillis recounts "The Crabs Columbus Day Cruise". We may even begin serialization of Paul Schwartz's "First Cruise of the Season", an Atlantic crossing as a season opening adventure.

Warren Millburg waxes nostalgic in "Yard Queens & Other Passions", John Smith describes "A Truly Instant Boat", and James Flint details "Building the Swamp Yankee".

From England comes Conrad Natizio's "Oystercatcher", from Canada Adam Zielinski's "Designs for Modest Budget Builders", and from Joe Dobler we learn about his "Triad Planing Amas Trimaran". Phil Bolger presents his "65' Pinky Schooner", and backing these up W.G. Hall describes "Designing Plywood Boats" by using a computer.

Amongst the techniques revealed will be Garry Cerrone's "Molding Epoxy/Glass Vents", Mike Briggs' "Practical Way to Avoid Breathing Shop Dust" and "Handling Epoxy", and Gerard Van Wyk's "Perfect Rowing Mirror".

More pages for '96, more room for all the good stuff you send in.

On the Cover...

Another young small boating enthusiast in action, this time in a big pulling boat pulling a big sweep oar. Lots of inner city youth are involved in Ed McCabe's ongoing multi-oared rowing program at the Hull Lifesaving Museum, and he tells us more about it in this issue.

Commentary...

The ongoing trimaran series I am running has been eliciting interesting responses. Thankfully, nobody has taken me to task yet in an outraged manner about my current infatuation. The majority of you who think of boats properly having but one hull have been very tolerant of my aberrant, perhaps, digression into three hull boats. Thank you.

Reader David Keith of Canada speculates on the "You write to us about..." pages in this issue about how my "trimaranitis" might have affected delivery of his magazines (he didn't get his December issues). But most of the responses directly aimed at the trimaran series have been from readers who have been building or sailing, or even designing, their own versions. Some of these are beginning to show up in the series mixed in with the professional designs, as is the case in this issue with Ken Currie's "Designed for Comfort, not Speed" creations.

Home designed small boats are hardly novel, we've had many of them on these pages over the years. While some small boat enthusiasts are extremely careful and concerned about getting their boat correct in terms of its hydrodynamic characteristics, either by paying a professional to build their boat or by building it themselves from professional designs using accepted boat building techniques and approved materials, the free spirits get caught up in a dream and rush ahead to create and cobble together whatever it is they see in their imagination, apparently without wondering why there are people out there who spent a lot of time and money studying naval architecture so they could design proper boats.

Dick Newick, who instigated this whole trimaran thing as I've mentioned before, comments that, "the average citizen would not treat himself for hypertension, represent himself before a jury in court, design and build his own aeroplane, automobile, skis or tennis racket, but cheerfully designs and builds his own boats!" Dick goes on to point out that the end result of such amateur designing is too often disappointment if not outright disaster.

He asks rhetorically, "Why is it that yachstmén, almost alone amongst sportsmen and hobbyists, cheerfully jump in over their heads, so to speak?" But then he goes on to admit, "Perhaps I understand, having gotten hooked in this business myself under similar circumstances.

It's heady stuff, a fantastic ego trip when one's creation is more or less of a success."

Well, Dick has spelled it right out. Having serious concerns about the integrity of boat designs as a professional multihull designer with world class successes over a long career, he can still recognize the incredible rush that comes to those of us who decide to design and build our own particular concept. It is heady stuff. And, of course, if it flops, it's the disappointment or disaster Dick also recognizes can be the end result of such presumptuousness.

The charm of our small boat world to me is the freedom it does offer those of us with free spirits to follow our dreams to wherever they may lead. As long as we're confining this risky business to ourselves, with maybe unsuspecting relatives or friends drawn in, all the heady exultation and crashing discouragement or disaster has to be absorbed by us. I don't recall ever hearing about anyone being rescued at seas from a faulty home designed and built small boat. But moving on from a design for personal consumption to marketing it to others is more presumptuous. Putting others at risk is where the professionals in boat design have solid grounds for concern.

By turning our attention to trimarans after some nudging, we've opened up on our pages a broader view of what possibilities exist for home designing and building small boats. *Multihulls* magazine, which has been around over 20 years to give the multihullers, pretty much ignored by the mainstream boating press, some inspiration and their own place to communicate, has not, in the last couple of years I've been reading it, had much to say about small homebuilts (let alone home designs), they seem focussed on bigger stuff, professional designs, major league ocean cruising, racing.

So probably trimarans are here to stay on our pages, after this highlight series runs its course they'll become just another part of the ongoing contents. And, there's more! Reader Bill Shuter of Glasco, New York, chastised me in a recent letter telling me, "I think you missed the boat by not including catamarans in your trimaran review." He backed up this opinion with a good story about his Sùletto 27. An even broader viewpoint seems ahead for us.

Boating Safety...

We'll Probably Never Know

What happened

By Bob Whittier

Crews look for boater

Man drifts away off Plymouth beach

By Robert Sears
The Patriot Ledger

PLYMOUTH — A 27-year-old Middleboro man disappeared yesterday off White Horse Beach.

Rowan Vanbuskirk was in a 16-foot boat while two companions were scuba diving about 10 a.m. When they surfaced, they saw Vanbuskirk drifting south in the boat.

The other men, Larry Rosenberg of Stoughton and Richard Bradbury Jr. of Middleboro, swam to shore and called the Coast Guard.

Bradbury said he and Rosenberg had been diving for lobsters for about six minutes. When they surfaced, the boat was about 500 yards away.

"We yelled and waved our arms, but he didn't look at us. He looked like he was fishing on the other side of the boat," Bradbury said.

He said he had no idea why Vanbuskirk and the boat, which had been anchored, drifted away.

The two divers tried for an hour to swim to the boat, but it kept drifting away.

"We decided if we were going to survive, we'd better head for shore," Bradbury said.

Bradbury and Rosenberg were wearing protective suits, but with the water temperature at 53 degrees, Bradbury said his hands became numb.

They began to swim to shore and reached the beach at 2 p.m.

The wind was blowing at about 20 mph and waves were two to three feet.

Bradbury said he swam on his back most of the way.

"I looked up at the sky and kept saying to myself, 'I'm going to make it. I can do this.'"

Bradbury said the boat had not experienced any engine problems on the trip out and that as far as he knew, Vanbuskirk had not been ill.

The three men have known each other for years, he said.

Coast Guard helicopters and boats searched all day and evening without success. The search resumed at daybreak.

"Time is certainly crucial in finding Mr. Vanbuskirk, given the weather conditions and the fact that he was traveling in an open boat," said Lt. Cmdr. James McPherson, a Coast Guard spokesman. "We're using about as many possible rescue crews as we have available."

This news clipping from late last fall once again emphasizes how ignorance of small boat safety practices and lack of effective efforts to instill safety knowledge in many small boaters' minds brings about tragedy. Of course the men involved were divers, not yachting types likely to sign up for available boating safety courses.

We'll probably never know what happened, later articles told of finding a wetsuit from the missing boat still on its hanger, caught on a lobster trap, which led to a further search by divers in the area where it was discovered, without results. The man is obviously gone. Considering the southward set of current along this coast I won't be surprised if someone chances upon his remains someday on the shoreline of Sandwich or Barnstable.

I have a few thoughts as to what might have happened. I wonder if the victim went to the stern of this 16 footer with 125hp on its transom (according to later newspaper reports) to try to start the motor, and the combined weight of motor, tank, battery and man pressed the transom down causing him to lose his balance and fall overboard.

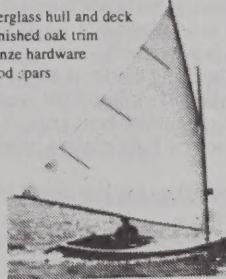
The ongoing newspaper reports during the search made much mention about the assortment of safety gear aboard this boat. My guess is that it did this man no good because he fell overboard while moving about in the boat, perhaps as I said going to the stern to try to start the outboard.

It's hard to understand what a 125hp outboard (assuming later newspaper reports were accurate) was doing on a 16' boat. Put a 125hp outboard, a full six gallon gas tank of over 50lbs, and a battery of another 40lbs or more in the stern of a 16 footer and you get a boat that, when adrift, will float stern down and tend to "sail" off with the wind. With the bow downwind following seas will slop aboard easily over the stern.

The 8' seas reported on the following day could have sunk the boat somewhere along its drifting way. As it was reported to be white with a blue bottom, it would be just about im-



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possible to spot from the air or larger search vessels in such seas.

Another basic truth about coastal outboard boating that I've never seen in the safety literature is keeping wind direction always in mind. An offshore wind where you are will blow you out to sea if you lose power, an onshore wind will blow you onto the beach. I've seen nothing mentioned in safety literature about dealing with coming ashore in this situation on a rocky coastline.

Every spring I paint and prepare a big wooden skiff for a man in my town. It has a short foredeck. Under this deck is a shelf on which a six gallon gas tank rests to keep it above the salt water on the cockpit sole. Life jackets are stored under this deck in front of the tank. The tank fits so snugly under the deck that it is a tussle to get it out. Thus the life jackets are effectively locked in place.

I spoke to the harbormaster about this. He replied, "What can I do? So long as he has the jackets onboard he's legal. The rules do not clarify what is and is not "accessible" in the Coast Guard's eyes."

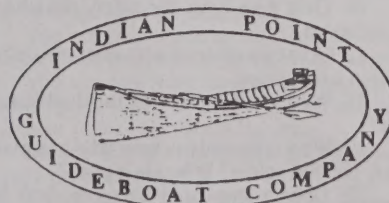
(Bob Whittier was a regular boating feature writer/columnist during the 1960's for national boating publications, and has written several books on small boating, particularly outboarding. He is a confirmed believer that the big boat outlook of the Coast Guard and its adherents fails to truly understand the nature of safe small boat operation).

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You write to us about...

Your Experiences...

Selling a Boat Story

You may recall that we had a Dawson 26. You ran an article about it way back in 1988, I think. It was for sale for over a year. We sold it last February. But therein lies a story.

The boat had been on the hard for more than a year, costing money and getting worth less every day. People with boats for sale do not sufficiently appreciate how much it costs them to keep a boat while they try to get the best price, both in costs of keeping it and depreciation and deterioration.

We spent many hundreds on advertising, and much time replying to several nibbles, but no bites. I mentioned the boat on the Internet in rec boats. A man in the state of Washington expressed interest. Correspondence ensued, photos, specs, etc. He bought it, sight unseen. Then he had a trailer built to order at a cost of some \$3,000, hooked it to the back of his camper pickup and dragged it from Washington to New York in February.

I first laid eyes on the new owner at a gas station across the highway from LaGuardia airport. Shortly thereafter, he first laid eyes on the boat at Glen Cove. After inspection, he handed us the cashier's check for \$6,500 he had brought with him.

The great batteries I had promised him were dead. The yard charged us to maintain them, then did not. I gave the buyer back \$100 for the batteries and extracted \$100 from the yard.

He stayed with us a couple of days while we got the boat ready for transit. With the boat off the blocks, mast unstepped, loaded on to his trailer and tied down he set off for the Gulf of Mexico on a rainy February night about 11pm, and our last sight of *Yeraz* was her name on the transom flashing by in our headlights as he headed for the Verazzano Bridge. She sure looked big.

We learned later that he made it to the Gulf, went sailing for a week and had a great time (the engine even ran though the fuel tank was slimed up), then loaded her back on the trailer and dragged her home to Washington. There she has sat in his farmyard ever since. He plans to trailer her to Mexico when he can get away from farming. I mentioned to him that he had already bought the farm, to which he replied "For me heaven better be a condo"

Peter Brennan, New York, NY.

Dawn Row

Here's a poem I hope you might like which arose out of never fading childhood memories of rowing in Hampton Roads over the sandbars at half tide, when the waters were clear. My current rowing is in an Alden shell.

the oarblade seems
resting in the water
moving aft

I'm at rest in the boat
the moon above seeming
to move with my rowing
I'm at rest
with the fading moon

rowing against the tide
at the tide's own speed
I'm at rest over the bottom
suspended between
moon and creekbed

only the water moving
I'm silently going nowhere
seemingly

Charles Hewins, Philadelphia, PA

An Old Sea Scouting Quiz

Glad to see the article on Sea Explorers, or Sea Scouts as old-timers will remember them. I have been associated with this senior part of the Boy Scouting program for many years, it does good work in teaching young men and women about maritime life.

Cleaning out old files recently, I came across a quiz we used at a regatta some years ago. The winning Ship correctly answered 19 of the 20 questions; they missed on question 2. Can your readers do as well?

Nautical Quiz

1. Someone on the marine-band radio is talking about a May Day and it is June 6. What's up?

2. What's the meaning of the old sailor's rhyme "worm and parcel with the lay. Turn and serve the other way?"

3. What should the tongue weight of a trailered 19-footer be?

4. What color is a buoy on the left side of the channel entering Manchester Harbor?

5. What's a Day Marker?

6. If you put a screwdriver near the compass, does it change the variation?

7. How deep is a fathom?

8. How long is a league?

9. If you're heading north at night and you see a green light and a white light nearby, in what direction is the other boat going?

10. Does a buoy or light always indicate danger?

11. What's the flag for the small craft warning look like?

12. What's the Danger Zone? (Give measurements).

13. The letters "I QK FL" are next to a lighthouse symbol on the chart. What are the characteristics of the light?

14. You have broached; what happened?

15. You were pooped, what happened?

16. Give five rules for safely refueling an outboard.

17. Give two reasons why tides are extra high in a hurricane.

18. Who or what receives the double salute?

19. Who is the only person who can give a left-handed salute? When is it used?

20. Does a ship have a deeper draft in salt water?

Hugh Ware, Manchester, MA.

Back to the West Coast

After a one year leave to live on the east coast, where I managed to get out boating over 80 times in my Yankee Tender and Wee Rob, I've moved back to Oregon to teach. I'm already contacting traditional small boaters in the Portland area.

Peter Keyes, 301 SW Lincoln St., Apt. 1409, Portland, OR 97201.

Your Projects...

Woodframe Baidarka

I do white water kayaking, I'm a recovering raft guide and I have built some woodstrip canoes. I now plan to build a wood frame baidarka ala Wolfgang Brinck's book, *The Aleutian Kayak*.

Keith Backlund, P.O. Box 1774, Des Plaines, IL 60018.

About Toad Hall Delays

My progress on *Toad Hall* was stalled this past summer as I got roped into renovating all of the interior woodwork of a burned out house when a contractor friend had a problem finding anyone else to do the work. This took a lot of time.

But, what took even more, however, was the detail work on *Toad Hall's* accommodation. After I finished the house it took only two weeks to build the bulk of the accommodation furniture. It has taken three and a half months since to finish it! The amount of time that boatbuilding books say you will spend on the accommodation is absolutely correct!

All that remains now is for my wife to sew up the bunk cushions and for me to weld up the fireplace and plumb the sink and head. Everything else is finally finished. I will send in a complete report as soon as I have completed these things.

David Goodchild, Philadelphia, PA.

Just Moving Slowly at Rivers West

Winter is a slow time at RiversWest here in Portland, OR, no heat. But Alan Koesness is just finishing planking his Swampscott dory, Jim and Christian are fitting out a C-1 racing canoe, Mike Viers is making a sail rig for his 15' sloop, and I'm starting an electric powered cruiser. So there is activity, we're just moving slowly.

My cruiser is to be styled like the old Lake Union Dreamboats, but only 24' long. She will have a raised deck forward and an enclosed cockpit/pilothouse. I'm beginning with a strip built steam launch hull built by Elliot Bay Steamlaunch, and a traction motor from an army surplus fork lift, and various bits and pieces I've collected lately.

When finished, years from now, she should run silently for eight hours and be trailerable and provide us with three bunks, a galley and an enclosed head.

Dan Pence, Portland, OR.

A Double "Sweet Dream"

I love attending the Mid-Atlantic Small Craft Festival at St. Michaels and seeing all the great boats, and wish I could build them all.

Last October there I talked with Phil Green and Mark Pettingill extensively about "Sweet Dream", their folded ply canoe design. I plan to buy Mark's book and build a slightly larger version. Paddling with my wife sounds like it would be great fun and this canoe will make it possible.

John Laudadio, Columbia, MD.

Hope to Complete in '96

This is a photo of my Nancy's China (Sam Devlin design) under construction in my garage shop. I have been working on this boat since October, 1994 and hope to complete it in '96.

I plan to use it for West Wight Potter type cruising.

Larry Applebaum, 4646 Spring Dr., St. Louis, MO 63123.

Should Have a Busy Winter

I have just signed a contract for a 15' pulling boat and have a serious inquiry for a 10' Lawton yacht tender. With these and a partial restoration of a Herreshoff Prudence, I should have a busy winter.

Chris Stickney, Boatbuilder, P.O. Box 1146, St. George, ME 04857, (207) 372-8543.

This Magazine...

Readers' Ads Do Work

I want you to know that the readers' ads do work. Through the last few years I've provided a man in Vermont with Folbot rudder castings. They were no longer available and I had them sitting in my garage for ten years. We traded, he received the castings, I received some Vermont maple syrup.

Recently I bought a 255sf gaff main-sail from a man in Connecticut and was pleased with my purchase.

Rick Ramsey, Ft. Wayne, IN.

A Word of Warning

Not long after paying for a long term subscription renewal to *Small Boat Journal*, it went to hell. I'm still circular filing copies of its successor which features metalflake gelcoat personal water-craft and the like.

As a birthday card to my father-in-law (mid-70's) so aptly stated, "When one grows older temptation becomes easier to resist...but more difficult to find." Since *Messing About in Boats* presents one of those later in life temptations, I'm ordering a year's subscription. Please don't let me down like *SBJ* did.

We have a 40' sloop parked near Annapolis, which our new 3 months old daughter has not been onboard since last June! Perhaps reading *Messing About in Boats* will inspire us to to renew that experience.

I plan to build my third wooden kayak this spring and will paddle it out of Marion, MA, in June or August if it's finished in time.

William Brown, Pittsburgh, PA.

Onto the World Wide Web

What a great magazine. *WoodenBoat* is a brilliant publication but I was wondering where the real gonzo's are.

The local Kent County Library has me putting together some Internet access plans for them, basically classes for the community. I've decided to create a simple World Wide Web page separate from the official library pages. It will concern itself with small boats, this being the Eastern Shore after all.

It will link various sites like *WoodenBoat*, list books, magazines and other related materials, as a sort of small boat reference. If you can spare me several back issues I can get *Messing About in Boats* listed on this Web page.

Craig O'Donnell, Betterton, MD.



Cavalier Seamanship

I enjoyed the saga of the trip from Essex, MA to Rockland, ME in the "Harold & Chrissy" story by Bill Woodhead (Dec. 1, 1994) but must confess, as I continued reading, a growing uneasiness with the author's cavalier attitude regarding seamanship.

Our shop newsletter (Darling's Boatworks) carried some comment on this, "The Art of Seamanship: Safety as Philosophy", discussing topics like "Forethought", "Skill Sets", "Equipment" and "There's More", which is particularly appropriate in this context.

I enjoy a good time and spontaneity as much as anyone but I feel that author Woodhead, or perhaps skipper Burnham more appropriately, carried their's to an extreme.

Stephen Page, Williston, VT.

Editor Comments: Knowing Harold Burnham, I had no reservations whatever about the way in which his last minute adventure went off. Certainly someone less at home on the sea could have gotten into big trouble in such circumstances.

Where's My Magazines?

I have not seen a copy of *Messing About in Boats* since the end of November! In other words my December issues did not come. I'm pretty sure I sent in my renewal in time.

There are some other potential reasons I hate to think about...

You repented of your trimaranitis and have moved to a mountain in Tibet to meditate upon the error of your ways.

You bought a trimaran and are even now soaring down the trades to some exotic island.

You crashed your motorcycle into your boats and are trying to decide which of you, cyclist or sailor, should sue the other.

Suffice it to say that I miss the magazine so let's get back on track.

David Keith, Apohaqui, New Brunswick.

Editor Comments: The December packets to Canada (mailed two at a time due to costly postage required for out of the country mailings) failed to be delivered to several of our 70 Canadian subscribers it appears. We replace them even though we are not responsible for what happens to them in the mails. And, I'm still here doing the same old thing. No repentance, no escape to paradise, no crashes...

Your Needs...

Looking for Photos

I am looking for photos of boats of any sort as I am trying to make scale models and need to get the small details right. As I am in prison presently this helps me pass the time and plan and dream for when I get out.

Herbert Diaz, C-86543, P.O. 4000, 20A6 Lower, Vacaville, CA 95696-4000.

Looking for Traditional Masthead Fly

I am looking for a traditional mast-head fly. The type I envision is (I think) a round metal or wooden disc on a thin gauge wire pole with a triangular cloth sail on it. The orientation of the disc would be parallel to the waterline of the boat. Can any-one help me with this?

David Wiggins, 12 Biltmore Ave., Providence, RI 02908-3513, (401) 351-3809.

12' Row/Sail Craft Wanted

I am interested in acquiring a 12' rowing/sailing boat. Any recommendations would be welcome.

Richard Hall, 1920 Aubrey Place Ct., Vienna, VA 22182-1976.

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The following is a response to your recent, provocative editorial in which you questioned the health (and future) of the coxed-boat wing of the Fixed-Seat/Open-Water rowing world. Rest easy! The ebb and flow in attendance at some high-profile events, such as the Blackburn, is anything but an indication of the waning of the sport. On the contrary, FS/OW rowing, up and down the East Coast, is undergoing a massive renaissance, involving kids as young as 10 years and affecting even us oldsters pushing 47.

Your editorial got me thinking seriously about the evolution of the work of the Hull Lifesaving Museum's Maritime Program and our vibrant sister organizations over the past few years. I am spilling forth the fruit of those thoughts here, and more may come in the form of a series, something along the line of *The State of the Sport, Fixed Seat/Open Water Rowing*. It would be great if this became a written discussion over the course of the winter.

Some definitions to keep in mind for clarity. Rowers come in two kinds, scullers and sweep rowers. Scullers row with two oars (one in each hand) and steer by peering over their shoulder and adjusting power to compensate and make course corrections. They are often also characterized by a fierce individuality along the lines of, "Harumph, I'll row my own

Multi-oared Rowing is Alive & Well

By Ed McCabe, Director
Hull Lifesaving Museum Maritime Program

damn boat!" Sweep rowers, on the other hand, are the ultimate team members, using only one oar per person and generally being steered by a coxswain. Needing a cox is a function of the difficulties of accurately adjusting with the power of one oar. (When doing so as a sculler, you drop power on the offside oar and increase with the other. As a sweep oar, without a pre-arranged signal to your mate in front of you, you'd kill yourself in the effort.) What is more germane is the wonderful power of the group-search for perfection that characterizes rowing in sweep boats.

The East Coast coxed-boat FS/OW world currently includes coxed fours, pilot gigs (coxed sixes), surfboats (coxed eights) and the ubiquitous Bantry Bay coxed tens. Generally they are owned by rowing clubs that make up crews around specific events, such as races or expeditions, as well as those who using the boats for evening and weekend recreational "messing." Rowers tend to pass fairly easily back and forth between the sweeping and sculling, but identify themselves according to

their preference. One of the denizens of the sport describes his feelings about sculling by saying that he is really happier being a Malamute in a team. Also generally speaking, most young people start in rowing as part of a sweep crew.

The 1995 Head of the Weir River Race was held in early October last year, within days of the arrival of my copy of *MAIB* in which you were bemoaning the death of the coxed OW boat. Head of the Weir River Race, our five-and-a-half-mile autumn event, often represents the end of the competitive season for the FS/OW circuit. It actually falls right in the middle of our fall youth racing circuit. Typically, the field includes single and double scullers, ocean shells and kayaks and a mixed-bag of the region's coxed boats. This year, an unprecedented number of coxed boats (seven) participated in the race.

Of those seven, four were composed of youth crews from Boston Harbor and Connecticut. That's approximately 35 teenagers, racing a five-and-a-half-mile open-water course four weeks into their fall competitive season. Many of the kids, such as the *Pilot* crew from Hull that won the youth coxed division (with a time of 50 minutes), had one to three years of rowing experience. Several members of the Hingham crew that heroically rowed in the barge, *Rainsford Island*, had first stepped into a boat five short months before the race, in spring rowing camp.

In the New England youth rowing world, the fall is our competitive season, with the rest of the year devoted to experiential academics, coastal and island exploration, seamanship and social skills development and a tremendous amount of good, dirty fun. During the fall racing season, we have begun to rank races and rowers according to skill level, 1st Boat, 2nd Boat, etc. Some races are appropriate for every youth crew. These usually are shorter, held in more benign waters, and designed to emphasize individual skill and group resourcefulness. This year, four New England youth 1st Boat crews competed in the challenging Weir River race, from Hull, Hingham, Cohasset and New Haven, CT, while the ersatz adult crews whacked around in the ten-oared *Liberte*, a six-oared barge, and one of two newly launched coxed-fours.

Most sweep boats have a number of lives occurring simultaneously. The *Pilot* is a fair example. Two youth crews might share it during after school and Saturday morning practices. Adult crews row in the evenings and early Saturday and Sunday mornings (yes, the adults get up considerably earlier than the kids on weekends). On any weekend, the boat



might be towed by water to a local youth race or over the road to a weekend adult race in Maine or Connecticut. Then there's the questions of fitting in maintenance. The Museum's rule of thumb is that kids crews have right of first refusal on any boat for any specific race, as long as they have practiced and are competent, and as long as another crew is not defending a title won at that race the previous year. Generally the youth and adult circuits are independent of one another, with notable exceptions such as the Snow Row and the Head of the Weir, in which multiple generations, even entire families, participate in different boats. Based on the superb rowing emerging from the youth circuit, we can expect to see ever greater numbers of youth crews participating in previously all adult events.

On November 18, we held The (5th Annual) Icebreaker, the New England Youth Open Water Championships, off the stern of Old Ironsides in Charlestown Navy Yard. The ten boat roster for the event included five pilot gigs, three coxed fours and two barges. The race is held in a round robin "crew-master" format in which each crew races once in each boat in its category. The winner is the crew with the lowest combined time over several runs. For example, that means that each pilot gig crew accrued times over five races over the course of the day. In the midst of the competition, we also ran an exhibition race with teensy rowers from the Charlestown Boys and Girls Club, affectionately known as the ankle biters. Ten boats, 12 crews, 11 races, 82 kids. In addition to the courage to hang in through a grueling day of racing shown by kids of all abilities, the outstanding characteristic of The Icebreaker is that there are no adults in any of the boats. Part of what youth crews must accept during the season is that, in the Icebreaker, their coaches only watch. Kids row, cox and grow.



So much of what we do with kids is to make the incredible pressure of competition palatable by instilling healthy attitudes about winning and losing and giving your all to your crew. Our crews care passionately about winning, but with no in-your-face histrionics at the finish line. Over the course of a season, heartfelt respect for teammates and opponents alike comes to the fore, especially for the youngsters who courageously take the

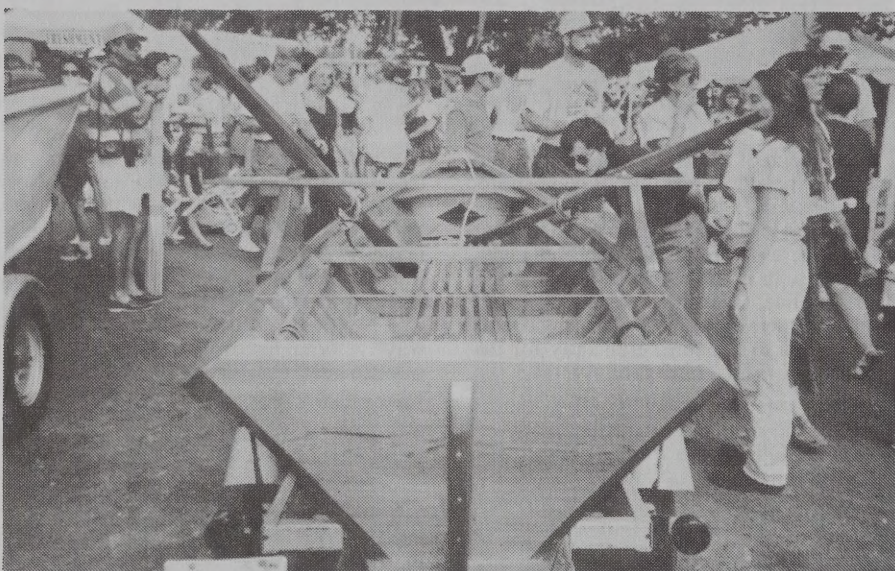
coxswain's seat. At the awards ceremony, after feting the ankle biters, we presented every young person who competed with an antique key on a ribbon, our Key to the Harbor, which invites every Icebreaker alum to row in any Museum boat at any time. As rowers, the key signifies that they have arrived.

Next letter: How did we get here anyway? A brief history of rowing since the wooden boat renaissance.





Ship's boat from the *Elissa*.



Strange sort of dory with raised oarlocks.

Dennis Bradley's Long Micro *Julia May*.



Madisonville Wooden Boat Festival

By Jim Thayer

I had been wondering about this affair since it first started several years ago. Last year Keith Merrill pronounced it a great party but maybe not an ideal selling occasion. Needing to go east, but not sufficiently organized to do an exhibit, I decided to just drop in and check it out.

The small town was pretty well parked up but we managed to find a space a short hike from the gate. The \$10 dollar fee at the official parking lot assured that they would have plenty of free space. The whole business is to raise funds for a marine museum, so you have to factor good cause into the pricing.

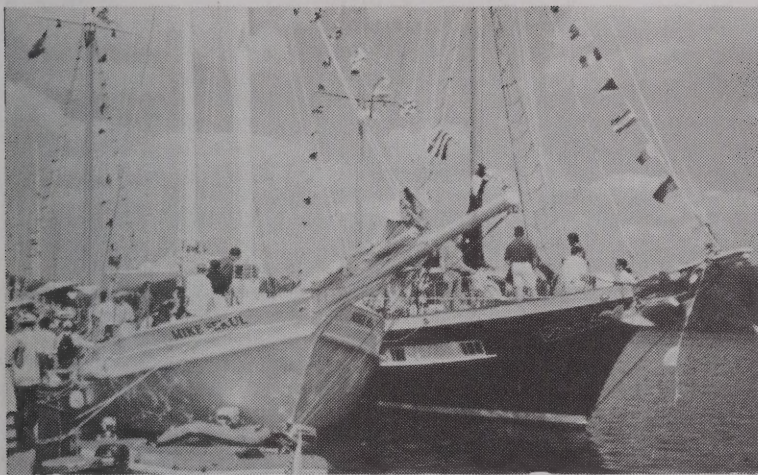
I announced myself as a member of the press and laid several copies of *MAIB* on the ticket man, thus saving a cool seven bucks. I gave the girls lunch money, promising to see them err nightfall, and plunged into the crowd.

The festival grounds consist of two blocks of bulkheaded park with perhaps 40 yards of width. The bulkhead was crowded with big wooden boats, many of them powerboats for sale. Noteworthy were a nice Spray replica and a local schooner. One boat looked familiar although her color had changed. The owner allowed that yes, she was from Annapolis, and yup, she was the ex *Grey Ghost*. There aren't many boats that distinctive and shapely. I had spent many an hour gazing longingly at her as she lay in the Annapolis city dock aft of Gerry Morton's 5 log brogan Mustang, another boat that I would know anywhere.

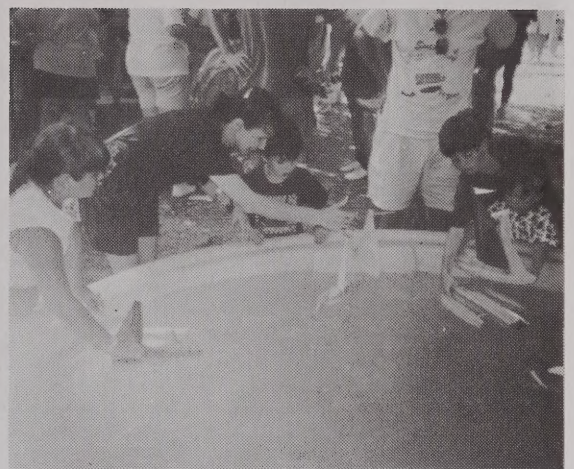
There were so many people and so little room around the quick and dirty boats that a one-way traffic pattern was strictly enforced. I don't know what the design parameters were, but obviously imagination was high on the list.

One sidewheeler was an engineering tour de force, but most were flat-bottom double enders differentiated by wild paint jobs and costume themes ranging from Elvis to OJ.

I can't remember any really commercial wooden boatbuilders but there were a couple of guys with stripper canoes. There was a pirogue with a B&S inboard mounted directly to a small prop. The builder assured me that with low powered engines there was no need for a thrust bearing.



Some nice sailboats.



Pond sailing.

Food seemed to be focus of the affair and I looked forward to sampling the jambalaya or crawdad etouffee but never got to it.

As I was completing my circuit of the grounds, I spied a big Bolger. Poking my head over the side, I was invited aboard by a smiling fellow who introduced himself as Denis

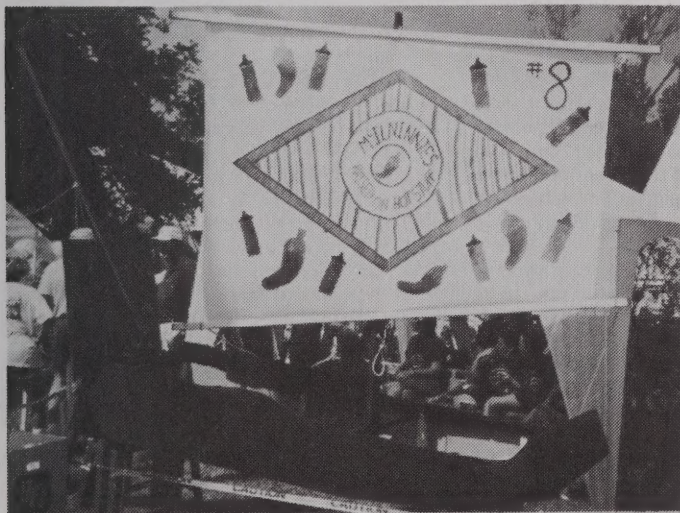
Bradley. No need to give him a sales talk on *Boats* (May 15, page 11). He was just there for fun. After three days in the hot sun, his enthusiasm was undimmed as he invited people aboard and extolled the virtues of the Long Micro.

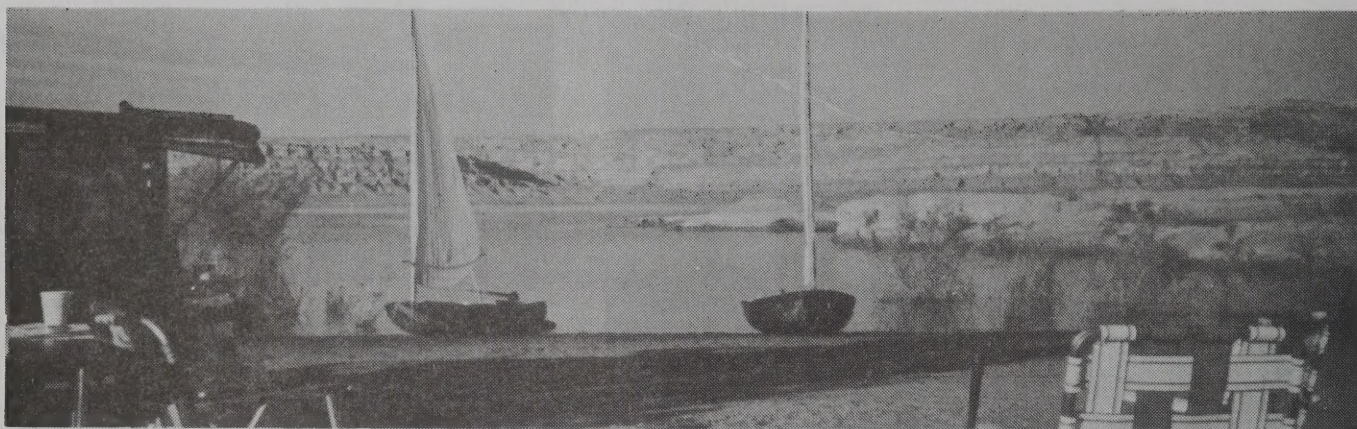
As we were chewing the fat, the girls

came by and announced that they had seen it and were heading for the car. I took the hint and hit the road.

If you are local or, like Denis, down there to go cruising, by all means drop in. However, I am a little dubious about taking a lot of orders for small wooden boats.

Some of the "quickie boats" clockwise from top left: A red hot chili pepper. Elaborate swimming gator boat. *S.F. Guidry #1* heads for sea trials. A certified Elvis sighting.





The 1995 Kokopelli Meet was set for the autumnal equinox, the thinking being that the temperature would be mild and all the wave machines and personal water beaters would have gone home.

Well, I was half right. The weather was delectable but I was woefully wrong on the petroleum based phenomenon. Trends and fads move too fast for tracking with my infrequent forays from the shop. I knew things were bad, but I didn't realize how bad.

I suspect that the scooter plague is now driving the big boomer epidemic. People must be saying, "Let's go down to Powell and get crazy, and hey, we might as well take the big boat, too." In any case, the lots were full at Bullfrog, there was a short line at the six lane ramp and there were fumes in the clear desert air.

Due no doubt to the massive publicity, I had several calls about the meet. One was from a Sea Pearl man near Boulder and there were a couple from the Wasatch Front in Utah.

Four of us (a fourfold increase from 1994, i.e., explosive growth) set off from the Junction about noon on Thursday and pulled off the interstate in Green River to fuel up and visit the Colorado River Museum. The museum (free) is devoted mostly to Powell's explorations but also has some local ethnology, and info on visionaries who tried to run steamboats from Green River to Moab.

On a local tip we went up river a ways to see a very large steel irrigation waterwheel. The original wooden wheel stood forlornly off to one side. The quite elderly owner gave us some local history and graciously showed his collection of old machinery.

Limpet at sunrise.



Kokopelli Meet... 1995

By Jim Thayer

Having blown away most of the afternoon we camped in a little arroyo with a couple of optimistic cottonwoods, close under the Henrys. Next morning we loaded up with roadside wood up on the slopes of the Henrys, and then pulled into the north end of Bullfrog Bay about noon. All the accessible shore of the beautiful lagoon was solidly packed with internal combustion camps.

By running the sand trap we found ourselves an untrammelled piece of beach with only moderately close neighbors. One, however, managed to bridge the gap with some sort of electronic noise. Whether he was trying to contact space aliens or what, I couldn't determine.

The two Limpets went overboard and we spent the afternoon riding the light breeze around the attractive shoreline. A gourmet dinner was followed by a long spell of fire settin. Indian fire.

Saturday morning we packed up and went down to Bullfrog to see if we could find any of the Kokopelli gang. It was then I found out how badly I had misjudged the lure of the water for the huddled masses from Denver and S.L. It is curious how people trying to get away from it all attempt to bring it all with them.

There was no sign of any sail or Kokopelli types, nor did we really expect any since it had snowed over a foot on the eastern slope on Thursday night. We hung around for a leisurely lunch and then retreated north to the furthest beach access. Here, too, all the good spots were taken but there was plenty of vacant shore encumbered only by a fringe of tamarisk. We found a nice camp spot by an enormous rock about 40 meters from an old road opening through the bushes.

By this time a very fresh breeze had sprung up and we hastened to get the boats wet. Getting off the lee shore was a test of skill but there was enough power in the breeze to steamroller the bushes if you messed up. Andy and I spent a couple of exciting hours broad reaching while the girls set up camp.

After supper the wind had fallen light and we set out for a romantic evening sail, prudently taking flashlights. It was soon moonless dark and we lost contact with Andy and Maria.

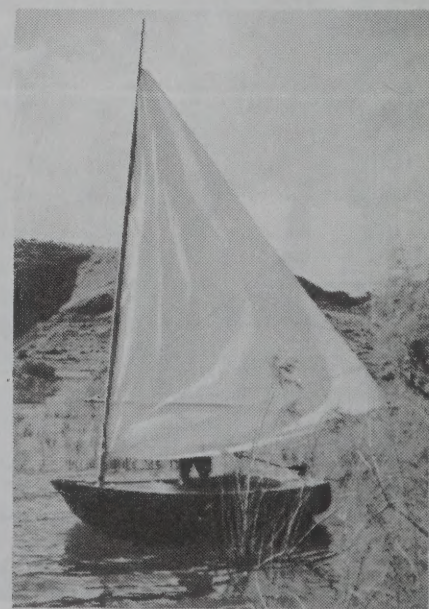
By and by, after rounding our goal, a small island, we headed for home. We had neglected to leave a beacon at camp but knew that we were somewhat north of the main camp area which was well lit. We coasted along looking for our road, finally picking a lead which proved to be false. We fetched up fifty yards from our landing. Andy had hit it spot on so the old salt had to take some abuse from the novice.

Sunday morning Andy and I took a long light air sail, playing follow the leader through a brushy bay and up a short canyon. We got back in time for lunch and then packed it in and headed for the Junction.

Later in the fall Gene Riggs of Orem, UT stopped by the shop and filled me in on more Kokopelli details. Gene and his gang had rented a motorboat and gone exploring. They had seen the Sea Pearl man. Gene had put his Lark in later Saturday afternoon and stirred up some spray. Obviously we must get a better handle on organization.

I think some of the large bays accessible from the southern shore might afford some relief from the scooter and skiers. We will have to do some serious reconnaissance before setting next year's venue. Keep in touch.

Bush sailing.





Our camp near the lacolithic Henry Mts.



Andy at ease.



Matched boats make for fun.

Launch ramp at Bullfrog.





It is late autumn. It is coming on winter once again. The skies are gray, sometimes an even light or dark slate, sometimes all dappled in layers of patches from black to gray to bright white. Weather systems roar through, one after another, like climatic freight trains running on an express track to the east. Winds veer from southeast to west, blow gales and gusts remarkably warm for November. Early mountain snows melt and swell the rivers, bringing floods. In low lying sections of the Snohomish River floodplain, the water table rises, turning pasture into ponds. The river sloughs, which branch off like tentacles, like heads of a hydra, rise nearly to the top of their dikes. All is wet, bedraggled, shaken by the wind. All is wild.

A few years ago, when I was landlocked (See "After Fifteen Years," *MAIB*, July 15, 1994), I used to drive through the floodplain looking at cows. When I recaptured my sailing dreams over a long, wild winter, I started to look at the sloughs. They looked like small versions of big rivers. It seemed that, to a small boat, each bend would become as romantic and mysterious as those of the Ohio and Mississippi Rivers. I wondered where they went. I began to imagine rowing the sloughs.

That following summer, after building a Bolger Shoebox dinghy to go with the 60-year-old sloop we'd bought, my wife and I began rowing in the sloughs. Then, a couple of years later, I built a Bolger Pirogue, a 16', double-ended *Uskakanoe* (skiff + kayak + canoe) from plans I bought from Common Sense Designs. She seems fast, easily rowed and stable. At her ends are what could be flo-

At Peace in the Wild

By Bob Gerfy

tation chambers, but I built hatches and use the compartments for stowing life jackets, sweaters and rain gear. In the main cockpit there's room for one (usually me) to row, one (usually Joyce) to lounge, a big dog and coolers, binoculars and other stuff. She seems perfect for cruising the sloughs.

Our new sailboat, the big little schooner *Stormalong*, is docked at a funky marina on a slough of the Snohomish River. I found it when searching for moorage for our previous boat. Some thirty boats or so tie up to docks on the slough. That many again sit inside a gated pond, which always holds four feet of water even when low tides lay bare the sand between the pond and slough. The marina has a travelift, a rusty barge with shovel for dredging, a chartreuse, steel-hulled tug, one rotten, collapsed building, one rotting, collapsing building, the owner's home, some sheds, miscellaneous heavy equipment, weathered wooden docks covered with chicken wire for footing when the wood is sodden with winter rains, four boat houses, a second barge that's used to tie up one of the boat houses and a fiberglass sani-can like the kind that sit at construction sites and dragstrips.

Most of the boats have character. Most of the owners are characters. While the Port of Everett Marina is a tame place with restaurants and tourists, pigeons and seagulls, our marina has ospreys, harbor seals, river otters, Canadian geese, kingfishers, cormorants and

great blue herons. We are wild.

To launch our rowboat we have to struggle to either walk it clumsily across tottering small bridges between the docks or slide it down (at high tide) a ten-foot river bank. Despite the effort, it is our favorite spot to enter the sloughs. Union and Steamboat Sloughs connect just downstream of us. A couple of miles upstream, they mix together again, forming Spencer Island, which we circumnavigate by heading up on an incoming tide and riding back out on the ebb. This short round trip takes three to four hours.

Or, we can enter at the ebb, row out toward Port Susan for a while and return on the flood. Though not an actual passage, this particular day row usually brings out the harbor seals. They are inquisitive animals who like to accompany us. One, two, three, sometimes seven seals will escort us out and back, maintaining a 50 to 100 foot buffer zone between them and our boat. Two winters ago, while on a solo row in the Shoebox, a seal followed about twenty feet behind me. Once, he surfaced beside the dinghy just as I began my return stroke. Inadvertently, he got hit in the head by the oar. He seemed to shake his head, dived and then moved again to follow a few safe feet behind.

We often launch at Everett Marina and row in the river which artificially bends south to avoid "The Hole," the silted-up delta that chokes the Snohomish River mouth and makes it a dangerous passage for keel boats at all but the highest of tides. Once we rowed into Port Susan and then caught the flood tide to our home marina. We went north from the boat ramp and intentionally cut across "The Hole" at low tide. We ran aground despite our 6-inch draft. However, there was water through "The Hole," and I took good bearings of the deepest channel in case I ever had to cut across it in *Stormalong*.

A number of times, we have rowed in the Snohomish River itself, but are now reluctant to jeopardize our lives and sanity in the wakes of power boats. Our shortest trek is in a large pond the county built out of some drainage ditches as one of their wetlands reclamation projects. In places, the water is lined with a wall of blackberry thickets. In other spots, cows stumble down a short embankment to drink. The longest slough cruise would be in



Ebey Slough and take about eight hours to get from just outside the town of Snohomish to either Marysville or, through the cut-out to Union or Steamboat Sloughs, to our marina. This route would take us through pastures, farms, forests and wetlands. We haven't yet taken this long trip. It would be a fun outing for our Washington Small Boat Messabout Society.

Cruises in the sloughs have brought us close to river and wetland birds. We have eagles nesting in our area. I have seen them fly to the south and instantly the skies are filled with north-flying birds of all kinds, gulls, ravens, starlings, great blue herons. I once saw a juvenile eagle dive at a red-tailed hawk that was carrying a rodent. The hawk dropped his prey and flew faster than any hawk I'd ever seen for thick-branched trees that would provide protection from the bigger bird. The young eagle easily picked up the shocked prey and flew off. We once saw two ospreys suddenly take off from the two adjoining pilings they were standing on. Suddenly, an eagle swept from cover straight at them. The ospreys flew upward. High in the sky, the male osprey lured the eagle while the female flew a safe distance off. What followed looked like a World War II dogfight, as the osprey out-banked, dived and swerved the eagle, tiring it until the eagle gave up and flew slowly away.

My favorite hawks are the harriers, or marsh hawks. The females are dark on top with a white band that crosses just in front of their tail feathers. Males are such a light gray they look almost completely white. While red-tails and eagles soar and circle high overhead, the harriers fly low, perhaps twenty feet or so above the ground. They quarter fields by flying up and down, back and forth, working a whole section between landmarks. Once they work one field, they move to another section. They can stall and hover by rotating their wings in small circles.

Before I returned to boats and the water, I never saw these birds. I don't remember thrilling to breezes or feeling the salvation of a warm sun. My landlocked life was dry and electrically heated. The wind was a force to tolerate or struggle against. The sun drove me to seek the shade. Instead of singing in the rain I scurried through it, glowering with resentment.

The water has been my route to the wild. Sailing on *Stormy*, I have been close to minke whales and to the thrill of the wild wind in my hair, the wild gray clouds racing inland and the wild, warm sun on calm days, when the sun will set in a purple, red and orange evening haze and I will find that special moment worth stretching into a lifetime. It is a holy moment, a spiritual union of me with the wild, an instant of gratitude and peace. It is for these

moments that I sail and row and mess about in boats, for it is with the wild wind and waters that I feel at peace, at one with myself and the world, like the writer of this poem:

The Peace of Wild Things

When despair for the world grows in me
and I wake in the night at the least
sound
in fear of what my life and my
children's lives may be,
I go and lie down where the wood
drake
rests in his beauty on the water, and
the great heron feeds.
I come into the peace of wild things
who do not tax their lives with
forethought
of grief. I come into the presence of
still water.
And I feel above me the day-blind
stars
waiting with their light. For a time
I rest in the grace of the world, and I
am free.

- Wendell Berry



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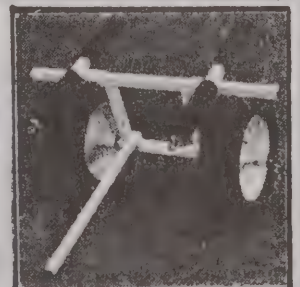
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Deception Pass is a deep narrow gorge that drains the large bay behind Whidbey Island in Washington State's San Juan Islands. Tidal flows can generate 7 to 8 knot currents with eddies, whirlpools and standing waves. On the last weekend in October, the campground there was the site of a west coast get together for makers and fans of traditional Eskimo style skin kayaks. With basically no organization and no agenda, paddlers just got together to trade boats around and share ideas and designs.

A friend and I drove up from Portland, Oregon for the weekend, arriving on a beautiful, warm Saturday afternoon, the nicest weather for several weeks. There were probably 30 kayakers on the beach and in the water, including at least two umiaks or skin boats. There were several styles of boats, both Greenland and Aleut models, and a long, narrow "caribou hunting" boat which had to be about the tippiest kayak I've ever seen.

I really enjoy paddling a traditional kayak. Sitting on the floor of the boat, you can feel the water as it flows under you. There is a sense of being part of the ocean, of swimming in it. If they are fitted to you, the boats are very light and responsive to subtle weight shifts, altogether a different experience than paddling my fiberglass kayak.

I spent the afternoon talking to the boat builders and comparing ideas. Many were amateur builders, having made a boat for themselves. Like most boat projects, they got as much out of the building as the paddling and clearly enjoyed and were proud of their kay-

Had to Paddle the Pass

By Tom Carter

aks. Construction methods ranged from the very traditional bent willow ribs lashed with sinew to steamed oak frames riveted together. Most were covered with stretched, painted canvas which makes a nice, sturdy, waterproof skin.

George Dyson was there. He has studied the Aleut people extensively, has written several books about their kayaks and was even the subject of some TV videos featuring him, his friends and some of the kayaks he has built. His boats feature traditional designs built with modern materials, including aluminum frames and special high strength material for the skins. One young Japanese kayaker from San Francisco was there who had taken Dyson's ideas and built a folding kayak like a Klepper, the only home built boat like that I have ever seen.

Later in the afternoon, many of us went for paddles around the islands and bays in the area. Away from the currents in the main pass, the area features rugged coastlines and small sheltered bays. The water is mostly calm however, because Vancouver Island and the San Juans protect it from the open ocean. It was great to see so many traditional boats out in the water at once. Later that evening we sat around campfires and talked more boats. The young, Japanese boat builder shared green tea candy with us, but was totally disgusted by

toasted marshmallows. So much for cultural exchange.

The next morning my friend and I decided that we had to paddle the pass. This is the big deal among Northwest kayakers, everyone has to at least say that they have ridden the eddies and waves in Deception Pass, whether it's true or not. The bridge goes right over the worst part so you can look straight down into the water. We watched a big log spin around in a whirlpool, disappear then shoot back up for a while before we decided to wait until a little closer to slack tide.

When we finally did go through, it was still flowing fast but the eddies and standing waves had subsided. It was fun to go for the ride and once through on the other side we explored a couple of nice little bays until it was time to catch the changing tide back the other way. On the way back we took the really narrow side channel called Canoe Pass. It is about 50 feet wide and enclosed by high cliffs on both sides. The water really rips through there, and if you have any problems or capsize, you are washed out the other end before you can recover.

After that weekend I'm seriously considering building a skin kayak to add to my collection. My fiberglass kayak is mostly maintenance free and I have a folding double that my wife and I can paddle. But to have a boat that I built myself, to fit just me, that gives that great feeling of being part of the water and has such a direct connection to boating history and tradition would be very satisfying, I think.

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Under Bridges

By Ruth Larkin

I launched my red Chinook, *Smeagol*, from Back Beach into the waters of Bass Harbor. Of all the places on Mt. Desert Island in Maine, I think this is my favorite. Here is the last true working harbor on the island.

My father had decided it would be safe to let me to paddle around alone while he and my older sister were scuba diving. I was free to paddle along the Bernard side of the harbor. I could go to the far side if the weather was good and I used my judgment. On no account was I allowed to leave the harbor by myself. Unfortunately, being only fifteen, I had to obey him.

In the rear hatch my six-year-old Sheltie, Bradie, sat. She has been kayaking with me for about four years. She is my captain, I am her crew. She spends most of the trips sleeping.

The day before I had found a neat place where the water was shallow. When I looked at the chart my dad has, I saw another finger of the harbor, larger than the first one, which connected to a marsh. It was this that I had decided to explore today.

The first part of the finger was much like the other one, calm and shallow with a few houses scattered along its shores. I paddled on, searching for the bridge which led to the marsh. I was disappointed when I did not see it. Then, seemingly out of nowhere, it appeared around a slight bend in the shoreline. It was small for a bridge, maybe six feet from the top of the water and about twelve feet across.

I was alarmed to see rapids on the far side of the bridge. The rising tide was being funneled through the bridge, into the marsh beyond. The shallow water and swift current caused rapids and eddy lines. I have never done any serious river paddling, and in my sea kayak I was not prepared for this sort of thing. I almost turned back, but beyond the rapids I could see the water spread out calmly.

I decided to paddle in closer and then turn so as to be parallel to the bridge. That way I figured I could get the lay of the land) so to speak.

At first my idea seemed like a good one, but soon I began to change my mind as my bow ran softly aground on the far bank not far from where the bridge was. I tried to turn slightly and continue up the shore, but a rock pinned my bow in inch deep water. I could not move forward or to the side. I didn't know what to do, so I tried the first thing that came into my head. I tried to paddle backwards across the mouth of the bridge, back the way I had come.

I had misjudged the current. I was sucked backwards under the bridge!

Bradie, at this point, decided to take an interest in what was happening. She sat up, straining to see where we were going without standing up to turn around. Together we must have made a funny sight. Kayaks were meant to go forwards, not backwards.

The swift current pushed us through. We rode through the rapids uneventfully. As a matter of fact, it was sort of fun. It got the old adrenaline pumping. So that's why people river kayak.

The current brought me to a place all of my own. The shallow, tranquil water lapped at the banks of shores where wiry grass grew. A bit farther away pine trees paraded in dark green splendor. In the distance mountains solemnly stood.

It was just the sort of place I had been looking for to explore while my father and sister were diving. The marsh wasn't large but there were



many nooks and crannies which begged to be explored.

I paddled around a bit, but there would be time for that later. I mostly just sat, while Bradie snoozed, taking in the beauty and enjoying myself. It was pleasant and relaxing.

I glanced down at my watch. It was 3:15. I had told Dad that I would be back around 4:00. I had better start back to be on the safe side. I still wasn't sure exactly how long it would take to get back to the beach. Forty-five minutes seemed like a good estimate, it would give me some extra time in case a wind had sprung up or something else delayed me.

When I got back to the bridge I was surprised to find the water still rushing under it. It almost looked faster than before. That was funny, it had been almost high tide when I had left the beach an hour ago. Even if I was off a bit in my figures, it should be high tide by now. I had expected the current to have stopped or turned by now.

Paddling up the current under the bridge was a futile effort. My paddle blades struck the rocks and I was pushed back into the marsh. I was still unconcerned. I could paddle back to the beach in a half an hour or less if I hurried.

I quickly paddled down the marsh, hoping to explore while passing the time. On the far side I saw a great Blue Heron. As I turned around to go back, I noticed another bridge like the one I had come through. Idly I pondered where it lead. Dimly it seemed to me the charts had said that it led nowhere.

As I came back to the bridge I was appalled to find the current even swifter than before, without a hint of retreat. For the first time I realized the full extent of what the funnel meant to the tides. It would delay them, causing the tide to still be coming in here when it was high tide outside.

My former attempt to escape gave me an idea. I could try to pole up it. I remembered when my dad used to pole up rivers in our canoe a long time ago. The water was shallow enough. I resolved to give it a try.

I came in from the side, trying to miss the rapid and, in part, some of the current as well. I missed the greater part of the current and the going was easy. I turned the bow slightly to enter under the bridge.

Swoosh!! The current caught the bow. An instant later we hit an eddy line and capsized.

It seemed like forever and only an instant that I sat upside down in my kayak. I sat and wondered, what do I do now? Fortunately, my survival instincts took over. I yanked off my spray skirt and exited from the inverted kayak. Where I came up, grasping the kayak with one arm and my paddle with my other hand, I could touch the bottom. My eyes quickly searched the surrounding water. Where was my dog?!

She's drowned!! The thought was almost

instantaneously replaced by another. She must be trapped under the boat! I flipped the kayak upright.

Abruptly she appeared from deeper in the stern, wet and mad, but still alive. The moment the bow touched the land, she was out of there. She stood on the shore, dripping wet, glaring at me for all she was worth.

I clipped on her leash so she wouldn't wander off. I put my paddle onshore. I didn't want to lose it now. Then I stared at the water filling both the cockpit and the back hatch. What was I to do? I didn't have a pump or a bailing bucket.

I tilted the boat slightly. That drained about two inches of the water out. But the water-filled boat was heavy and I was looking for an easier way. Suddenly a brilliant idea popped into my head. I snatched up the water cannon which I always keep in case of a water fight. It made an excellent pump!

While I watched the water stream from its nozzle and land almost half way to the other side, I realized for the first time that I had lost my glasses. Oh darn!

I needed to do something. It was almost 4:00. Somehow I had to get back to the beach where Dad and Deborah would be waiting. I thought about trying the other bridge to see where it led, but it might not lead anywhere. If that happened I would have to walk anyway. So that was about my only choice: Walk to the beach and meet Dad there.

The beach was maybe a mile or two by road from where I had left my kayak. I walked, then ran, walked, ran, dragging my dog behind me. (I found out that the capsize had not affected her lungs. She tried to bark at everything that moved including, but not limited to, a plastic statue of a dog in someone's yard.)

I had almost reached the beach when I met my dad and sister coming to look for me. I told them what had happened and where my kayak was. Dad wasn't as mad as I thought he might be. He didn't "ground" me. I am still allowed to go paddling by myself.

We found the kayak and loaded it on to the truck. The current under the bridge was even stronger than before. My dad seemed impressed at how stupid I was if I had tried to run that in a sea kayak.

As I sat in the truck on our way to Echo Lake to wash the salt off, I was very glad to have my feet on dry land. In a way I was even more happy that I could still go kayaking by myself. My bond with water can't be broken that easily. Bradie will still come paddling with me.

I got a healthy dose of fear which has changed into a respect for the water and what it can do. I have learned the value of seemingly nonessentials such as a pump and common sense. I am a more experienced paddler? Am I a better one? That remains to be seen.

Four New Boats

I had four new designs get through the prototype stage this year. All these designs plus twelve others are in my one buck brochure. Jim Michalak, 118 E. Randall, Lebanon, IL 62254



Quark

The first new boat, Quark, was the smallest at 7-1/2' x 30" and about 25lbs, made from one sheet of 1/4" plywood. My first drawing of Quark was a bit different

from the final. I had in mind a tiny boat that would double as a cartop luggage carrier. In fact, the plan was to have two of them (named His and Hers) which would join like clamshells for a solid and water-proof carrier.

But when I started to set the lines to paper, it didn't work. To use the clamshell idea, the sheer of both boats needed to be dead flat to insure no gaps when the clamshell was closed. It looked like that gave either too much freeboard in the center, making for awkward paddling, or very low ends, making for easy swamping. I gave up on the clamshell idea and drew a normal curved sheer.

Brave old Reed Smith built the prototype in California, used it a short while, and sold it to the lady in the photo. I gather she uses Quark for exercise and visiting around the marina, uses I hadn't thought of.

Obviously Quark isn't very fast or seaworthy. I still think she'd be a good luggage carrier with a tarp bungeed tightly over the top, the double paddle used as a ridge pole. I'd keep my camping gear up there. I'd take Quark to small lakes, set up camp, and chase panfish with her.

Smoar

William Wainwright up in Massachusetts built the first Smoar, and to tell you the truth he did it before I designed it. Bill took my Roar2 drawings and shortened the thing from 14' down to 12'. I'd think the shorter boat weighs less than 70 pounds. Bill sent me this photo and said it was a totally successful boat. So I redrew Roar2 as a 12 footer. I figured Smoar was a good name for a small Roar.

Normal advice to someone changing the length of a hull is to go longer. You can usually get a lot more capacity and a little more speed for little more cost. But the smaller boats are usually more nimble, and sometimes can be faster because they have less windage.

And I've found another factor that can tip the scales towards a shorter design for a cartopper. In my experience a twelve



foot cartopper can get by without bow and stern ties to the bumpers. A longer boat should have those ties, but in these days of plastic bumpers you may not have a hardpoint to tie to.

As for capacity, a straight shortening of 14% will result in a 14% loss in capacity. Roar2 has capacity to burn so the loss may not really be a factor. But I'd bet the

shorter boat is noticeably slower and more sluggish when loaded with two big men in rough water.

Smoar uses taped seam construction with 1/4" plywood. Bill said he built his from three sheets of 1/4" plywood compared to Roar's four. I haven't figured out how he did that yet, so I'm saying Smoar also takes four sheets.

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Twixt

Twixt is a modification of my 11'x 4' Piccup Squared. I removed the bow half of the bottom and grafted on a panel that is tortured to a deep V entry. I'd seen this on aluminum Jonboats and noticed they are better in a chop than the flatties. And so it is that Twixt is quieter and has better handling than Piccup Squared. Rowing in smooth water, Piccup, Piccup Squared and Twixt all cover a mile in 16 minutes, giving one the impression that 100lb, 11' boats all are about equal in smooth water. But the more elaborate shapes really are faster and safer in rough going.

The new twisted bottom panel shape was determined on the drawing board using the Rabl's Triangles method. The panel is slit down the front center like in old William Jackson Designs. Unlike those designs which were built over a strongback by cut-and-fit methods, Twixt is done without a building jig.

The plywood planks, shapes of which are given on my drawing, are fastened together with taped seams. The simple, mindless, glue-and-nail, constant bevel chine log construction of Piccup Squared won't work with Twixt because her chine angle varies with the twisting planks.

Twixt is a great cartop boat, being well shaped for cartopping, light, and versatile. She has buoyancy/storage chambers fore and aft with a sleepable cockpit in between. I use my Twixt with sail, oars, and with an electric trolling motor.

Four sheets of 1/4" plywood are needed to build Twixt.

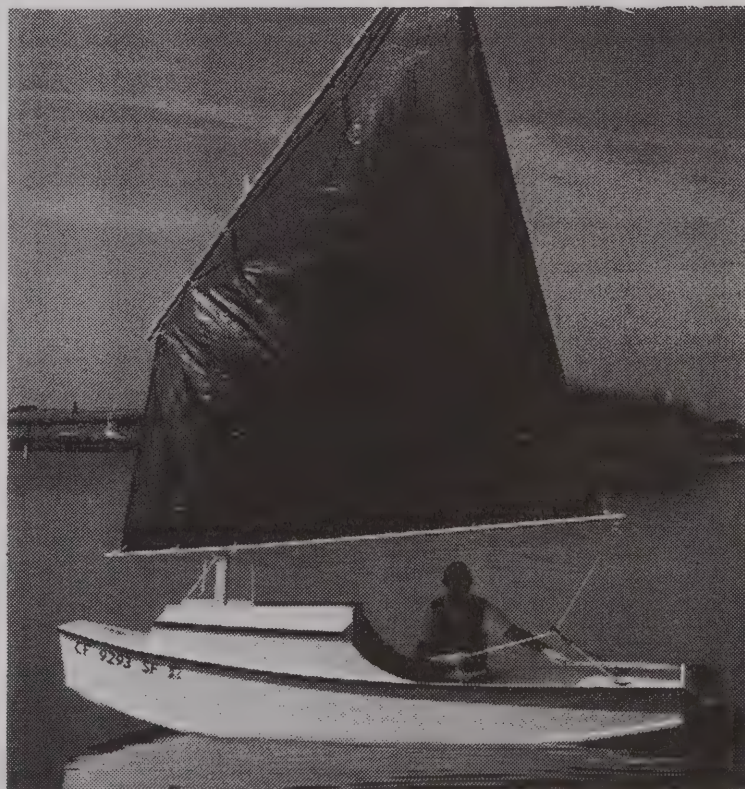


Cubit

Cubit, at 13'x 4' and about 180lbs, is the smallest, cheapest, and easiest "cabin" boat I could think of. The little house is just long enough to lie down in, and just tall enough to sit up in. Cubit has the same "slot top" cabin arrangement I use on Pencilbox. So you can walk around as in an open boat until you put up the slot covers. The mast steps off center, out of the walkway. This boat uses simple flat bottom construction and I doubt if a Twixt type V bow will work here and still allow flat space in the bow for the sleeper's feet.

Robert Smith (no relation to Reed Smith, I guess), also in California, built this one to inexpensive perfection. His wife sewed up a beautiful poly tarp sail per my article in the November 15th issue. But he said she used the "dart" method of broadseaming. I tried that myself with a new sail that appears in the Twixt photo. I found it quicker and easier than my old method and gave a very nice shape that was at least as good as my old method. Both California Smiths have sewn poly tarp sails with very good results and no material failures. Robert also has used his Cubit quite a bit as an electric.

Cubit takes six sheets of 1/4" plywood.



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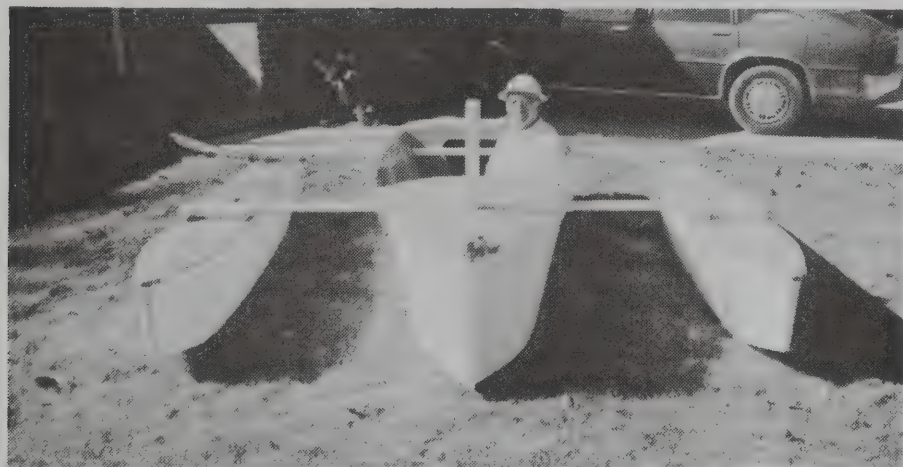


Trimarans...Sail Fast, Sail Flat

Part 8: Designing and building one's own small boat need not be confined to monohulls, as reader Ken Currie shows us in this issue. Ken's been a busy guy building fifteen boats over the years, but unlike most, he's focussed heavily on trimarans, and after building two from professional designers, has gone on to design and build six more of his own small tris. Here's his story.



My 9' Tri under sail...



...extended ashore...

...collapsed in the garage.



Designed for Comfort, Not Speed

By Ken Currie

At 76 years of age I am now a senior citizen, but I still love sailing, designing and building small affordable boats. I have built 15, eight of which have been trimarans, from a 20' Piver Banner and an 18' Cross, then on through six more of my own design ranging from 14' down to 8'. I am now designing a 10 footer, and next I want to design and build an 18' swing wing tri. I am an amateur designer and design for comfort, not speed.

At present I am interested in selling my 14 footer as I am finding setting up the rig and floats more difficult with my increasing years. I still have a 9 footer with a pocket luff sail on it, and think the 10 footer I plan to build will be more manageable for me to sail.

I prefer to put the daggerboards in the amas to give more room in the main hull, and prefer to have the amas at 100% or more displacement, as this means I sail flatter. On my 9 footer boarding at the dock the ama is buoyant enough to support my weight. I also feel that a 10' beam on my 10 footer makes sense. I build stitch and glue with epoxy. There is more work to building a tri but the performance makes it worth it.

My ten footer concept has a 10' beam that telescopes to 5' for trailering. The main hull is 1/4" ply, the amas 1/8" ply with daggerboards in the amas. The straight stem and transom don't look fancy but for a small boat performance comes first. The amas are big enough to support a man's weight.

The aka tubes in the main hull are PVC and the sliding parts which telescope into them can be wood or electrical conduit. When the beam is reduced to 5' the ends of the sliders come flush with the opposite side of the main hull, when extended these ends are at the main hull's centerline.

The rub rails of the main hull are big enough to stiffen the cockpit so no extra frames are needed in that area. An outdoor rug is glued to the floor. I would like to fit a sailboard sail to this boat using wire stays.

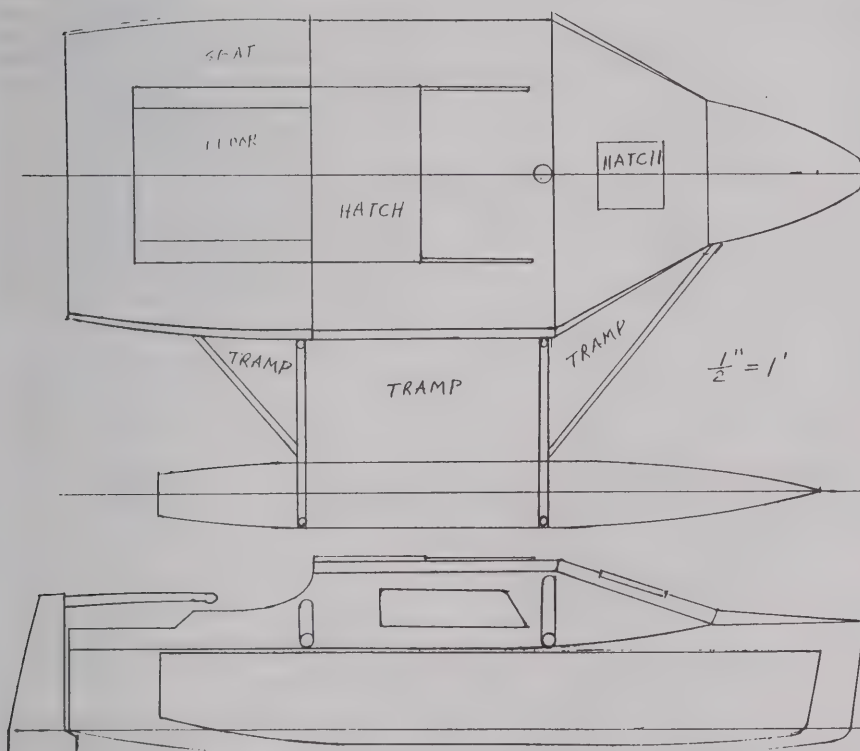
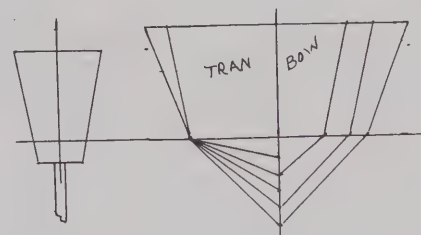
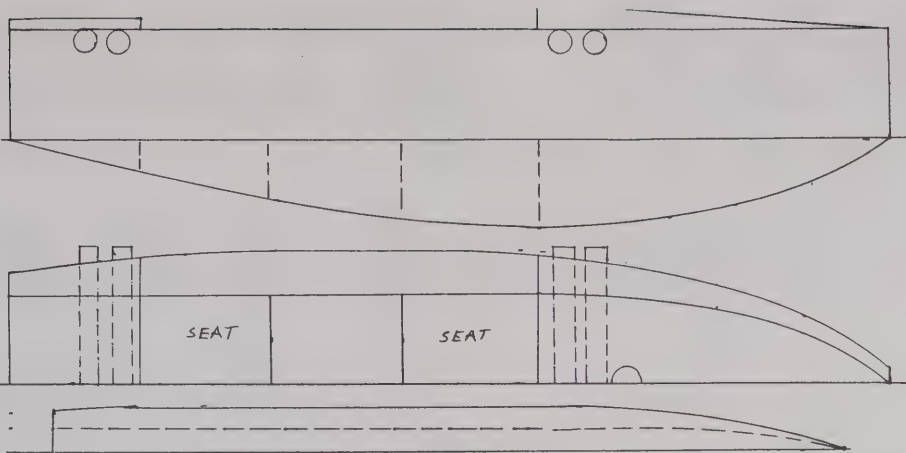
I like sailing first, designing second and building third. Sailing has an element of magic. Wind and waves are stronger than we are yet by means of a sailboat we can take the power of that wind and cause our boat to sail against both wind and wave. My sailing in my own designed and built small boats has given me a sense of self-worth achieving this magical experience. And I can spend a only a few hundred dollars on my small boat and have as much enjoyment from it as many get only from much larger more costly boats. And I don't have their concern about a big investment.

Ken Currie, 6504 Margot Way, Ft. Wayne, IN 46835.

And for My Next Two...

Right:
Length: 10 ft.
Beam: 10 & 5 ft.
X arms telescope
Dagger boards in amas
Sail area: 60-70 sq. ft.

Below:
Length: 18 ft.
Beam: 8 - 16 ft.
Draft: 9 ft. 45 in.
Weight: 900 lbs.
Displacement: 1500 lbs.
Sail area: 175 sq. ft.
Main & jib club foot
Dagger boards in amas



A 15' Tri.

My 14' Tri with twin daggerboards. She's for sale.



My New T Gull 25 Trimaran

By Dick Newick

Here are basic study plans of my new "T Gull 25", the prototype for which is now being completed in Minnesota. She'll be sleeker and faster and more comfortable than all the other Tremolino family of boats, with the one exception that she cannot compare in overnight comfort to the much larger and bulkier 26' Argonauta's full sized double berth aft cabin.

The T Gull 25 achieves its sleekness by using a pop top hatch over the aft cabin to give sitting headroom for its full size double berth. There's barely room in the narrow hull forward for a porta potti, and if necessary, perhaps a single berth.

The horizontally folding akas and the "new moon" amas come from the Argonauta. There's no way to make an inexpensive home builder's version of this boat, but perhaps John Olin of Tremolino Boat Company would consider selling the molded components to a careful craftsman to assemble, which would result in quite a cost saving over a completed boat.

We expect this cost will be well under what one would pay for a similar sized folding multihull. For people whose reason for sailing is to sail and who are willing to forego most of the comforts of home to do so, the T Gull 25 may be an answer.



About Small Trimarans

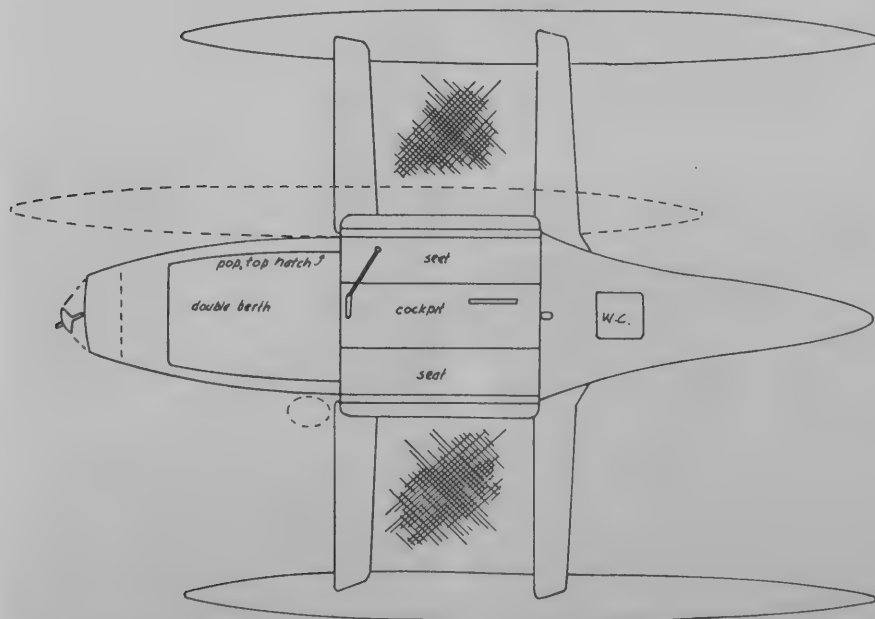
By Dick Newick

Very little attention has been paid to small trimarans in the boating press because few exist. One reason that more don't is the remarkable inertia of average sailors. Inert. They are just starting to get the lead out, to realize that they can sail fast in small boats without hanging way out over the rail on trapeze wires (a trapeze is something we used to see only in circuses).

Small trimarans offer the performance that the trapeze artists now get on both monohulls and catamarans, with the crew in relative comfort and safety on the boat. They have much better light weather performance and maneuverability than small catamarans. But still, small trimarans just haven't caught on. Inertia.

The MBA market research teams haven't uncovered a hidden demand. How could they? It doesn't exist, because very few sailors can even imagine the potential combination of performance and comfort of a small trimaran.

I have been showing drawings and a model of a small trimaran to industry "leaders" for the past two years. Some of my ideas are now being introduced to the market, but not with my name on them, and not with three hulls. But, Hobie, Sunfish and Windsurfer all took a long time to catch on too.



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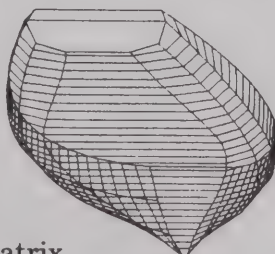
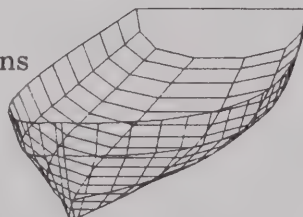
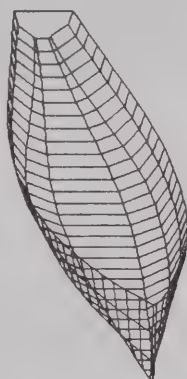
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Keel Boat to Coastal Cruiser

By Jack Moore & Tim Frein

As we live on a wonderful tidal estuary located on the central coast of California, a shallow draft craft is a must. This area is a gunkholer's heaven; a wide variety of waterfowl, many marine mammals, a great fish nursery and a climate that lets us sail the year round. Due to a six foot plus tidal range almost all of this is out of range of deep draft boats, so why not enjoy mixing in with the kayaks and canoes in a boat?

With this as background we adapted an 11'3"x 5' home-built wooden marconi rigged catboat to a classic leeboard kick-up rudder coastal cruiser. This entailed removing the keel, then designing and fabricating the leeboard and its attachment. The engineering/design phase was strictly a seat-of-the-pants, let's see if it works, process. Having read and studied all the popular journals, including of

course this one, we had the courage to undertake this project. In this case as in many boating projects, form did follow function.

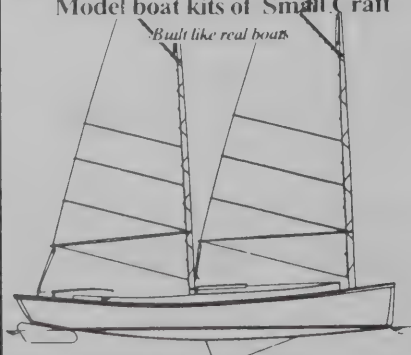
In addition to the leeboard challenge and the kick-up rudder adaptation, the sheeting arrangement was also altered. The original sheet ran through a block and cleat set-up on the aft deck. This was modified and the block relocated to a sturdy center post. As this craft is sailed with both the skipper and crew in a semi-reclining position in the ample cockpit, this center post is a great improvement. The coaming is at a perfect height for a comfortable back rest. The modification of this craft was done in time to sail four miles down the bay to the Annual Morro Bay Harbour Fest. Needless to say she got lots of attention as she cruised up the waterfront past all of the 40' gold plated yachts and the local fishing fleet.

(Note: Jack Moore and Tim Frein live in the Baywood Park section of Los Osos, CA. Both are active plank owners of the sailing group known as "The Baywood Navy").



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My British "Indian" Canoe

By Phil Green

I have been paddling this latest of my canoe designs this past summer and found it to be a delight to use. I took it to a giant open canoe slalom and against some fiercely competitive athletes this little craft and I actually took third place!

"Indian" is a plywood interpretation of the birchbark canoe I built on Lake Superior in 1994. She is 13' long and weighs only 24lbs, has sewn gunwales and is faster than a 16' Prospector. Construction is folded ply/epoxy, making her quick and easy to build. The result is an attractive "ethnic" canoe.

Plans are \$25 if any builders on your side of the Atlantic would like to try this unusual little gem.

Phil Green Designs, 2 Keep Cottages, Berry Pomeroy, Totnes, Devon TQ9 6LH, England.



Hogtown Bayou's Trainer Kit

By Joe Thompson

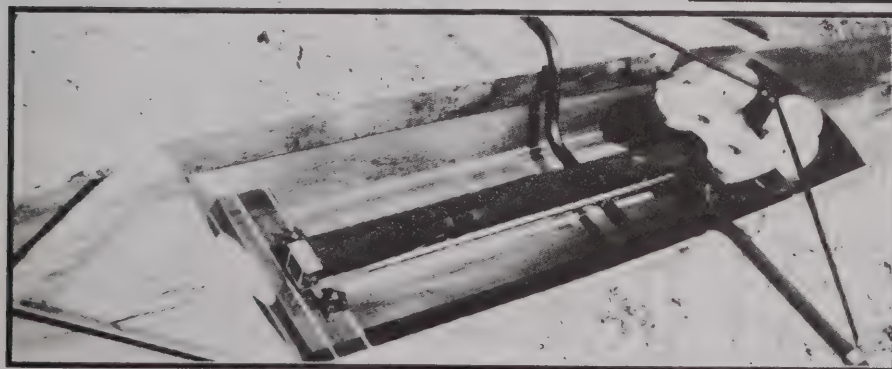
You can build your own seaworthy high performance recreational rowing shell with my easy, affordable kit. This beginner level rowing shell has a real turn of speed making it competitive with other boats in its size range.

You need a dry building space 25'x6', a few hand tools, backbone materials from your local lumberyard, and common marine supplies such as epoxy resin, paint and varnish.

The kit includes instructions, 3mm okoume or sapele plywood, clear cedar or spruce longitudinals, ash, oak and mahogany trim and re-inforcement. Also included are a Piantadosi RoWing, an Anderson (Elvstrom) bailer, two 4" inspection hatches, and a bow ball.

The trainer measures 21'LOA, has a 22" beam at sheer, 16" beam on the bottom and weighs 40lbs. Plans only are \$50, the kit is \$995 and a completed boat is \$2,495 without oars.

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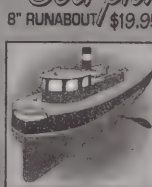
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Another Bolger Skiff

By George Fulk

This "Common Sense Skiff" is my third Bolger boat. The first, a crab skiff, now resides in Alaska with my daughter. The second, a Micro, gets sailed three or more times a month on one of Oklahoma's many lakes. The CS Skiff is for trailering and camping.

We gave the new skiff a good test on mountain lakes in Colorado last summer. The boat moves nicely under oars, power, or sail. Sailing her in a stiff breeze is a thrill.

Bolger has designed several nice features into this boat. The off-center center board leaves plenty of room in the middle of the boat for people. The rudder lifts up so we can sail right up onto the beach. Even with the rudder half up we can still use it to steer. The motor mounts behind the rudder, so we can keep the rudder in

place and just drop the motor down whenever we want. However, I found sailing with the motor attached is not practical.

The mast is shorter than the boat, thanks to the Solent lug rig, making the rig easy to trailer and mast easy to set. There is plenty of flotation high up in either end, so the boat should right itself quickly if knocked down. I have yet to test that feature.

The new boat is a lot more complicated to sail than my old crab skiff. In that I had to tend only one line, the mainsheet. Now I have four lines, a halyard and a sheet each for main and jib, not to mention having to fiddle with the center board. We have to be careful when lowering the main. If we drop the halyard, the yard comes crashing down. The new skiff sails faster and has more room, but I miss the simplicity of a single sail on a single pole.



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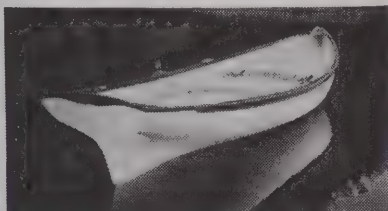
We are now offering this traditionally designed ice boat with origins from Great South Bay, Long Island, NY. Up to three people can sail her by trimming the jib and main, and shifting weight fore and aft. I have many fond memories from my youth of sailing her off into the sunsets. Anyone interested, contact me on winter Fridays for locations and times we will be sailing her.

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.

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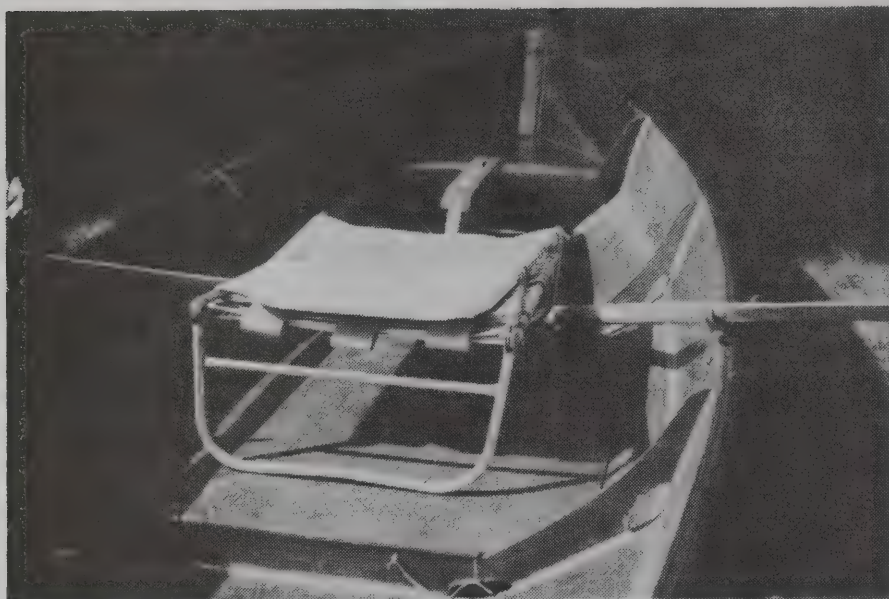
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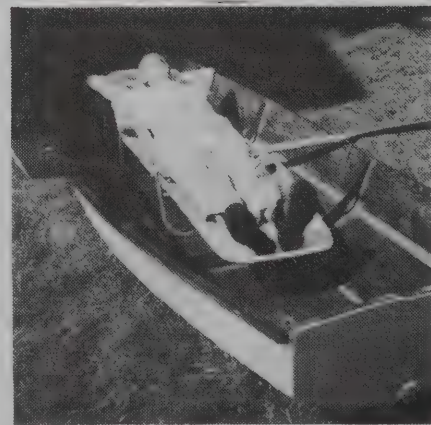
By Marshall Katz

Through an ad in this magazine I purchased a Bolger Cartopper 12' row and sail dinghy. It's beautifully built and was a good buy with sail rig included. It has a sailing platform right on the deck but no rowing seat to raise one up to the proper rowing height.

This was on my mind one day when I was in K-Mart, and there on summer clearance was one of those folding lounge chairs that fold into thirds so they can be either folded, setup as a chair or as a lounge fully flat. It's 8" aluminum legs seemed to be about the right height for a rowing seat for my Cartopper. I purchased one for \$7.45, marked down from \$9.95.

Unfolding it in place, I fastened the legs directly to the sailing platform. With all three sections folded on one another I have a three layer comfortable woven plastic seat to row from. When I anchor, or just drift, I can unfold the two outer sections into an instant lounge chair and be as comfortable as a passenger on a deck chair on the QE-II. The whole rig is easily removed for sailing.

Even in winter it works. I uncover the boat in the corner and stretch out on my lounge chair with a cup of hot tea and dream about the season that was and that which is to come.



Lightbulb Reliability

By Ira Goldstein

As we're all too painfully aware, the marine environment is not the kindest to electrical systems. Any light which is exposed to the elements, be it a boat running light or anchor light, and especially boat trailer lights, is doomed to premature failure. A major reason for this is that the metal socket which contacts and holds the bulb in place corrodes, and the bulb quits working. The metal can be cleaned up and the bulb will light again, but it's a process that must be repeated all too often.

I started doing this around 15 years ago when I had an old Volkswagen whose taillights constantly needed attention for the above stated reasons. Buying the new bulb socket assemblies would have set me back a lot more than I was willing to spend. What I did was simply solder wires onto the base of the bulb itself, then connect those wires directly to the

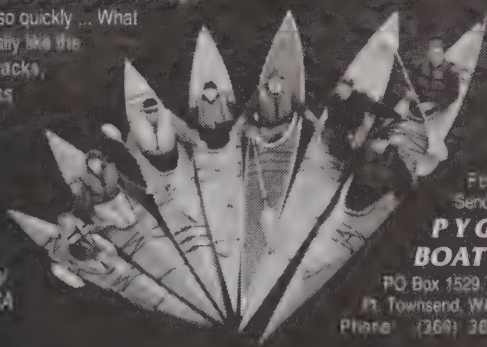
cars wiring. The old corroded sockets would still hold the bulb in place. End of problem. I was concerned at first that the soldered wires might come loose over time, but I've never had that happen.

As a matter of routine I buy a few bulbs at a time, when one is needed again, and solder wires onto them all. It may take a total of 15 minutes to attach wires to three or four bulbs, but the supply lasts for years. I don't worry about running lights anymore, or trailer lights, which might be even more susceptible to the discussed failures.

Before you solder, the base of the bulb has to be cleaned up. I use steel wool to take off any foreign matter or glaze and to rough the surface up a bit to take the solder. I use a regular electrical type solder with the flux mixed in. You want to keep the solders as neat as possible so they don't bulge out too much from the sides of the base and prevent the bulb from going back into its socket.

The GoldenEye hull is so clean, so light and accelerates so quickly ... What a rush! I also really like the way the boat tracks, even in cross winds. ... It just seems to slip through chop. Thanks again for a great boat!

--Michael Bengy
Santa Barbara, CA



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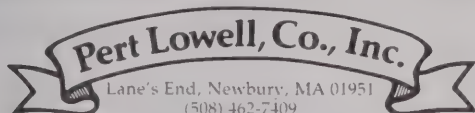


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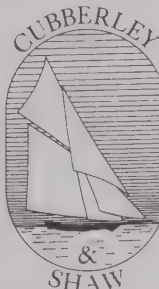


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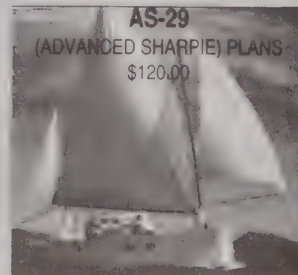
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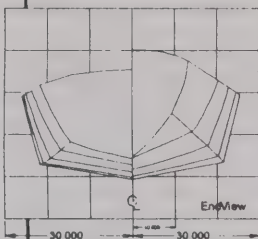
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We found several advantages to using M.A.S. Most importantly, it doesn't form amine blush or film when it's used with the slow hardener, so sanding, painting, varnishing, and secondary bonding are much easier than with those better-known brands. M.A.S. epoxy also has a lower viscosity for easy fiberglass wet-out and smoother finish, and it's extremely clear so it looks great under varnish. M.A.S. epoxy is particularly friendly to amateur builders because the slow hardener allows a longer working time than most popular brands.

In fact we were so impressed with this new epoxy that we asked the folks at Matrix to let us sell it to our customers. Working with Matrix we developed a kit especially for kayak builders. It contains: one gallon of #718 resin, 1/2 gallon of #2072 slow hardener, metered dispensing pumps, and a 1/2-gallon tub of Cab-O-Sil silica thickener powder. Now compare our \$99.95 price to what you're used to paying.

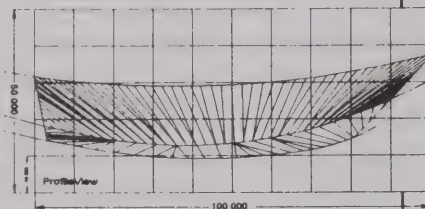
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Review...

Five Fair Rivers:

Sailing the James, York, Rappahannock, Potomac and Patuxent

By Robert de Gast. Johns Hopkins University Press. Baltimore, MD. 1995. (No D.J. price. Barnes & Noble sticker price \$19.95.)

Nearly four centuries ago, Captain John Smith of Virginia's Jamestown colony explored, in an open shallop, the major rivers of the Chesapeake Bay's western shore. His description of them as "five faire and delightful navigable rivers" has furnished the inspiration and title for this book, whose author has followed in Smith's wake.

Making creatively offbeat cruises in small boats is not a new experience for the author. Two decades ago he gave us *Western Wind, Eastern Shore*, a story of the circumnavigation of the Delmarva Peninsula in a 22' sloop; up the Bay, through the Chesapeake and Delaware Canal, down the Delaware Bay and, ocean side, around Cape Charles and back up the Bay. While many others may have made this loop, probably none explored as many

sidewaters as he did. It is doubtful if anyone else in recent years has taken his route inside the barrier islands on the ocean leg of the circuit. De Gast likes unfrequented waters.

For his latest voyage, de Gast was sailing a Bolger-designed Dovekie, a type that is familiar to *Boats* readers. Each of the five rivers was a separate one-way cruise (upstream) with his wife or a friend providing trailer chauffeur service at the ramps. Altogether the cruises were spread out over a season, beginning on the James in the spring, and ending on the Patuxent in early autumn.

All that we would expect to find in a good cruising story is in here; tides, currents, weather, scenery, logistics, anchorages, biota, people, and the region's history. The tidewater Chesapeake is steeped in history, and de Gast has done his reading.

The Dovekie was an ideal boat for the voyage, with its draft of only four inches. There are long stretches on some of these western shore rivers where deepwater protected anchorages don't exist. With *Fiddler*, de Gast could nose into some inconspicuous creek within the chart's blue tinted less-than-six-foot-deep zone, and find water enough for a night's anchorage. These rivers are tidal, and sometimes light air and adverse

current hampered de Gast's progress. A previous owner had fitted *Fiddler* with a water jet engine, and the author had no compunctions against using it if bad weather threatened and a safe haven was needed. But sailing when there was wind and rowing when there wasn't any were his preferred modes. He had the best antidote for any adversities of wind and tide; an interest in the surrounding scene and an indifference to timetables. One of his own frequently enjoyed dallying tactics, in fact, was to ground out on a beach somewhere along the way and enjoy a leisurely lunch.

Though he is sparing of culinary details, de Gast notes that he carried food for a week and got along without ice. This was logical planning, considering that there are long stretches of these rivers without villages or marinas.

This last fact is in sharp contrast with what prevailed a century ago. For these rivers were once the highways of tidewater. All had regular steamer service and steamboat landings, with their riverside stores, dotted the shores. But the steamer landings are long gone. De Gast saw few boats, and most of these were local recreational fishermen. Considering how crowded some of our waters are, that is probably good news.

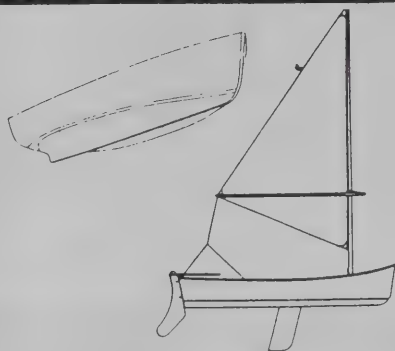
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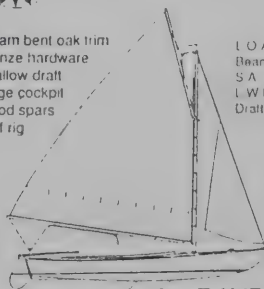
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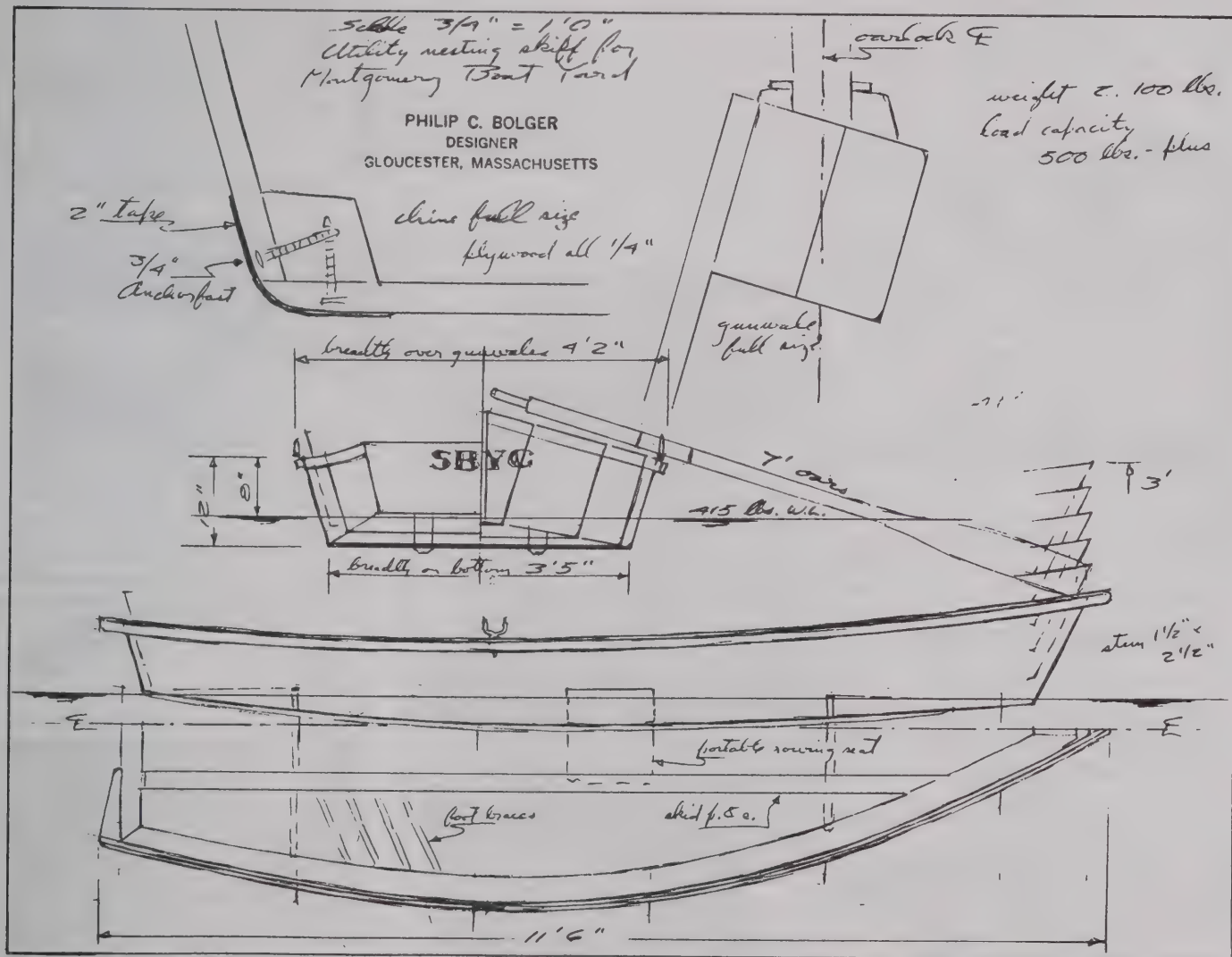
A yacht club wanted to keep a fleet of skiffs on their float for the use of members wanting to board their boats in the anchorage. A local boatyard was to build the boats cheaply

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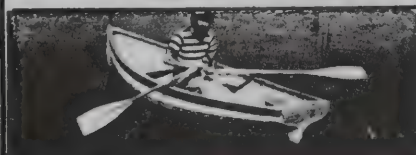
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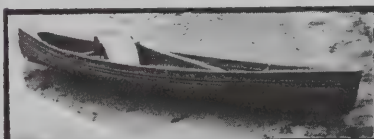


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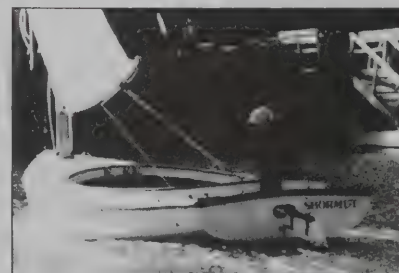
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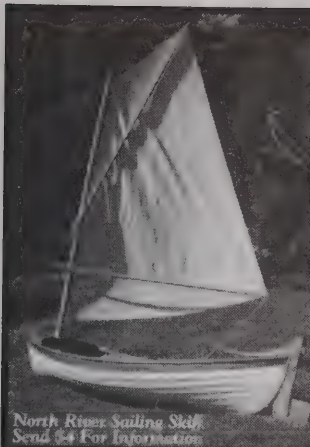


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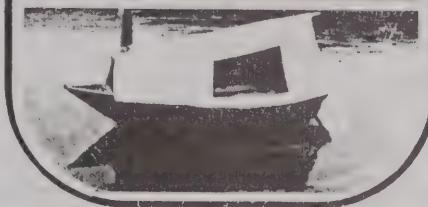
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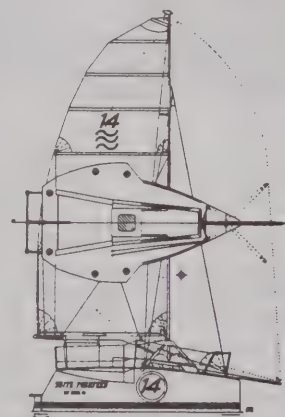
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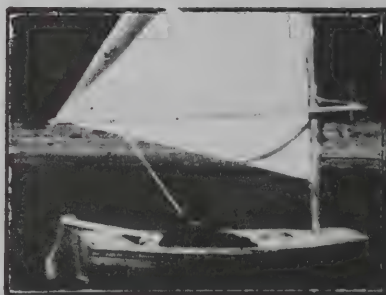
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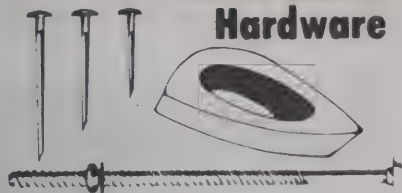
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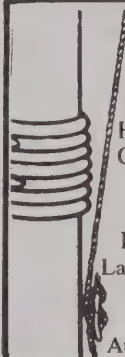
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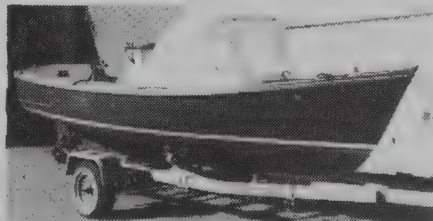
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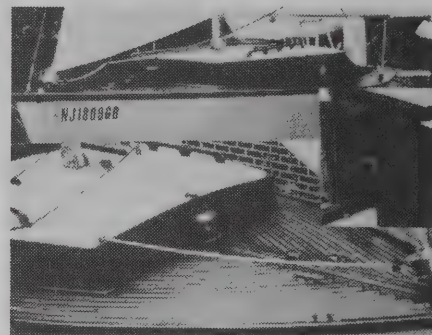
'62 **Chris Craft Sea Skiff O/B 18'**, vy rare. All orig, no rot, nds refinishing. On trlr w/twin 40hp Evinrude Larks. Grt find, only \$1,400. '59 **Glasspar Runabout 15'**, '57 35hp Evinrude Lark, '82 float on trlr. Motor rblt, boat refinished. Depthfinder, CB, too many accessories to list. Turnkey. \$1,200. '67 **Y Flyer Sailing Scow 19'**, on trlr. Stripped for re-finish, deck nds prime, paint & reassembly. All orig hrdwre. No rot, extra sails. Fast, fun boat. \$600. Major surgery & illness forces sale.

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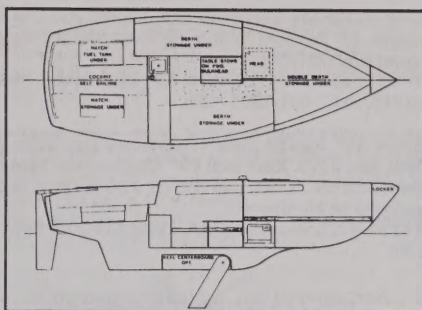
'70 Tripp/Seafarer FG Sloop, 31'x 8'9"x 4'7". Nice lines, sound deck, hull & spars. Renovation in progress. Buy now, finish renovation yourself over winter, go cruising next summer. Asking \$8,500. MATT LYFORD, Exeter, NH, (603) 778-7844. (20)



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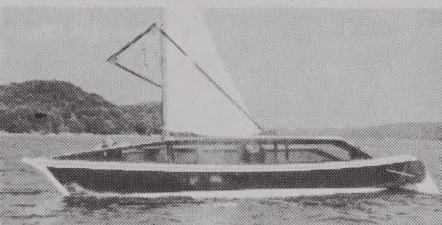
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Tinker Inflatable, 12' sailing dinghy/rescue craft.
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (19)

Grumman Sportboat, will trade 17' Grumman square stern canoe w/optional Grumman rowing seat. NY reservoir I plan to be on requires min 42" beam, max 16' length.
STEVEN ROSSI, W. Bloomfield, MI, (201) 573-2270 days, (810) 682-7259 eves & wknds. (19)

27'-28' Cape Dory or Catalina, in gd or better shape. Sale or trade 22' Catalina w/trlr, vy gd to exc cond, fully equipt, also '41 Ford woodie, gd restorable cond w/many NOS parts.
BOB DAVIS, Londonderry, VT, (802) 824-3590. (20)

14' Piscataqua Wherry, or similar boat. Must be light & seaworthy.
MARTIN DODD, 19 Hall's Point Rd., Stony Creek, CT 06405, (203) 481-9747. (20)

SALES & RIGGING WANTED

Pearson Electra Mainsail, gd used cond, 23'5" luff, 9'9" ft.
KENT ALLYN, 110-B Raynes Neck Rd., York, ME 03909. (20)

GEAR FOR SALE

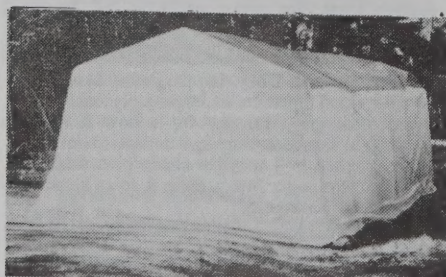
93 Neptune Mighty Mite OB, new 2hp in box. Steal at \$225. Will ship east coast UPs for \$25. **'26 Elto Rudder Twin OB**, 4hp, highly polished, runs sweet. Show winning cond. Grt for display or run on vintage boat. \$600.
ROBERT SCHOFIELD, P.O. Box 352, Oak Hill, FL 32759-0352, (904) 345-1215. (19)

3QM30H Yanmar Marine Engine, extra parts. On running stand. \$2,400.
GEOFFREY RICHON, Gloucester, MA, (508) 283-6063, (508) 283-4736. (19)

Wood, oak, 4 each planks 2"x 10"x 12'-14'. Ash, 2 planks 1"x 8"x 12', new. Offer or trade for small boat.
MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (19)

Anchor, 12# folding, white vinyl covered, 7' galv 5/16" chain, 85' 1/2" 3-strand nylon line, never used. \$90 (plus shipping approx 25#). **Compass**, 3-1/4" beveled black card, Airguide bulkhead type, \$35 plus shipping approx. 3#).
D. REINSFELDER, 272 Ridge Tr., Chesterfield, MO 63017, (314) 434-3520. (19)

Moorings (2), 150lbs ea. \$50 ea.
TOM DRECHSLER, Hopkinton, MA, (508) 435-6154. (20)

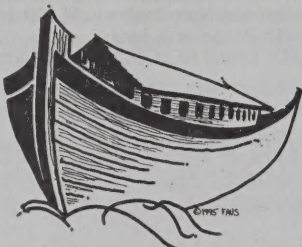


Boat Shelter, 13'x 24', galv frames, sturdy plastic cover. Used 1 season, gd cond. Orig cost \$930, sell for \$400 plus freight.
HANS WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684, fax (207) 766-5972. (20)

3HP Evinrude Yachtwin OB, Model 3532, std length, 15" transom. W/folding lower unit for easy storage. \$600 OBO.
TOM SLEEPER, 4 Edgemere Rd., Marblehead, MA 01945, (617) 631-1855. (20)

Sears 10" Radial Saw, w/electronic attachment, little use. \$395. **Rockwell 10" Contractors Table Saw**, less use. \$350. Can deliver. Lobster boat not going to be blt after all.
JAY FOLEY, Worcester, MA, (508) 753-2979 days. (20)

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FAUS DESIGNS, 81 White Dogwood Dr., Etters, PA 17319. (23P)



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

GEAR WANTED

Water Pump Impeller & Housing, for '58 West Bend Model 880 8hp.
ROBERT SCHOFIELD, P.O. Box 352, Oak Hill, FL 32759-0352, (904) 345-1215. (19)

Companionway Ladder, for Pearson Electra (or detailed drawing).
KENT ALLYN, 110-B Raynes Neck Rd., York, ME 03909. (20)

Hurth Transmission, HBW Gear for small diesel. Will pick up.
JAY FOLEY, Worcester, MA, (508) 753-2979 days. (20)

BOOKS & PLANS FOR SALE

WoodenBoat, #1 to #113, missing #25-#75, #101-#102, plus some extra issues. \$300 plus shipping. Trade for small OB motor, model boat kits, model boat books and mags.
BILL SHAUGHNESSY, 224 Henderson Ln., Talladega, AL 35160, (205) 268-0276 aft 6pm central time. (19)

Videotape & Plans, for baidarka skin boat. Offer.
MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (19)

WoodenBoat, magazine collection compl from issue #7 except for: #8-#12, #14, #29, #31. Stops at #125. 111 total, approx 85lbs. \$300. **Small Boat Journal**, magazine collection compl from pilot issue thru #76 except #48 & #74. 75 total '75-'91, approx 35lbs. \$200. **Mariner's Catalogs**, mid-'70's precursor to *WoodenBoat* & *Small Boat Journal*. Issues #1, #5, #7. \$5 ea. **Nautical Quarterly**, issues #20, #23, #25-#28, #33 & #36. \$4.50 ea.
BOB CAVENAUUGH, Carlisle, PA, (717) 249-6105. (19)

Hardwood Cleats, make your own w/these full size templates for both 6" & 8" sizes. How-to-make tips included. \$7.
H.R. TAYLOR, Box 434, Russell, ON K4R 1E3, Canada. (19)

Birchbark Canoe Building Course, summer '96, Lake Superior, WI. \$750 incl lodging.
GIDMARK, Dept. U, Box 26, Maniwaki, QU J9E 3B3, Canada. (19P)

Canoeing Books, all in mint cond. Postage extra. *One Incredible Journey* by Klein/Kruger, \$7. *Distant Fires* by S. Anderson, \$7. *The Stars, the Snow, the Fire* by J. Haines, \$5. *Water & Sky* by A. Kesselheim, \$10. *The Last Wilderness* by P. Brown, \$8. All 5 for \$30 plus postage. *Messing About in Boats*, 26 issues 1/1/95-1/1/96. Exc cond. \$10 plus postage.
RICHARD SIMS, 93 Union Rd., Northfield, NH 03276, (603) 934-4021. (20)

"Sleeper", 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.
EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (1P)

Maritime Books, used & rare. All maritime subjects. Free catalogs on request.
AMERICAN BOOKSELLERS, 102 W. 11th St., Aberdeen, WA 98520, (360) 532-2099. MC & Visa accepted. (24P)

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

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

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

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

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

Classic Boat Videos, fabulous show scenery, owner interviews, river cruising & summer fun. *Antique Raceboat Regatta, Mt. Dora '95, St. Michaels CBC & Smith Mtn. Lake*, all are \$30 ea, incl. S&H. THE ANTIQUE BOAT CENTER, Howard Percival Johnson, Jr., 15200 Mt. Calvert Rd., Upper Marlboro, MD 20772-9619, (301) 627-2114. (TFP)



Classic Moth Boat Plans, available for the Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. MUSEUM OF THE ALBEMARLE, 1116 US Hwy 175, Elizabeth City, NC 27909, (919) 335-1453. (TFP)



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (TFP)



Kayak, Canoe & Skiff Plans, full line of Blandford plans. \$2 for list of 19 plans. JOE D. COX, RR1 Box 360, Farmland, IN 47340. (TFP)

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

Canoe Lines, Plans, Offsets, Mold Patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip plt or wood/canvas construction. FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)



Sea Kayak Plans. "Seguin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual. ROB BRYAN, Kennebec Designs, RR2 Box 311, S. Harpswell, ME 04079. (TFP)

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BOOKS & PLANS WANTED

Polytarp Sail Manual, or instructions on how to make.

MICHAEL SCHODOWSKY, 1318 Beach Ave., Lakewood, OH 44107. (19)

Pete Culler's Boats, by John Burke. I will buy it or swap for it any of the following: Bailey's *Coast of Summer*, Brewer's *Understanding Boat Design* (4th), Chapman's *Piloting* (61st), Cole's *Away All Boats*, Frankel's *Gently With the Tides*, Gerr's *Nature of Boats*, Henderson's *Sail & Power* (4th) or *Sea Sense* (3rd), Hinz's *Anchoring & Mooring* (2nd), Stilgoe's *Alongshore*, Trefethen's *Wooden Boat Renovation*, or Williams' *Chesapeake Almanac*. SAM MC CANDLESS, 107 W. Broadway (2 East), Bardtown, KY 40004-1431, (502) 348-3513 before 9pm. (20)

Canoeing, American Red Cross '56, not the later edition. Dollar payment.

DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England. (21P)



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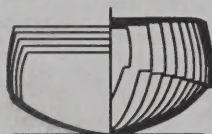
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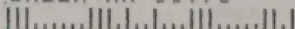
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