



messing about in BOATS

Special Features This Issue
"Remembering John Gardner"
"Alaska or Bust" - "The Really Perfect Boat"

Volume 13 – Number 21

1015.305
M585

March 15, 1996



messing about in BOATS

Published twice a month, 24 times a year.
U.S. subscription price is \$24 for 24 issues.
Canadian and overseas subscription price is
\$36 U.S. funds drawn on a U.S. bank or by
International Postal Money Order.

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

Telephone is (508) 774-0906, 8:00-5:00
weekdays, no machine.

Editor and Publisher is Bob Hicks.

Production and subscription fulfillment
by Office Support Services.

Volume 13 - Number 21

March 15, 1996

In Our Next Issue...

Several articles that fell out of this issue
when the space squeeze came, even with 40
pages, will fall back in hopefully.

Events: I'll provide coverage of our first
local event of '96, "Snow Row '96", Jonathan
Bradley describes "Model Schooner Racing",
Dave Goss reports on "Alexandria Seaport's
Small Boat Messabout" and Jack Moore does
likewise for the "Baywood Navy Messabout".

Adventures: Brad Livingstone takes us
on a "Cobscook Adventure", Bob Gerfy
chronicles "Stormalong's First Season" and
Alden Stickney looks back to 1945 "Sailing
an Adriatic Fishing Boat".

Projects: Ken Ong brings us his "Post-
script to Poetry", Harold Hohne regales us
about "The Old Man and the Creek", David
Keith tell how "Here We Go Again" and Stuart
Wier sketches "Some Second Swallows".

Designs: Adam Zielinski presents his
"Designs for Modest Budgets", Joe Reissner
describes "Kayoe, 16', 47lbs, \$150", Jay Bliss
details his "Trailerable 20' Camper Tri" and
Steve Brown sketches his "Concepts for My
Brown Seal Tri."

There'll be more "Techniques/Tools",
"You write to us about...", a book review,
safety stuff, all that. And which ones will fall
out this time?

On the Cover...

Peter Marsh's home built trimaran in Gla-
cier Bay, Alaska, at the end of the sort of cruise
most of us never get beyond dreaming about.
Peter tells us all about it, and his boat, in this
issue.

Commentary...

There's a lot of messing about in boats
just about ready to get underway as the new
season approaches. While some of you have
been carrying on through the winter, either in
the shop in northern climes or still on the wa-
ter in southern, most of us have been relatively
inactive. Our gatherings at organized events
and activities on the water have been pretty
much absent.

As spring approaches the growing list of
events and activities announcements, on cal-
endars, in brochures, in newsletters, is a fast
rising tide in this office. We get to hear from
just about anyone who knows about us who is
planning some sort of activity to which they'd
like to invite you. The news of impending
excitement afloat arrives in a variety of for-
mats, from simple postcards to elaborate multi-
colored promotional brochures. The more
highly organized and fully funded groups keep
up a barrage of announcements, in the form
of "News Releases".

"News Releases" usually carry a sub-
head, "For Immediate Release". These always
come from professional public relations firms
or promoters. The folks who want to run an
event for their club or similar small special
interest group don't indulge in this assump-
tion that I will rush right ahead with that "im-
mediate release". They often do express their
hope that we will deem their planned activity
of sufficient interest to you that we will pub-
lish the pertinent details.

Hope springs eternal. I tried to ac-
commodate these earnest requests when this
little magazine was even smaller and reached
far fewer people and far fewer activities. The
early "Happenings" carried details of the
events, announcements of which we received.
Such a list was very incomplete, only those
who bothered to let us know got space, and
since there were relatively few, I could fit all
the skinny in on a page. Even when it spilled
over onto two pages, I'd carry on bringing you
these announcements. I know many of you
found these helpful in planning outings.

But it grew. So I cut back the informa-
tion to the basic, "What, Where, When, and
Who". Last year this was the way I handled it.
But two pages soon brimmed over, so I fur-
ther cut back, now listing just the organizers
who plan activities and events, whatever they
may be, with the suggestion that you consult
under the headings that interest you and call
the listed organizers to learn what they have
in mind for the season. This works particu-
larly well for the long lists of courses and mu-
seum exhibits.

This put you to work if you cared enough.
But the organizers realized that people may
not ask them about their impending events if
they had no idea any were planned. How to
let you know? The answer I suggested is "Ad-
vertise".

Hah, commercial grasping appears. Well,
not quite. Yes I realize that many of the smaller
low key events are run on shoestring budgets

by volunteers. They, most of all, need the free
publicity. But, they are usually not letting you
or I participate for free. They are charging a
fee. Rightly so, the bills have to be paid. Same
here.

Initially I viewed a couple of pages de-
voted every other issue to announcements of
interesting activities as editorial content, use-
ful news for your benefit. But the flood tide
overwhelmed this altruism, or maybe enlight-
ened self-interest. And I came to realize more
and more that after all these events were just
another form of doing business for most orga-
nizers. Whoever they were, they were putting
on some sort of event with an eye to promot-
ing their own purposes, even be they just hav-
ing fun. If I came to play I would have to pay,
which I expected to do.

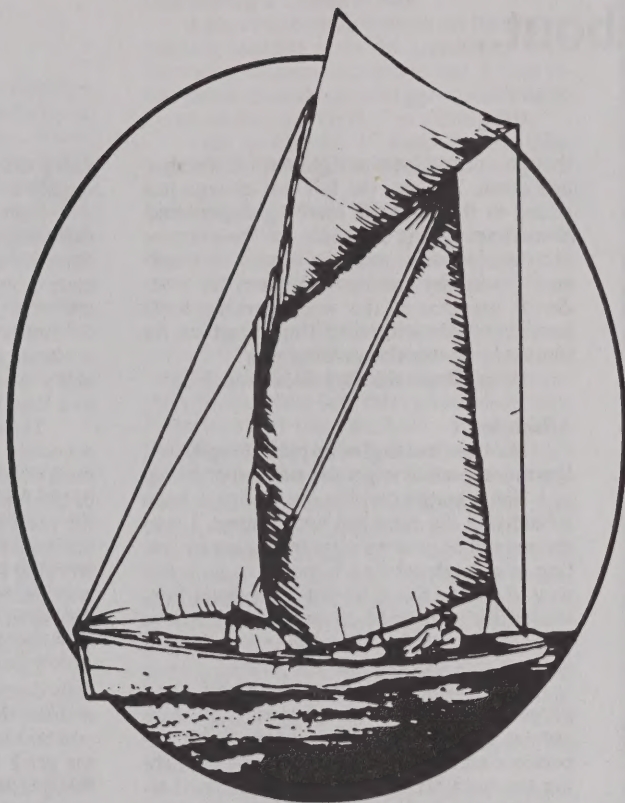
So, that's the way it's going to have to be
on our pages for activities and events an-
nouncements, advertise them. On the facing
page you see an early acceptance of this from
the North Carolina Maritime Museum. They
want to attract people and boats to their
planned Wooden Boat Show in May, and ac-
cepted my contention that advertising is the
way to do it. A whole page certainly gets your
attention and gives them plenty of space to
tell you what they wish you to learn.

The smaller events can afford to advertise
too, for only \$6 they can get a small ad that
will proved space enough for their basic in-
formation, and going to only \$12 or \$18 will
provide plenty of space for most small events.
This just isn't a big factor in the cost of put-
ting on an event.

But collectively this income is a big fac-
tor in our ability to provide the necessary
space. A page of advertising roughly pays for
three pages of editorial content. If we attracted
on average a page of event ads each issue it
would pay for itself and subsidize the addi-
tion of three more pages of news articles. So
we'll see how this works out. Everyone who
contemplates sending us some publicity ma-
terial should inquire about advertising. Just
make it a part of your promotional budget.

It remains to be seen how much you will
learn of coming attractions on our pages this
year with this new, more businesslike policy.
There are many of them, you cannot really
appreciate how many until you see all the an-
nouncements I do. I am happy to know about
all this as it has made me realize what a busy
and widespread activity messing about in boats
is at a level below the really big time high
budget, widely advertised promotions.

You probably have noticed we are now
40 pages, this up from 32 only a year ago, with
an interim period last summer and fall at 36.
This is due mostly to the ongoing increase in
paid ads. We don't exist, as do real magazines,
to cash in as an advertising medium, hustling
paid space. But we're certainly happy to have
advertising, welcome it, and pass on the fi-
nancial benefits as they accrue in the form of
added pages.



The North Carolina Maritime Museum Presents:

The 1996 Annual Wooden Boat Show

May 4, 1996 - Free to the Public

(9:00 a.m. to 4:30 p.m.)

If you build wooden boats commercially and have one that is 25 feet (l.o.a.) or under please bring it to *show and sell*. If you have built a wooden boat for yourself and would like to show it, please come. If you make oars, paddles, or boat gear give us a call.

If you're in the market for a wooden boat,
COME to this show!

There will be demonstrations of traditional maritime trades and crafts, a juried model boat show, musical entertainment, sailing and rowing races, activities for children and more.

For information or to enter boats call (919) 728-7317, or write to North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516, attn. Roger B. Allen.

You write to us about...

Your Experiences...

Mid-Atlantic TSCA Group to Form

The Traditional Small Craft Association clubs in the mid-Atlantic area are going to hold a meet and row at Elk Neck State Park in Maryland on June 8th and 9th. At this gathering they plan to form a Mid-Atlantic Traditional Small Craft Association including the Patuxent River, Barnegat Bay, Upper Bay, South Jersey, Delaware River and Potomac chapters. Interested readers can inquire for further details.

Bob Rodgers, 511 Grandview Ave., Pitman, NJ 08071, (609) 589-0406.

WoodenBoat School Fantastic

Last September I drove 2200 miles each way from Florida to Maine to attend the WoodenBoat School course in Fundamentals of Boatbuilding. I have never enjoyed two weeks more in my 66 year life!

Accommodations included a comfortable room for two in a farmhouse right next door to the shop, food a mile away in another farmhouse, with food so good I gained 10 pounds during the stay. I'm a vegetarian; there was veggie fare in addition to regular at every meal, usually seven choices of drinks, fantastic desserts, and no limit at gourmet-level meals).

About twenty small sail, row, and paddle boats and kayaks were available for use anytime free, thousands of boating and tool and shop magazines to read, plus boatbuilding books in each dorm, about a hundred videos of boating, touring, and boatbuilding subjects in the video room, a game room, super instructors and a resortlike atmosphere in which everyone tried to make you feel as comfortable as possible.

This was all located way out in the boonsies on some of Maine's most valuable waterside real estate, 61 acres of "Gentlemen's Farm" built about the turn of the century, right next to the publishing offices of *WoodenBoat* magazine, all on the water's edge of Eggemoggin Reach, where the schooners sail by in the distance, and cruisers stop by to visit the class shops and magazine.

Classes began daily at 8 after a huge breakfast, went continuously until noon, breaking for a huge picnic lunch under the trees or inside if preferred, on to quit in exhaustion at 5, supper at 6, bed by 8:30 for me, falling asleep reading, although younger men went back to the shops to work until 10. There was enormous dedication to the teaching/learning tasks, many little tricks of the trade taught, and great confidence gained.

The huge *WoodenBoat* Library was opened one night, discounts given at the store, an all-you-can-eat lobster, clam, mussel, corn on the cob, salad, etc. dinner thrown on Friday with a slideshow afterward. We were truly exhausted, saturated brains and bodies almost overloaded by quitting time daily, with an eager start the next day, frustrated at our own physical limits.

No TV improved the lifestyle, limited phones forced us away from our offices, al-

though a payphone was right outside the shop and dorm. For me, the fall leaf change just added to the fantastic learning experience. Sometimes hiking to meals for the exercise and the outdoor experience, driving on weekend to a nearby used tool company for wonderful bargains in the woodworking tools available, and sailing later. I'm going back for two other classes this coming year!

Alan Fitzgerald, Ft. Lauderdale, FL.

Afloat Isn't

We have had to give up publishing *Afloat*. It was impossible to get the subscriber list up to a viable number within our ability to keep subsidising the print run and postage. Up to the end of last year we were managing by getting in enough subs each month to go a fair way to paying the costs but from about September the subs dried up and we would have been stuck with the full costs of the January issue. It was less expensive to cease.

We have been inundated with letters and phone calls commiserating but sadly these do not pay the bills. It was a very enjoyable experience and we learnt a lot; our next publishing venture will probably be a booklet of article rewrites on building a variety of my designs to expand on the plans list and assist builders with photos.

If anyone is interested we can supply all fourteen issues of *Afloat* for \$48, including sea mail.

Dennis Davis, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England.

Struck a Chord or Two

In my earlier comments on the prices being asked for a couple of "Rozinante" canoe yawls, I seem to have struck a chord or two. Maybe I'd better put my remarks into context and focus, or someone will misinterpret what I was saying.

My complaint is not particularly against "rapacious" boatbuilders, although I am sure there are some; such people tend to turn up in most walks of life. And I do recognize the tremendous increase in the prices of materials that has taken place over the years. But I am not sure that alone accounts for the matter either.

L. Francis Herreshoff referred to this, even in his discussion of the "Rozinante" back in 1961: "...there are still some honest men who are not scared to handle hand tools, who can sharpen a saw, plane, or adze; there are still some who know that a little healthy exercise will not do them any lasting harm. To be sure, most of these honest men live and work in rather out-of-the-way places, but that is lucky, for in most cases they can acquire the proved boatbuilding materials for perhaps one-third the city prices..."

While he seems to be inveighing against some types of builders, he also points up that it simply costs more to work in urban areas, to have to pay high taxes and wages and to pay middlemen top prices for materials. If one wants to build a boat out of mahogany, teak, and other exotic species, and can afford to, fine

and good. But there are other materials, more locally available and economical.

I am convinced, also, that there is a great difference in boatbuilders, and it may be summed up in the word "efficiency". A decade or more ago, in Nova Scotia, two builders were building boats. One was building a 26' cutter to a Lyle Hess design. He employed a couple or three workmen, and a secretary, and was in the process of enlarging operations to a fine, high quality shop.

The second man was building a 36' pinky schooner to a modified Chapelle design. He ran a small, one man shop, working alone most of the time, hiring a second man when he felt the need for a particular part of the work. He had built boats for years, had learned the trade working in professional shops. The first shop was manned by graduates of a trade school course in boat building, most of them young and earnest about doing good work.

The price of the smaller boat was never fully disclosed, but persistent rumours pegged it closer to \$100,000 than to \$60,000. The second builder, not a man given to boasting, heard the price mentioned and commented that he thought he could build two of the pinky schooners for that sum.

What made the difference? Efficiency. The second builder was paying only himself; he ordered as much material from local sources as possible, and the rest in wholesale amounts from a specialized source. The first builder had ordered from less local sources, and had himself and a secretary in the office, along with a computer, that had to be paid even though they fitted no planks and drove no fastenings. Overhead.

The second builder had learned in a professional shop that emphasized doing the job well, but doing it in a reasonable time. No standing to study a joint for half an hour; he took a few measurements and cut to shape and it fit. I have been in both shops, seen both builders' products, and hold both in respect. But, in terms of production per dollar, the second builder was by far the most efficient. If one accepts the idea of assessing things in terms of "cost effectiveness", there is little question as to where to get a boat built.

And this is my point. It is not a matter of dishonest builders, seeking to gouge unearned money out of the customer. It is a matter of cost effectiveness and simple efficiency. Yes, there are dishonest builders out there, and many of them will promise low prices but deliver even lower quality, as well as those who ask exorbitant prices. Yes, costs have escalated impressively. But efficient, cost effective builders are still available. And if we patronise these men and women, we serve notice that this is what we demand and will pay for...and more builders will seek to be efficient builders rather than costly artisans.

I hope this will clarify my earlier comments which elicited your responses. There are good builders out there, and they deserve support. There are also builders who seem not to worry about cost to the customer; let them pay their own bills.

David Keith, Apohaqui, ON, Canada.

Your Needs...

Marco Polo Dinghy Design

Looking through some 1964 clippings from *Rudder* magazine I found an article on the Marco Polo Dinghy by Gail Vaites. It was the tender in a prior article on "How to Build the Marco Polo H55" by L. Francis Herreshoff.

This dinghy is 12' long, pram bowed, flat bottomed with rounded lapstrake sides, and lug rigged. It holds six persons and can be walked around in without capsizing.

I wonder if the plans are available anymore, I sure wish I could find them, or more on how to build her.

Don Dressel, 2100 Easy St., Highland, IL 62249-2311.

Shoal Draft Charters

Does anyone know of any charter operations where I can get a shoal draft cruiser instead of the usual deep draft keelboats? Key Largo Shallow Water Cruises used to be great for this. I called them after Hurricane Andrew went through and they said it did them no damage, but six months later they reported that business had fallen off a cliff due to that hurricane. They were the only ones I had come across and I miss them badly.

Andrew Updegrove, 46 Gallison Ave., Marblehead, MA 01945.

Great Stuff on Tris...But Where's John Biddle?

Keep up the great stuff on trimarans! We were both born and raised in Bay City, Michigan (home of Gougeon's). We know they are the most exciting, and in some ways practical, things on the water. Especially enjoy the information about smaller tris (under 30').

In the 70's and early 80's, we used to attend an annual slide, music and narrated production on all kinds of sailing around the world. The producer was a fellow named John (or Jon?) Biddle (or Bidle, or Bidel?). I think he was based in Newport, RI. They were pretty great. Do you know of him? Is he still around? Has he, or anyone else, placed any of his shows on videotape? Please let us know.

Art & Kathy Dillon, 88 Badger Farm Road, Wilton, NH 03086, (603) 654-6237.

Solid Fuel Heater

We have recently purchased our first large boat, a Halberg Rassy Monson 31 built in 1978. While looking at boats I noticed small solid fuel cabin heaters in several older boats built out your way. I have never seen one of these heaters in any catalogs. All I ever see are the small diesel or alcohol heaters. I wonder if any readers would know of any sources for such heaters?

The one down side I can see right now with owning a sizeable boat is that I may not be able to build any more small boats. I've really enjoyed the trimaran series and I'd love to build one...oops!

Dean Raffaelli, 5842 N. Talman, Chicago, IL 60659.

Baltzer Information

I am preparing to restore a 1928 24' Baltzer and its original Chrysler six-cylinder engine. Any data, pictures or communication would be helpful.

Charles E. McGowan, P.O. Box 21, Woods Hole, MA 02543, (508) 540-5714.

Converting a Canoe to Sail

I am a retiree with time on my hands desperately seeking plans for converting a 17' Grumman aluminum canoe to sail. I need information on decking, outriggers, sideboards, motor mount, etc. Help, I'm sinking fast.

Pete McCombs, 47 River St., Sayville, NY 11782-3209, (516) 589-3789.

Commercially Built Pelicans

Regarding your editorial response to Rolland Boepple's inquiry in the February 1st issue that no Pelicans have been built commercially.

The Pelican design is a straightforward project for amateur home builders with basic carpentry skills, the plans and building instructions were created with this in mind. However, Pelicans of all sizes are built commercially. The 12' San Francisco Pelican has been built by Smith's Boat Shop in Washington since 1963, and most boats in the Pacific Northwest Pelican fleet are products of their shop.

Several "Yangtze 18's" were built in the Bay Area during the early 1980's by a professional builder. After designer Bill Short's death in 1986, his notes were mislaid. They were reorganized by a colleague several years later, and plans are now available for this variation.

Anyone interested in a professionally built Great Pelican 16', Super Pelican 18', or Yangtze 18' may write to me for names of the boatshops.

Muriel Short, 203 Hawthorne Avenue, Larkspur, CA, 94939, (415) 924-0685.

Slight Flaw

Reference to your remark in the February 1st issue, "No Pelicans were built commercially". Slight flaw. Don and Fred Smith of Smith's Boat Shop, Rt. 1 Box 59, Bow, WA 98232, have built many of these boats.

I also understand that the Center for Wooden Boats in Seattle will build you a Pelican.

Gene Galipeau, Seattle, WA.

Editor Comments: Reader Boepple specifically asked, "Is the Pelican still on the market as a new boat?" I guess this is all a matter of semantics. To me that implied looking for a production Pelican. Professionally built and commercially built are not the same thing, commercially means to me a production boat turned out on spec and put "on the market" for sale by dealers or the manufacturer. Anyway, you can get a professionally built Pelican to order it appears.



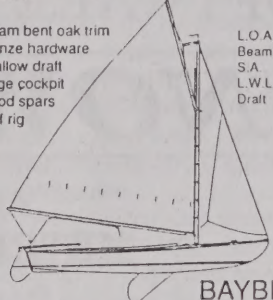
CLARK SAILS
ESSEX CONN

Traditional, offshore and performance cruising sails since 1972. Repairs, recuts, furling systems & conversions. Rigging, lifelines. Dodgers & biminis. 37 Pratt St. Essex, Conn. 06426 Tel:(203)767-8278



COMPASS CLASSIC YACHTS INC.
Box 143 • South Orleans • MA 02662 • (508) 255 5187

Steam bent oak trim
Bronze hardware
Shallow draft
Large cockpit
Wood spars
Gaff rig



L.O.A. 18' 0"
Beam 5' 6"
S.A. 145 ft.
L.W.L. 16' 0"
Draft 0' 8"

BAYBIRD
A 1918 Burgess and Chamberlain design
Now in fiberglass



Largest Selection of Canoes in New England
Nearly 500 on display

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S
Rt. 1A, Newbury, MA 0-1951
(508) 465-0312



Wind Products

SKIMMER 45



FEATURES

LARGE 45 SQUARE FOOT SAIL
COMPLETELY PORTABLE
FAST RIGGING ACTION
HIGH STRENGTH TUBING
MARINE QUALITY THROUGHOUT

America's Largest Iceboat Manufacturer

Wind Products
2485 Rosstown Road
Wellsville, PA 17365
(717) 432-1074

SEND \$1 FOR BROCHURE




PLYBOATS® 2.01

SOFTWARE FOR THE DESIGN OF SMALL BOATS

NOW WITH METRIC

At Any Time Change Dimensional Units To:
METRIC, DECIMAL INCHES OR FEET-INCH-8ths

Retains All of the Features of PLYBOATS® 2.0

- Draftsman's spline curves
- Sheer, 2 chines and keel
- Design up to 100 feet length (30.5 meters)
- Graphic views (10)
- Painted views (4)
- Bulkhead dimensions at any location
- Instant calculations of:

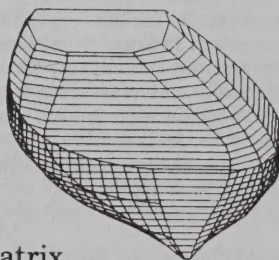
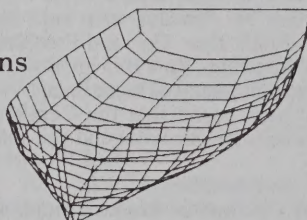
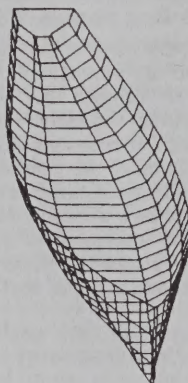
Displacement
Center of buoyancy
Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area

- **Prints out:**

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

- **Printer support:**

Laser or ink jet
Epson or IBM Proprinter dot matrix



- **Sail rig design:**

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

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

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

- **Modeling:**

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

- **Compatibility:**

286, 386, 486, Pentium
1 megabyte RAM minimum
Runs in DOS
No co-processor needed
1.44 meg hard disk space minimum
VGA monitor preferred

- **PLUS A 116 PAGE MANUAL THAT EXPLAINS IT ALL •**
- **DISK INCLUDES OVER 80 DESIGN EXAMPLE DATA FILES •**



PLYBOATS® 2.01: \$145.00 • UPGRADES: 2.0 TO 2.01 \$5.00 • 1.0 TO 2.01 \$40.00 PLUS SHIPPING
SHIPPING: U.S. \$5.50, CANADA \$8.00, OTHERS \$12.00 (CA residents include tax)

RAY CLARK ENTERPRISES

5861 Woodboro Drive, Huntington Beach, CA 92649

VOICE (714) 840-7284 • FAX (714) 840-7284



John Gardner 18 June 1905—18 October 1995

"Building and using small wooden boats is part of our heritage, something worth doing that our forebears did that we can still do, something to cherish and hold on to, something to enjoy while we still have it to enjoy. What will be left for the generations to come in the uncertain future that lies ahead? We can only hope that something will remain. But here and now, let there be no hesitation in making the most of the good that has been given us" (*John Gardner, May 1995; Sharon Brown Photograph*).

HONORING JOHN GARDNER

by Sharon Brown

In April 1969 John Gardner traveled from his home in Saugus, Massachusetts eager to begin working for the Maritime Historical Association. At the Mystic station he stepped off the train in full stride, mulling over ideas for bringing traditional small craft to the forefront of maritime history and was met by Don Robinson, Associate Director for Administration, who took him to Noank to share the family Easter dinner.

It was a warm beginning to John's productive 26 year association with Mystic Seaport Museum. He was in his 64th year, a master boatbuilder at Frederick J. Dion, Inc., Yacht Yard, Salem, Massachusetts, haunting the libraries of Boston and Cambridge on his days off, maintaining significant correspondence with contemporary intellectuals and keeping up a prolific publishing output in popular boating journals and esoteric sociopolitical periodicals. He was already

well respected in the museum world as an associate and volunteer of the Peabody Museum in Salem and as a consultant to the Adirondack Museum at Blue Mountain Lake, New York when he got a call from Waldo Johnston, then Director of the M.H.A. They agreed to meet at the Parker House in Boston and John liked to tell in his wry manner how he was to "know Johnston by his necktie with whales on it." They talked all morning. According to John, Waldo got the idea that he might be available from Edmund E. Lynch who John had known in his work with the Adirondack Museum where Lynch was curator before assuming the position at the M.H.A.

John Gardner's appointment as Research Associate in the Curatorial Department was announced in the June 1969 *Log of Mystic Seaport* and also in the May 1969 issue of the *National Fisherman* where he had been Technical Editor since

1959 and writing about boats since 1951. By the time he submitted his resignation to J. Revell Carr on June 16, 1995, just shy of his 90th birthday, he had accomplished more than most people do in a lifetime. The blistering pace he established in his first year at Mystic Seaport laid the foundation necessary to achieve his vision of a small craft program which involved collection, preservation, restoration, construction, exhibition and finally, utilization.

He was given a room, Marion Dickerman's old office in Greenman House where he slept, and he scoured the grounds scrounging lumber and tools to set up "an interim boatshop" in what was then the Carriage Barn and began planning the design and construction of his first Mystic built boat, the *Lawton*. On June 6 he made a presentation to the Essex Yacht Club on ferrocement as a boatbuilding material, on July 18 he attended the 40th Annual Meeting of the M.H.A. and met with the guest speaker, Basil Greenhill, Director of England's Maritime Museum, on August 15 he presented a talk to the Noank Historical Society in which he outlined his functional approach to small craft study and his proposal for a Small Craft Laboratory and on the next day he was judging entries in the Antique Boat show at Clayton, N.Y. sponsored by the Thousand Islands Museum, in company with other judges including Howard Chapelle of the Smithsonian with whom he'd already forged a working relationship. On weekends he started traveling around New England buying up tools for the collection, scoping out lumber sources, and lining up white cedar knees for boats he was planning to build.

John Gardner published 34 articles in 1969, including three in the *Log of Mystic Seaport*. By the fall of 1970 he was a member of the Editorial Board and his total contribution of 33 articles, including 14 book reviews, written after careful deliberation and detailed scholarship in a clear, concise, informative manner are classic examples of good writing and stand the test of time.

Two items in the December 1969 *Log* reflect John's groundwork and portend exciting small craft developments for the spring of 1970 which would have far reaching implications in conveying the significant role of traditional small craft in the twentieth century maritime museum world. Curator Ed Lynch announced in passionate terms that in order to make Mystic's small craft collection more accessible to small boat builders John Gardner would direct a Small Craft Laboratory to serve as a clearinghouse for construction and design information. And the second item urged readers to watch for

information about the M.H.A.'s plans to hold a rowing conference to reflect a revival of interest in rowing, rowboats and the important part they played in our maritime past. John took up the challenge that became the focus of the last third of his life.

Recognition of John Gardner's achievements and his value as friend and colleague were warmly acknowledged by those attending the Memorial Service in celebration of John's life held November 18, 1995 in the DuPont Preservation Shipyard at Mystic Seaport. Flanked by the 27-foot four-oared gig, *General Lafayette*, which John built in 1974-75 and Lois Darling's painting which forms the cover of John's book, *Classic Small Craft You Can Build*, Director J. Revell Carr gave the opening and closing remarks. Invited speakers who each paid unique personal tributes were Dick Wagner (Founding Director, Center For Wooden Boats, Seattle, WA), Michael K. Davis (Trustee, Floating The Apple, New York, NY), Benjamin A. G. Fuller (Former Curator of Mystic Seaport, Cushing, ME), Barry Thomas (Supervisor, Boat Shop, Mystic Seaport), Bill Mills (Carpenter Foreman, Dodson Boatyard Inc., Stonington, CT), Frank C. Durham (President, Traditional Small Craft Association, Hollis, NH), David Gilroy (Boatbuilding Instructor, Riverfront Recapture, Inc., Hartford, CT), Clark Poston (Founder, The John Gardner School of Boatbuilding, Inc., Annapolis, MD), George B. Kelley (Boatbuilder, Hyannis, MA), Sidney S. Whelan, Jr. (Trustee, Adirondack Museum, Blue Mountain Lake, NY), Benjamin B. Swan (Director, Pine Island Camp, Belgrade Lakes, ME) and Sharon Brown (Research Assistant, Supervisor, The Boathouse, Mystic Seaport).

In closing, Mystic Seaport Chanteyman, Don Sineti lead the audience in an emotional rendering of the traditional homeward bound chantey, "Rolling Home," and finally, J. Revell Carr lead a resounding three cheer salute to ring the rafters high above in salute of John Gardner, whom he called "a truly gentle man."

However, despite efforts to the contrary, no one could better express John than himself and the following, excerpted from the quotes which were read by Barry Thomas and me at the service, "John Gardner In His Own Words," will provide insight into the range of his writing and inspire rereading of his work. The source is given following each quote.

"The editor possessed one advantage over the rest of the class, or rather it was a disadvantage—he was able to censor his own write-up. For that reason he knew that if he was complimented as he deserved the rest of the class would be



At an age when most people would be content to retire to the shade with a book, John Gardner continued to work to bring traditional small craft to life for all to enjoy (Sharon Brown Photograph).

jealous. And as he did not care to allow anything concerning himself that was either mediocre or derogatory to be printed he decided that it were best perhaps, for good of all concerned, if nothing regarding himself were published" (*Washingtonia* Class Album of 1925).

"Planes are the heart of a boatbuilder's kit. Your first-class mechanic who can build a yacht inside and out and from keel to truck will often have planes enough to fill a chest all by themselves. These of various sizes, shapes and curvatures he will usually have made himself as he needed them or when nice blocks of tropical hard wood came his way. ...

There is a fascination in plane making and it is something that grows on the addict.

Seasoned live oak is a superior wood for planes and it was of this timber that the boatshop floor in the Boston Navy Yard was originally planked. Here in days past, I have been told, when the plane-making itch waxed strong, heads would be put together, and one of these oak floor planks marked for removal. An exact duplicate of some suitable but common timber like hard pine would be prepared and held in readiness. When the coast was clear the switch would be made, and forthwith an epidemic of plane making would break out in the shop. This practice never enjoyed official sanction, exactly, but became pretty well established in custom, nevertheless" (*Maine Coast Fisherman* 1952, May).

"The last campfire has burned itself down to a heap of glowing coals. Behind

the chair-circle the oaks rise to meet the chill flame of the stars—massy pillars of a deeper darkness. There is a tang of Autumn in the night air. The belated watcher draws closer the folds of his blanket, as he sits gazing on that gleaming path, which the moon has brushed across the waters of Great Pond. His thoughts go out along that path, as he thinks of the days to come and of the days that are past.

With a panoramic fullness the summer spreads itself before him, a throbbing, succession of events, kaleidoscopic, intense, poignant. He is in a canoe that rides the crested waves like a sea bird; the muscles of his back are taut; his paddle flashes as it cuts the blue water. He is couched on a bed of fragrant boughs counting the stars. The flying spray of the Atlantic is salt upon his lips. He is marching through the streets of Mercer; now threading his way through the gully; now dashing to meet an attack. The voice of a friend rings in his ears, shouting encouragement in the race that he did not win. The hand of a friend rests on his shoulder while the evening hymn is sung. He watches alone from a boat while the sun's last oriflamme unfurls itself on the Western hills. The voices of many friends are in his ears; their faces before his eyes.... And so he sits lost in deep reverie, while the moon creeps higher into the heavens, and the last flame flickering over the embers dances into oblivion" (*The Pine Needle* 1930, No. 8).

"Hauled out on the beach at Barnegat, where the lobstermen put in, lay an elegant double ender, somewhat the

worse for wear, it is true, and shabby of paint, but otherwise as trim and shapely as the day she was launched. She caught my eye from the first, and upon inquiry I learned that she had been Bill Chamberlain's own gunning dory built for winter duck hunting in the rough seas among the islands of the outer harbor. Nineteen feet, five inches over all, her rounded sides and graceful sheer made her, I thought, about the handsomest boat I had ever seen. Lightly built of cedar, she was hardly suited for the rough work of hauling lobster pots, the use to which Charlie Briggs had converted her.

As soon as work slackened enough in the shop for me to be spared for a Saturday, I took off the lines of the dory and carefully recorded the details of her construction in anticipation of the day when I should want to build another. It was a good thing I did. Too lightly constructed for lobstering and weakened by age, she went to pieces over the next few years and was broken up" (*Building Classic Small Craft* 1977, International Marine Publishing Co., Camden, ME).

"This [Maine] is a beautiful rural setting and no other place will ever seem like home to me. If tomorrow the Federal Government were to supply me with a Guaranteed Income on the order of \$5,000 annually per family, which I think is not excessive considering our present productive capacity. I should return to the home farm. I would have my garden, cow, pig, and hens. I'd cut some firewood, and would build a small power boat for fishing, depending upon fish to furnish much of the protein in our diet. I'd grow berries and flowers. And would do a little wood carving, basket making, blacksmithing, and the like, in the farm workshop. And if I felt like taking off an afternoon for reading or a day to visit the public library, it could be done. Altogether this would add up to a much fuller, freer, more independent life than I am now living.

But to think of returning to the old farm without a guaranteed income or its equivalent—God forbid! I well recall how we worked from daylight to dark, and sometimes after dark. ...

Let us not get sentimental about country living. In the 'good old days' the farmer's life was a hard one, and often a degrading one" (*Contemporary Issues* 1965, No. 51).

"... There is nothing at all left for humans to do but to relax and be waited on, and they are bored to desperation and revolt.

Such a time and condition may not be as remote as one might suppose. Already the mass of the population has ceased to

produce anything tangible, having become mere consumers of products, often inferior, which they had no part in making. Children growing up today in Suburbia, as well as in the ghetto, are being robbed of their heritage of manual skills. Many never experience the satisfactions of purposeful work and creative achievement, nor can they begin to imagine what life was like for past generations who actually, and pridefully, did things and made things for their own use with their own hands. ...

Boatbuilding is folk experience with its roots deep in man's remote past. Even as recently as the middle of the last century, the building of native small craft along our Eastern seaboard was still largely unspecialized, with fishermen and others building boats as they needed them from local materials according to methods passed down from generation to generation. They built for utility, but for beauty also, with building a distinct source of esthetic fulfillment. Building a boat in those days was also a social happening with neighbors lending assistance and stopping by now and again for a gam, to see how the job was going, to offer comment and advice, or just to share silently in the appreciation of sweet lines and work well done. The professional builder of small boats as a specialized tradesman and wage earner was a late arrival on the New England scene" (*The Log of Mystic Seaport* 1970, Summer).

"How well I remember the first boat I built—or, rather, helped my father build: a skiff to use on our river at the head of Maine's Passamaquoddy Bay. It was fashioned from cedar and oak that we had cut the winter before and had hauled over the snow to the sawmill. That was 60 years ago, and the thrill remains. Since then I have built or worked on other skiffs, as well as dories, peapods, launches, lobster boats, draggers, yachts for power and sail, on historic restorations and on reproductions. Every one of them was a deeply gratifying as well as a fascinating adventure. I am still building boats, with the same pleasure that the first one gave me" (*The Classic Boat* 1977, Time-Life Books Inc., Alexandria, VA).

"I must state categorically that there is just no such thing as the superior, all-purpose rowboat, just as there is no such animal as the superior, all-purpose dog. ...

Peapods are fine for setting lobster pots around rocky shores and ledges, guideboats for portaging through the Adirondack brush, salmon wherries for launching stern first into the surf, Whitehalls for fast taxi service across the

bay before motors came into use—but swap these functions around at your peril" (*National Fisherman* 1967, Oct; *Building Classic Small Craft* 1977, International Marine Publishing Co., Camden, ME; *National Fisherman Guide to Boats* 1993, 73 No.13).

"It is an anomaly of this present age that although we idealize youth, we do not trust it. Youth is shielded and pampered but denied responsibility and held back. Maturity is postponed.

Not only does the conventional academic routine—classes, lectures, papers, exams, credits, and so forth—tend to be removed from reality, but also its demands on students are narrow and limited, too frequently failing to tap their deeper powers or capabilities or to inspire anything approaching total commitment. Because their involvement is partial and superficial, students tend to take neither their studies nor themselves seriously. Idleness, boredom, and frustration inevitably follow, opening the door to all manner of aberrant and self-destructive impulses and influences. What passes for education, and especially higher education, turns out so often under present circumstances to be mis-education. ...

As previously demonstrated in *The Apprenticeship at Bath*, youth in our time is desperately eager for meaningful activity, starved for it, in fact. They badly need to be needed by others, and are ready to give unstintingly of themselves in direct measure to what is asked. They seek total commitment and will be satisfied with nothing less. Under favorable conditions they are self-reliant, resourceful, inventive, and learn amazingly fast. They are capable of sustained effort, eat up work, and find hard physical labor expended in a good cause satisfying both to body and spirit.

... Trust youth, give them room, permit them to develop as whole persons; ask, and set no upper limits in asking, and they will rebuild the world" (*Introduction, Barns, Beams & Boats, The Restoration Shop*, 1981, Maine Maritime Museum, Bath, ME; *Sea History* 1982, Summer).



**COLUMBIA
TRADING
COMPANY**

NAUTICAL BOOKS

**New, Used Free Catalog
& Out-of-Print Subscription**

(508) 778-2929

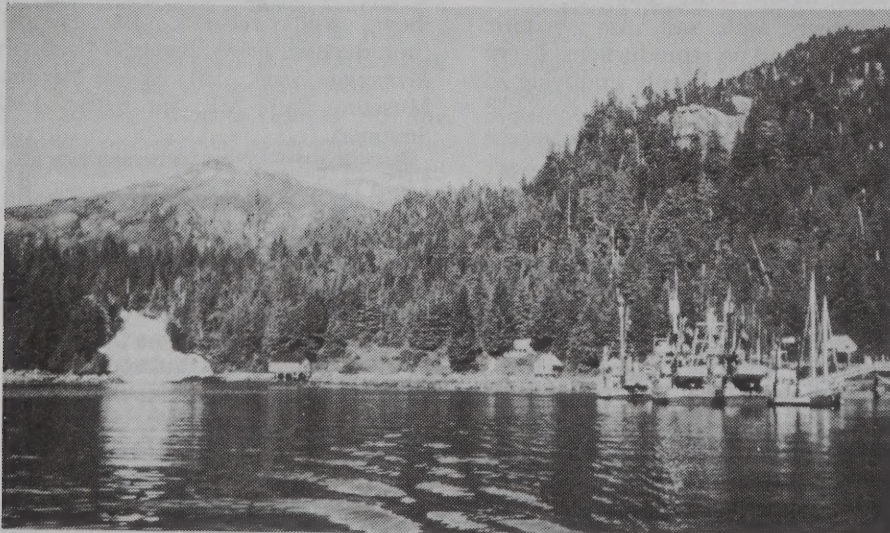
FAX (508) 778-2922 Major Credit Cards

**1 Barnstable Road, Hyannis
Cape Cod, MA 02601 U.S.A.**



Journey's end in Glacier Bay.

Waterfall and dock on an outer island.



Alaska or Bust!

By Peter Marsh

"Leave early!" The idea had been kicking around my head since the start of the year. It was, I had been told, the only possible way to find a fair wind for the 1,000 mile Inland Passage to Alaska. Now it was May 1st, the weather was awful and it was too late to turn back! My buddy Jim had even taken a week off work to make sure he was along for the first sail of the year on my 21-foot tri *Vakea*, and that I didn't get cold feet. As we began the drive north from the Columbia River to Puget Sound, I realized we had a following wind and I began to feel the lure of a new adventure. After all, I just needed this south wind for the next month straight and I'd have it made!

Reality set in when we discovered that finding a quiet ramp was a task in itself. Late in the day we rolled into Winslow after rejecting slips that were too narrow or too busy. The next day, with the help of two passers-by, the boat was assembled to its 18-foot width (only a couple of hours is required but it always feels like a day has passed before it is afloat again). I was in good company as a world-cruising French family was docked at the foot of the ramp. I found time to inquire about their life afloat. And yes, as I guessed, they had come through the Straits of Magellan.

The rain had blown over and it was quiet sailing past Point No Point, where I got my first taste of headwinds, cold, wet and, worst of all, night falling too early. I scurried into the perfect little harbor at Mats Mats for the night and dreamed of French Polynesia. What I found in the morning was a fair wind and fast reaching past Port Townsend and out onto the Straits of Juan de Fuca. I hadn't yet done any shopping but decided to use up what was left of last year's stores and push on while I could. The search for a supermarket grew "serious" when I was carried east into Haro Strait and "desperate" by the time I had crossed the border.

On the first Canadian island, South Pender, it was warm enough to hike in shorts, but no groceries. It was back to hat and gloves on the water. I hadn't been through the Bedwell Cut for some years. Looking up at the masthead as the low bridge loomed over me, I remembered that I'd added six feet to the rig since the last time! Concerned with such trivial issues, I was unaware that I was about to step onto a conveyor that would carry *Vakea* steadily north for the next three weeks.

The south wind came in smoothly, and as I eased sheets the gulf islands began to slip by. At a steady five knots I covered the length of Galiano Island by evening and anchored in Spotlight Cove, listening to Canadian radio while I rummaged around in the bilges for something, anything, to cook. Fasting at the start of a journey may be one way to ensure fair winds, but Nanaimo was looking like the scene of a memorable meal!

The morning was grey, with small craft warnings for the Strait of Georgia as I carried the last of the tide through Dodd Narrows. The lead tug on a big raft of lumber was already testing the waters before jamming his tow into the gap. I cut through in the nick of time and raced ahead.

The boat ran easily downwind at a six to seven knots, with the new bow sponson keeping the foredeck dry. Outside I knew very well

that white-capped waves were rolling north and the apparent wind would be down around 20, I reasoned. I quietly forgot about lunch as 70 miles of the Vancouver Island shore slid by in ten hours, the distance record for the year. It was late at night in Comox when I finally found a convenience store open, most Canadian shops close promptly at 6 PM. I was now firmly convinced of the logic of sailing every daylight minute that that the wind blew.

Fortunately it was calm the next day and I enjoyed time ashore and some serious shopping. On board I stayed busy trying to figure out the best way to rig the wishbone boom, which I had only finished building the week before. It was practically dark when a light northwesterly picked up. Sailing full and by I made good time to Savary Island, where I heard a whale blowing nearby. The night was spent in the open bay on the north side of Hernando Island. By the following noon I had reached Desolation Sound, three days and one gallon of gas from the San Juans.

No matter what the weather, I expect to motor through the narrows between Vancouver Island and the mainland, so effectively do the high rock walls shut out the wind. The snow level was at about 2,000 feet and I sat below steering with my arm out of the companionway. That evening I was welcomed ashore by the new owners of the Shoal Bay Inn as the first sailor of the year. By the next afternoon I was around the Thurlow Islands and into open water in the Johnstone Strait, where the southerly was still blowing! I found my way into narrow Telegraph Cove in the dark, thanks only to a previous visit.

Real gales were forecast in the morning, not the kind of thing to be ignored, but I tacked into Alert Bay recalling that the wind ALWAYS blows into the Queen Charlotte Strait. Walking down to the funerary totems on the waterfront I watched several big seiners plowing through the waves to reach the already-crowded docks. I was ready to go but the weather was having nothing of it, as a "severe gale on the outer coast" swirled and spun into the Strait. Nonetheless, using an evening calm I had reached Port McNeil in eight days, ready for more portaging of ship's stores.

On then to Port Hardy where I got some first-hand accounts of the weather and was assured that there was more south wind than I could use just around the corner. I set out tentatively across the Goletas Channel to God's Pocket on Hurst Island. I'd wondered on my two previous passages through here just how small this moorage could be. Well there's no room to swing a cat or a tri there. But with the excellent Charlie's Charts guide I found navigation was very rarely a problem, just as well because with the chart in a plastic bag and a skittish boat to care for, I had no time for more than minimal pilotage.

I hit the open water of the Queen Charlotte Strait in the morning with the gale easing but still being reported. It was an easy sail across the exposed water until I was back behind Calvert Island. Now I was truly on my own, until Prince Rupert only small, isolated, fishing towns would mark my progress. The exhilarating loneliness of the rain coast was enveloping me once again. The wind died and the rain re-doubled its efforts.

I slept convinced my wind was returning and the next morning I was off downwind to Bella Bella under a fine, sunny sky. I could barely find the patience to wait out a foul tide,

but I wandered around the native town for an hour, the center of a good deal of curiosity, before returning to the job at hand.

It was soon time to turn off the Seaforth Channel into quiet Reid Inlet, an accessible and effective short cut for any yacht. Later, my attempt to anchor in a stream bed seemed to be going well until I woke to a grinding in the dark and found that at low tide the stream was only a trickle. There is "plenty of depth" for deep-draft boats throughout the Inland Passage but the sounding can go from the bottomless depths to mere inches in just a couple of lengths.

That south wind continued to do strange things to a me. The prospect of the "un-navigable" Gryphon Passage cutting a few more corners enticed me in. I reasoned that an 18" draft at high tide should see me through the stretch marked "small boats only." The wind drove *Vakea* down a narrow canyon where tacking back was out of the question. The whitewater phenomena I was rapidly closing became a cascade with a drop of about a foot. I anchored until the tide, which was flooding south, swallowed the rapid, then I pressed on. The second narrows was a cut where kelp grew thickly, but the third was a gradient which my racing motor refused to climb. Two hours passed before the slope was negotiable and I returned to the official route severely chastened.

A night in Horsefly Cove was punishment enough, but when the outboard died in the morning my vocabulary was strained! I sailed into Butedale in the afternoon and tied to the decrepit float. There was nobody home and there was no way up! I took on the challenge and shinned up a solid hawser hanging over the dock. I managed to get one hand over the top, the rest of my body refused to follow however.

To further annoy, the float and *Vakea* had swung away from the rope leaving me dangling over the water. I hung on too long waiting for a miracle, so that when my grip failed my arms weren't feeling too good. I survived a slow-motion dog paddle back to the errant raft, crawled aboard and drained out. I was damned if I was leaving now, I was getting up on that dock somehow! Wearing all my dry clothes, I rowed the inflatable under the rotting pilings. (I later heard that the last caretaker had broken his back falling through the planking!)

A small creek was eroding the foundation so I retreated ashore and wandered the empty buildings and overgrown garden. Up on the hill the wood-stave, hydro-power penstock had fallen off its support and exploded into a roaring fountain. The water emerged at enormous speed from its drop and turned to rainbows above my head.

I returned to the Princess Royal Channel, the steepest and most scenic section of the passage. If I was looking for trouble, I was succeeding admirably. Without a motor I decided to stay away from the shore for a while. I ran on into the night. By early morning I was in the Grenville Channel, racing along trailing phosphorescence off all three hulls.

The inlets here are well worth exploring, but I had to anchor outside since the tide was ebbing. I awoke at 6 AM as we touched bottom and just pushed off in time. This was becoming repetitive, one more day to Prince Rupert! I read in the cabin and steered with

one hand outside as *Vakea* rolled off the miles to the Dixon Entrance. With no land to port the wind continued strong into the night, allowing me to stem the tide running south.

I tacked wearily along the extensive waterfront into the government dock while the sign on the Highliner Inn flashed the temperature, 48 degrees F. It was 11 PM and fairly dark. The date was May 19th, 15 days from Seattle and five from Port Hardy. Prince Rupert is a strikingly modern place when compared with the Alaskan towns. The Canadian city has both road and rail connections with the prairies. It was all planned at the turn of the century as the terminus of a railroad, even the name was chosen in a contest. Unfortunately, the man in charge traveled to England to raise some more money and returned on the *Titanic*.

The morning brought a strong wind from the northeast and 2" of rain fell as I weathered the tip of Dundas Island and ran into Brundige Inlet. It was an inauspicious entry to Alaska when I crept out in the afternoon to see if the waves had subsided. Valor prevailed over discretion and I was off to Cape Fox and across the border.

I sailed into the first dock in Ketchikan without the help of the motor again. First the Customs awaited. There was no welcome, I was an easy target and was thoroughly interrogated. All the mysterious powders in my food store were smelled or sampled. Finally cleared, I needed some exercise and set off south for Saxman, a native town three miles down the Narrows. It was well worth the hike as I found a superb collection of totems backed by a large meeting house.

If the sky is clear and your legs are up to it, the climb on Deer Mountain begins at the south end of town. This is the most accessible hiking trail I've found on the route, 3,000 feet to the top and a marvelous view. Ketchikan is a rough-and-ready kind of town, only slightly dressed up for the tourist. Walking Front Street, often over the water, you can easily catch the pioneer spirit. On the landward side the streets climb up a hillside so steep that they quickly become stairways, with their mailboxes all at the bottom. While not exactly a hazard, sea-plane traffic is heavy on the narrows and cruise ships and tugs add to the interest.

The south wind was back in force. I had removed the offending piece of gunk from the float chamber, so I pushed off to make up some nothings at a fair seven knots. Emerging from the sheltered Tongass Narrows, I felt the full force of the seas rolling up Clarence Strait. Surfing the rest of the 30 miles to Meyer's Chuck, I reached my favorite harbor before darkness made the entrance difficult.

At the dock I met the crew of *Bluejacket*, a 50-foot motor sailing troller. Peter Kimsey, his wife Sue Taylor, and two children were living aboard after finishing a year teaching in Kasaan. Both the parents work, and the children study, in a one-room school. Meyer's Chuck also has a fine, new school where the family had worked the previous year, and the Grizzly Bear Market, a unique shopping experience. I was interested to learn that the *Bluejacket* had been amateur-built as an ocean racer in 1950. I read their copy of its review in *Rudder* magazine when it was a sleek new design. With a comfortable house and a wood burning stove it has come a long way from the Trans-Pac.

I was undecided on whether to break



Best wishes for 1996.

See Us at The Maine Boatbuilders' Show!

Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

FREE **WATER POWER PRODUCTS** BROCHURE

RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0

PH: (902) 688-2351

The most elegant way to see and
be seen on the waterfront.



BOATWORKS LTD.

284 Bunganuc Rd. • Brunswick, ME 04011

207-729-4980



CLIPPER 15 & 18

* Stable & Easy to Sail * Folds Quickly for Trailering * Available as
a Kit or Finished * Kits Preassembled to Test Fit Every Piece *

* Affordable: Complete Kits \$3,200-\$5,250.

Video & Study Pack \$20 - Catalog \$5 - VISA/MC - 802-524-9645

SHELL BOATS, R.D.2 BOX 289c, St. Albans, VT 05478



ADIRONDACK ROWING

306 Lake George Ave.

Ticonderoga, NY 12883

(518) 585-7870

**It might be the world's
most expensive glue, and
it is not easy to use.**

Our glue is hard to mix. You've got to mix equal volumes of both components in one container and then pour it all into a second container and mix it all over again. Why? Because our chemist says so.

It costs twice as much as some of those inexpensive mail-order epoxies....and we can't do much about that because our chemist has very fancy tastes when it comes to the ingredients of the recipe.

On the other hand, it will glue teak, oak, any oily hardwood, as well as fir, pine, mahogany or any other wood as well as some metals, glass and plastics.....and it will absolutely, positively cure even in freezing weather.

Woodworkers who make works of art from exotic hardwoods use it, as do those people who make thousand-dollar pool cues.

Architects and boat owners use it because they, too, know that the cost of the glue is a very small part of the cost of the whole job, and the labor to scrape it all off and do it over is a cost they never want to see.

If you want some, we will sell you some. We call it All Wood Glue™.

A twelve-ounce kit costs twenty-five dollars delivered (prepaid), thirty if C.O.D.

Literature is free, and we have other products that behave in cold weather.

SMITH & CO.

Industrial and Marine
Synthetic Resins and Specialties
5100 Channel Avenue
Richmond CA 94804

1-510-237-6842

1-800-234-0330

down and motor to Wrangell the next evening, eventually surrendering wind power for three hours to reach the dock by night. I watched a fine sunset, reflected off the snowcapped coast range, and tied up as a 24-hour halibut season was closing. These openings, no more than one a month, are a highlight of the fishing business. The halibut seem so ready to be caught that many crews have a second boat along just to carry the load. Anything that floats is used because no license is needed, I saw runabouts and cabin cruisers listing heavily and listened to one bizarre story of man wrestling fish into the hold!

The harbor sits in a natural basin with the Chief Shakes House and totems looking over the docks. A short walk out of Wrangell leads to the Petroglyph beach where dozens of ancient rock carvings can be seen. Three flags have flown here, the Russian, under Baron Ferdinand von Wrangell, the British, then the Stars and Stripes.

Having suffered this far in a boat far too small for the task I set off through the Dry Pass, one place where shallow draft was an absolute necessity. Bumping occasionally as the tide rose, I was soon among the icebergs floating out of Le Conte Glacier and foolishly elected to enter the bay to find an anchorage. I lost some paint as darkness found me threading around almost submerged ice, and anchored in a bay that was no more than an indentation. I slept undisturbed and jogged up and down the beach in the morning photographing the boat framed by ice.

Each Alaskan town has at least one radio station, a blend of public and community programming that's part of the cruising experience. I was listening to Petersburg radio that morning when I heard that all the native people had left town to go to the Celebration in Ju-

neau. I'd missed Norwegian Independence Day by just a week. Whatever was being celebrated, I wanted to go! I finished a 13-hour day at the dock on Entrance Island and slept with the hatch open.

I was woken by the sun and raced on deck, it was 4.30 AM! It took 16 hours in fitful weather to reach Juneau, after which I was good for nothing but an hour's folk dancing. With the ending of the potlatch gatherings at the turn of the century, there were few opportunities for people of the Tlingit tribes to meet and share their common heritage. But since the land claims were settled in 1971, a new sense of control over their lives has stimulated something of a revival in tribal life.

At the "Celebration '88" I was immediately immersed in an atmosphere that was truly Alaskan, yet also undeniably foreign. I felt a seafarer's connection, and watched with as much fascination as any early navigator. The native language is still spoken, although more by the older generation. (it has only been converted to writing in the last 20 years). But whatever I lost with the brief English introductions was more than compensated for by the intense visual experience that the dancing produced.

It seemed that every participant was dressed in a splendor that put museum displays to shame. Art is not separate from everyday life in native societies and the garments were made to be used. The colors and symbols are the insignia of family and clan histories, a living record of duties, rights and privileges held by the wearer.

Being the capital, Juneau is well supplied with museums and many trails that lead past old gold mines and up to the heights. The waterfront, docks and the shoal south of town were all built from the mine dumpings. Miles

of tunnels run inland and even under the water! Minework stopped in 1941 and never resumed.

The first clear day I climbed up to the top of Mt. Roberts and looked down to the channel 4,000 feet below. Even the cruise ships had shrunk to toy size. I felt my legs were as strong as they would get, I had some serious hiking in mind.

Very much in contrast is Mendenhall Glacier, so accessible there are sub-divisions within a mile of the ice. I walked across the sandy flat left by the glacier, chilled by the cold wind, only to find children making sand castles and paddling in the melt water. These kids have to be tough!

The Juneau weather service then shocked the population by forecasting a two-day heat wave. It was time for me to leave. I was "going all the way" to Skagway, by ferry. Like so many before me, I didn't need to make excuses, I was off on the gold rush.

The main street of old Skagway has been beautifully restored by the Parks Service but I was in no mood to stand and stare...gold does that to a man. North of town I reached the hills that abruptly form the watershed, the boundary with Canada, and the barrier to the interior. I was ready for the Chilkoot Pass and the trail of '98. After a hard walk I slept on the forest floor and continued on at first light.

By noon I was on snow and reached the steep slope where the greatest challenge of the Yukon trail waited, the infamous 1200 step climb up to the plateau. Once a man stepped out of line in 1898 no one would willingly stop to let him back in. I tried to imagine how it might have been to climb this wall with 100 lbs. on my back in sub-zero blizzards, and then go back, again and again.

Then I was over, and there sat a smiling

Scenery Cove east of Wrangell.



Free Catalog

Books, Art and Accessories
on the Sport of Rowing.



Rower's Bookshelf

P.O. Box 368 Eliot, ME 03903

1-800-626-1535

"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 Bengry
Santa Barbara, CA



For Info
Send \$2 to:

**PYGMY
BOAT CO.**

PO Box 1529, Dept. 9
Pt. Townsend, WA 98368
Phone: (360) 385-6143

Join the Pygmy Fan Cub



BUILT IN GARAGES...

...And in carports and barns and basements and workshops.

Our customers build hundreds of kayaks at home every year. Some start with plan sets, others with our easy-to-assemble kits.

Most of our customers don't have a lot of tools or wood-working experience. A few hand tools and basic skills are enough.

Some don't have a lot of spare time. They're glad it takes only about 60 hours to build the boat in the photo.

Many of our customers don't have big bank accounts, either. So our kits cost half as much as a plastic kayak.

What our customers do have are the lightest, most advanced, easiest to build, and (we think) the prettiest sea kayaks available.

So call for our free catalog of kits, plans, finished boats, materials and accessories. And move that car out of the garage.

Chesapeake Light Craft, Inc.

1805 George Ave. ♦ Annapolis, MD 21401 ♦ (410) 267-0137
kayaks@clcinc.com

10 easy- to-build kayaks by designer Chris Kulczycki

Boat Design
Quarterly



Mike O'Brien's Boat Design Quarterly

Designs for paddle, oar, power, and sail – including hull lines never before published. From the boards of Atkin, Benford, Bolger, Chapelle, Gillmer, Stambaugh, Stephens, and other leading designers.

Subscriptions – \$24 (four issues)
BDQ, P.O. Box 98, Brooklin, ME 04616

VIDEOS-SEA KAYAKING

Arctic Destinations - Greenland, Canada & Alaska

Greenlanders' Surfing & Winter Paddling

Kayak Building Technique

free catalogue Gail Ferris (203) 481-4539

1 Bowhay Hill, Stony Creek, CT 06405

HELP THE TRADITION ENDURE



THE DONATION OF YOUR BOAT
WILL ENSURE THE FUTURE

Schooner, Inc.
(203) 865-1737

THE NINA. THE PINTA. THE SANTA MARIA.

IT'S AMAZING WHAT YOU CAN DO WITH A FEW DONATED BOATS.

(Please donate your boat.)



The Center for
Wooden Boats
(206) 382-BOAT

Interested in traditional small boats?

JOIN TSCA!

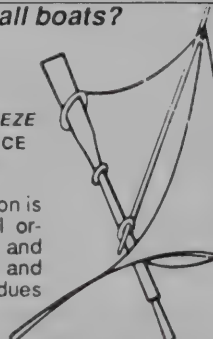
MEMBERSHIP INCLUDES:

- A SUBSCRIPTION TO THE ASH BREEZE
- MEMBERS' DISCOUNT BOOK SERVICE
- INSURED SMALL CRAFT EVENTS

The Traditional Small Craft Association is a non-profit tax-exempt educational organization which seeks to preserve and encourage the design, construction, and use of traditional small craft. Annual dues \$15 (Tax Deductible)

Write to:

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



young ranger, reminder of the Canadian customs man who checked the sourdoughs across the border. Now it was slowly downhill, past azure lakes and immense snow banks. Late in the evening I reached Lindeman Lake and slept in an ancient cabin out of the rain.

TEXT STOPS HERE - DO YOU WANT TO USE THE REST?

The sunbreak was over. I'd covered 26 miles in 26 hours and now faced a walk out in pouring rain, following the tracks of the White Pass and Yukon railroad. From the road I hitched back to Skagway and trudged the boardwalk with the day's tourists, older, wiser and with a story of my own to tell.

The ferry ride was completed in dense fog or clouds. Back in Juneau I contacted Glacier Bay via the Parks Office and explained that I had no radio and offered an ETA. Then I spent the afternoon aground on the mud opposite the airport and didn't reach Hoonah until the next evening.

I wasn't planning to walk too far and didn't have to, outside the school a group of carvers was hacking away at a giant spruce log which already had the clear outline of a 26-foot native canoe. It was still solid, so a good deal of adze swinging was going to be needed to turn it into a usable boat. I learned later that large sums of money were required to hire the carvers and complete such a project. These workers were all professionals in the native arts.

It was calm on Icy Straits and a pod of killer whales traveled by oblivious to me, but nowhere did I see any humpback whales. More grants and studies will be called for to find out where they have gone to. I sailed into Bartlett Cove, Park HQ in Glacier Bay, to find the usual collection of yachts.

After all my excursions I was a little reluctant to begin the 150-mile round trip into the bay. Nonetheless, the following wind carried *Vakea* about one third of the way in, then I dropped the hook for lunch and let the tide run out. The wind now changed to an icy norther. The beat into the evening was accompanied by some sea lions fooling around the boat, wild fowl flying over and the realization that things were still going my way. I anchored in Blue Mouse Cove, and prepared for my foray into the ice the next day.

A clear sky at dawn promised fine weather for the top of the journey. The melting of the glaciers has opened navigation to 59 degrees north, from where the land goes straight up from sea level to 15,000 foot Mt. Fairweather. There can't be many places in the world where you can see such an elevation gain!

Of course, the only wind available is bound to come straight off the ice, and for six hours I sat tight as each tack gained a few miles towards the finest landscape in the northwest. Cruise ships came by about once an hour, quickly disappearing into the gleaming white shoreline ahead. Doubtless they aimed to give the passengers a close look at the ice. My aim was a little less ambitious. Around the "last corner" I came into a full view of the head of the bay, and turned into Reid Glacier, the one and only anchorage for many miles.

A spit narrowed the entrance and provided a shallow corner where I dropped the hook. The inlet was a mile long, high ridges on either side, and ended at a wall of ice that

ran back up the slope in a chaos of crevasses. My ice ax and crampons had been stowed up in the bows against such a day, now they were hauled out, a little rusty but ready to go. Bergs as big as trucks sat stranded on the shingle and down the beach the tide lapped against snow banks three feet deep!

Proceeding cautiously, I climbed onto the glacier as far as the first bottomless hole and peered down into the cold, blue depths. Backing off I started to walk along beside the glacier. It rose up like a wall, yet right beside it I was on dry firm ground, and easily moved up above the inlet. I climbed higher and higher until I had a bird's eye view of three motor yachts cautiously anchoring by the spit. Finally I could see across to the ocean beyond the Fairweather peninsula.

When the sun dropped behind the hills the temperature started to dive and I was glad to get back to the beach, where two other dinghies were drawn up. The anchorage remained calm throughout the night, although it's not unknown to be faced with chunks of ice blown down from the local glacier. When I left the entrance was jammed with bits of ice that had floated in from outside.

The hard-won ground to windward now slid by without effort and by evening I was out in Cross Sound with the North Pacific beyond. In 1982 I had succumbed to the temptation to take the short route south down Chatham Strait, but now I was going "all the way" and the magical, remote port of Elfin Cove lay ahead.

Past sea otters contentedly floating in the kelp, I felt the lift of the ocean before turning into this last harbor in southeast Alaska. It's a very small place with a state float on the outside and a narrow cut leading to the inner bay, surrounded by moss-covered trees and houses that seem to have grown from the rock. About 50 people live there year-round, the school sits at the meeting of the two boardwalk streets that run around the water's edge.

There are two luxury fishing lodges (cost is \$500 a day, equal to the cost of my entire trip) but the store is only open in the summer. In fact the proprietor was still organizing the place after the long closure. Next stop is Pelican, a much larger town with a packing plant and a weekly ferry stop. The boardwalk is a good mile long and solid enough to carry a loaded pickup. A waterfall generates their power and a couple of bars have a reputation for Alaskan fun and games.

Pelican is the end of the line from Juneau, if you don't want to go back it's time to go "outside." Three skiffs rowed in from Sitka and gave me confidence that, if they could manage the passage, I should have no difficulty. It was the eve of another halibut day and the docks were busy with baiting and stowing. I asked about the halibut business and was invited on board to watch the work. A "skate" is a 100 fathom line, 600 feet with 225 hooks. Thirty skates are linked up to form a set, three miles of line with 6,750 hooks. But that's not all, the crew will lay four different sets each with its own buoy and anchor. That's why they start the previous week to bait 27,000 hooks and coil the lines ready to run out at high speed.

The Lianski Strait spills into the Pacific and creates more of a bar type swell than I had imagined. In fact there were 14 to 20-foot seas running when I went out, but a fisherman had said I could easily cut the corner to reach

White Sulfur Hot Springs. Churning through horribly chaotic waves that bounced around the protected channel, I was completely dependent on the motor. After an hour it took a wave over the top and cut out.

For a while I could see us going on the rocks, but there was the roof of the hot spring, so at least I could get warm! It turned out that the tank had run dry just as the wave broke, a pretty unfair coincidence, I pumped some gas in and looked for the anchorage. In this weather it was completely unusable and I turned out to sea to re-enter further down. That evening and the next day I walked, rowed and motored around the Dry Islands while the wind howled outside.

The day-marker that starts the trail was so obscure that I wondered at my luck, but was soon hiking down an aging boardwalk. After half an hour I emerged at the shore and the neat building surrounding the spring. It was a strange, lonely celebration, lazing for as long as I wished while the fog rolled around the shore and rain blew in the open front to sting my skin. Of course the walk back was an anticlimax but this was another goal achieved on the outer coast. The final objective was Sitka, but the weather was not promising.

Feeling a lot less confident I stood a tack out towards Japan making five knots but bucking the swells. The tack in took me nicely behind the island chain where I stayed for the next two days. A group in heavily-loaded kayaks was planning to go out and I advised against it! With some solid gusts shaking the trees I motored on to the end of the channel. The last wind-swept anchorage was in a bay with a couple of old buildings, one reported to be an abandoned gold mine.

The bottom was mostly grass but the Danforth looked fine and I had noticed some movement ashore. Landing amidst a scrap heap of old machinery I saw that there were people in the house and worked my way over the mud and rusting cables to introduce myself. They were an exploratory mining crew of six on their day off. On the table was pizza, salad, cookies and fresh fruit, would I care to join them?

The Kulshan Mining Company fed their workers well. Just as I was thinking about a re-fill of ice cream, *Vakea* caught my eye as it headed out to sea. Luckily the anchor then reset at 2:1 scope and we didn't have to chase it in their skiff. After I'd eaten my fill, I rowed out and secured the boat to their mooring buoy, then retreated to the wood stove where the cook was whipping up a roast for the evening meal!

Later I visited the couple who lived an isolated life in their float house and looked at the mine workings and old refinery. That night I was given a room (with standing headroom) and a bed that didn't roll, while the forecast was still not encouraging. Still it was time to leave and it looked like the wind would ease for a spell.

It did, so much so that I motored for four hours with the leftover swells rolling in from the west. The great volcanic dome of Mount Edgecumbe rather disoriented me and I could scarcely believe that Salisbury Sound was ahead. Eventually a fishing boat appeared in the channel and I turned east. Enough wind then consented to blow that it became a run in past the fleet gathering for halibut day.

The next day I moved the boat into the last inside berth away from the bustle of un-

loading. Breakers were visible crashing onto the reefs that protect the waterfront and the Coast Guard was soon busy as boats weighed down with the helpless halibut started taking on water in 40 knot winds and 20-foot seas. That definitely eliminated my interest in going further down the coast!

Relieved that I was on shore, I visited the original Russian Bishop's House. "When San Francisco was a collection of huts, 'New Archangel' (Sitka) had a cathedral, large library and its leading citizens lived surrounded by crystal and lace." A memorial to the 1804 Battle of Sitka marks where the Russians drove back the Kiksadi Tlingits to establish their western empire.

There is still a Russian Orthodox community of about 200 families alive and well in the area. That night I lined up for an unclaimed ticket to the Sitka Music Festival and heard a memorable evening of chamber music by Beethoven, Shostakovich and Brahms. When I emerged from the beautiful Centennial Hall at 10 PM the western sky was aglow, it was June 21st, midsummer night.

My route now returned with the ferries toward Juneau but then turned south into the mysterious Keku Strait. The map in my old chart atlas showed "the Summit, dredged to 5

feet depth x 100 feet wide," and the Devil's Elbow. I can't claim that my boat is at all suitable for a summer in Alaska, except that is, in shallow channels, so I plunged ahead.

The tide went completely out overnight but I was up early and following the atlas, looking for the remnants of the signs that formerly marked the channel. Touching the centerboard here and there I threaded through the scattered islands that gave the passage its reputation for grinding keels. The Summit felt like its name and the Elbow also repaid my effort, giving me the feeling that if I got stuck, I might as well swim out. By evening I was free and into the Sumner Strait.

The tiny community of Point Baker offered shelter from the south wind and a dock that was the main street, there being no roads, paths or trails onshore. The satellite TV offered very little diversion, the arrival of the mail flight won out hands down. The wind continued to howl so I took the (very) narrow back channel over to Port Protection. Here was a village only a mile away that was completely the opposite: they had a fine beachfront and the longest boardwalk I could ever imagine. I was tired out just following it to the furthest houses.

The next channel was El Capitan Pass

which is lit, dredged and maintained for commercial traffic. This section of the trip took me past places named in Spanish, Russian and English, plus native names, with a few probably added by the latest Alaskans. Five different cultures in just two centuries had left their mark on the chart.

After more narrows the southeast course gave me a tack across the Gulf of Esquibel before more heavy weather into Craig, which is situated on Sea Egg Island. I walked around the island that evening and found many events planned for the upcoming Fourth of July weekend. Next day I hitched to Klawock and spent a while looking at the totems in a park above the inlet there.

I was back in time for a rainstorm which didn't fail to dampen the enthusiasm for the blessing of the fleet, a task which the reverend father performs annually, in the tradition of older societies. While a long line of seiners waited their turn I wandered back and cast off, only just avoiding the temptation to get my own sprinkle of holy water. The rain continued so I pulled in on the other side of the island, the rain was getting me down at that point.

Here I saw a mother bear and cubs on the beach, a rare event. Finally to Hydaburg, a village which seemed to be populated entirely by native people. I enjoyed being led into town by two young boys who were busy throwing firecrackers at each other, and me. Although there was only one small grocery store the whole place seemed well-run and not at all the back of beyond. A ferry and truck brings them supplies from Ketchikan.

The Haida style of totems is markedly different, with tighter designs all surrounded by a red-ochre color. The totems still gazed out over the Sukwan Strait as I left the next day with a rumour of west wind on the radio. I was approaching the crux of the outer passage, how to get back to the INSIDE.

After tacking south all day I anchored in the Barrier Islands, where lazy swells rolled through the kelp and no land disturbed the southern horizon. July 4th I motored past Point Marsh (no relation) and out to the Dixon Entrance. Motoring along the rising cliffs of Cape Chicano I found a short cut into the last anchorage in Alaska. I spent the rest of the Fourth of July alone on the beach, finding fenders, hooks, and other flotsam, while listening to the Canadian Broadcasting Service.

The westerly forecast continued promising and I pushed off optimistically at seven in the morning. Canada was over the horizon, but the Alaskan island of Duke was visible to the north. The wind built through the morning to give a pleasant downwind run, although the seas were steeper than the conditions seemed to warrant. Ten hours and 60 miles later I passed south of Dundas Island, more than a little pleased to have completed my circle around Alaska without mishap. The seas eased then and I followed a steady stream of gillnetters into Prince Rupert, finally reaching the dock at 10 PM.

Before I returned to the milk run south I visited the North Pacific Cannery at the mouth of the Skeena river. It's BC's oldest surviving cannery and is becoming a fine museum of the industry that built the entire coast. Back in the Grenville Channel I was on the well-trod route south, with memories of the outer coast to sustain me until the next time.



Vakea was built and ready-to-sail in 20 weeks in 1981. The concept behind the boat was of an 8' stern cabin, a 5' cockpit seating 2-3 per side, and "a bow to match." The shapes for the tortured, 1/4" plywood panels came from an 11" cardboard model with an approximately triangular deck line. The schooner rig gave standing headroom at the helm—a nice idea, but rather limiting performance. *Vakea* was 19' X 19' for the first few years, with 12' long amas having about 750 lbs buoyancy.

Two main bulkheads, frames and stringers were added after the main hull was stitched and glued along the keel and 1/2 chine at the stern. "If I knew now what I knew then," I would have started a new boat in 1984. Instead, I chose to blindly hack and glue my way for many hundreds of hours through a 14-year teach-yourself-design course.

The saga began when I cut out the curved cabin roof around the hatches and added a 2' x 5' doghouse, then later removed THAT and more of the roof, until I had a 6' x 5' house, and as much cabin volume as the boat could stand. I cut off 5 feet of the bows in 1984, and put 7 feet back on, giving the boat the sleek kind of shape a multi-hull needs. (It wasn't until 1994 that I filled the remaining hollow in the entrance with some off-cuts of Klegecell and completed the job.) I also added a swim step at the stern to grab a few more inches of waterline.

I'm up to my third set of cross beams at this point, and the amas have been extended to 16' then 18', for looks rather than speed. The rig became a sloop in 1984, although I kept the original main mast base to carry the boom and leave the cockpit clear. (The 8' boom with a 12' sail foot actually worked very well, although 80% would have been a better proportion.) 1988, I only added a wishbone boom, to stop the sail from falling on my head, but still give me safe headroom. That second voyage to Alaska pretty much proved the boat as an excellent, 1/2 ton cruiser—and I spent 100 fairly-cramped days on board.

My subsequent attempts to sell the boat were an utter failure, so I began asking myself what, if anything, I wanted to do in the future. The answer was to own a bigger, more comfortable boat, or a smaller faster one! In thinking I could convert *Vakea* into a 1/3 faster

The De-Construction of *Vakea*

By Peter Marsh

daysailer, I gambled my spare time and labor again. But this time it worked.

The first weekend, I swiftly gutted the main hull from the mast aft, using the sledgehammer and crowbar, my favorite de-construction tools! Then I removed 1/3 of the 48" transom and cut along the two bilge stringers as far as the centerboard case. Squeezing the floppy sides together I saw the shape I was aiming at—basically a parallel-sided boat from the mast aft.

Unfortunately I had "too much plywood" floating around the bilges in the middle of the boat, and reluctantly cut the entire hull in half! The rebuilding went surprisingly quickly, driven by desperation as much as enthusiasm. A remaining, foot wide strip of plywood keel (between the stringers) provided a foundation to hold up the quarters of the hull while I trimmed the panels. Then I put in a butt strap amidships and had a boat again!

I spent far more time cleaning up the scars left by old framing that I decided was overkill, and pondering lightweight solutions. I had begun using surplus honeycomb panels from Boeing Surplus for removable items like bunkboards, and eventually decided to glue and screw more pieces into the new boat. The cockpit floor, cabin roof and hatch all came from aerospace rejects cheaper than low-grade plywood and saved on framing and epoxy coating.

The old, boxy cockpit was easily replaced with a pair of dacron pipe berths I found at a swap meet, although the actual attaching of these took some ingenuity. I also had a new beam-attachment system, my fourth, which purports to be an improvement on the others. It adds tie-wires to change the direction of stresses.

When I relaunched the boat in Astoria during the 1993 regatta weekend, I found the stern kissing the water and the bow 6" high. It had dropped 200-300 lbs. The speed potential was very obvious, although the hastily-lashed beams did not inspire confidence! I sailed

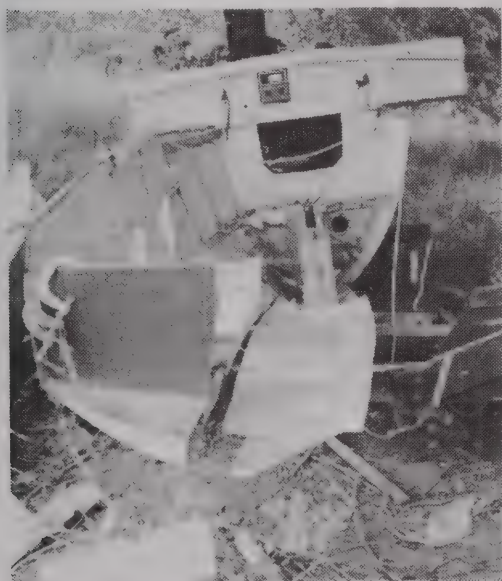
upriver and downwind without mishap and spent the winter working on the beams and new demounting system.

After another summer sweating the details, I chose the wettest day on record, 4.5", to sail back down river in October, 1994. It was then I found how claustrophobic the stern cabin had become. I now call it "the stern coffin." The next spring I started testing the boat in earnest. It had a new name, *Vaquero*, because it really was a new boat! I didn't want to fit the speed-log, I find it very distracting, and I didn't need to. As soon as the wind blew in from the ocean the boat took off and I felt the speed through the damp canvas I was sitting on. When I spotted a keel boat in the vicinity, I could pass it on the way out, sail a loop and pass it again on the way back. Conservatively, my steady speed was finally into those elusive "double figures."

On Labor Day, I was sailing back from Ilwaco to Astoria, towns on opposite sides of the Columbia estuary. I decided this was the time to run a time trial and remembered the waterfront sign marking the terminus of the old ferry route. After a couple of false starts I crossed the 4 nautical miles from Washington to Oregon on a close reach, just upstream of the interstate bridge. My time was 28 minutes, for an honest 8.5 knots. I spent the rest of the day crisscrossing the river like a windsurfer, entranced by the boat's performance 14 years after I began. I also have a new respect for anyone who achieves a 200-mile day in a small boat.

Here's a list of *Vakea*'s voyages:
 1981-The San Juans and Puget Sound.
 1982-Olympia to Glacier Bay and back.
 1983-Columbia River and halfway down the Oregon coast.
 1984-Oregon coast to the California border.
 1985-Around Vancouver Island.
 1986-Lake Superior, N. Channel of Lake Huron, Lake Michigan.
 1987-Down the Columbia River from Lewiston, Idaho.
 1988-Olympia to Glacier Bay, then Sitka, Hydaburg.
 1989-Up the Columbia River almost to Lewiston, Idaho.
 1990-Astoria Race Week.
 I think I'd racked up about 11,000 miles by then.

The new *Vaquero* leaves barely a wake.



Deconstruction underway.

Everyone dreams about his perfect boat. I have had boats since I was a kid, most were more good than bad, although some of the smaller ones I built were only borderline good. In 1976 I finished building my first big boat, 32 feet, and for me, she was close to perfect. She was a pretty 32-foot sharpie ketch designed by Ted Brewer. I had a growing family, a mortgage and no time. The lumber came from a house wrecker and lumber yard stacks labeled "D" and priced accordingly, sails came from a local racing fleet's castoffs and the whole production cost about two years, a thousand dollars and a moderate strain on the marriage. However, in 1979 she went on the bricks and broke up.

So I took the insurance money and decided to build the really perfect boat. I had already planned improvements to the sharpie: inboard engine, an ice box, some better amenities than a bucket with a toilet seat. Now, because of fate, I could afford a bit more, not necessarily a gold plater, but better than painting topsides every winter and replacing delaminated cheap plywood, etc...but then I made a list which, fortunately, I saved:

1. She should be simple; simple to get underway, simple to put to bed, simple to reef and unreef, simple to lay up and simple to launch and fit out. The spars should be simple to step and rig. She should not take forever to organize and outfit for a cruise or to get straight

The Really Perfect Boat

By Steve Bobo

after a cruise. She should have simple good looks

2. She should be forgiving; able to go when and where you want her to go, but not at the expense of amenities or speed. She should be a reasonably fast passage maker in all conditions. And if I'm caught outside in dusty weather, she should be powerful enough to get me home terror free. She shouldn't have to wait for a tide; she should be a gunkholer and responsive to a curious skipper. She shouldn't extract a great penalty if her master goes too shallow or carries too long before reefing, or is inattentive, or lazy, or ignorant.

3. She should be safe and comfortable(which is a part of safety) underway, at anchor, as well as hove to. She shouldn't require oilskins every time it blows, she shouldn't make one seasick, she should be dry, roomy and warm down below. Also, I want her able to be single-handed in all weather. Single-handing is not always as pleasant as having someone else aboard, but it's not desirable to have to depend on the skill and competence of your guests to help operate the boat. There's an aspect of safety in this, and I have

a rule that one should not ask someone to do something on a boat unless he knows the person can do it. And I certainly don't want to limit my guests to good sailors.

4. She should be economical to maintain, moor, store and insure. In keeping with being economical, she should be trailerable, at least to and from the back yard.

My sharpie, *1st Approximation*, had most of the requirements on my list but, being wood, she required constant maintenance and she was a real handful in a blow.

So in 1981 I read my list and then built *Sanderling*. *Sanderling* is a demonstration of the fact that a 32-footer reasonably designed and found can be operated as cheaply as any 27-footer anywhere. But let's go over my list and see why *Sanderling* was my perfect boat. Actually, she has much of the sharpie in her. She is what is known as a Presto type cat ketch originally conceived by Commodore Ralph Monroe of Coconut Grove, Florida in 1881. *Sanderling* was designed by Walt Scott and the fiberglass hull was molded by Marine Innovators, Clearwater, Florida in 1980. In 1981 she was unconventional; when I finished her in 1981 she was unconventional and she still is unconventional. She may look like a handsome old traditional sailboat, but traditional is what she never has been. But she's been as close to my perfect boat as I could have wished for. Lets take the list and see how the boat fits it.

1. Simplicity. To begin with, *Sanderling* is an unstayed cat ketch. The sails have sleeves and roll up on the masts and the halyard runs to a drum at the tack of the sail and then to the outhaul. The drum on the mast has a knurled ring on it and turning it rolls out just as much sail as needed. To reef, one pulls on the outhaul and the mast rolls the sail up. This may sound complicated, but look at the pictures. There are no coils of halyards on deck. At a mooring, a few yards of mizzen is unrolled to keep her in the wind, the main sheet is freed and the main is unrolled. She rests there until the mooring is cast off, the main is trimmed and she's off. Later, the mizzen can be rolled out while she's underway. There are no down hauls. In *Sanderling* there are only four things one can adjust in the cockpit, two sheets and two centerboards. Once this is done for one point of sailing, be it port or starboard tack, that's all anyone has to do. Coming about only requires moving the tiller. The sail can be set in three minutes. A reef can be taken in 30 seconds. Sail can be completely doused in a minute. The leach has a sun shield which acts as a sail cover.

At season's beginning, I routinely step the masts by myself, although as I get older it's getting harder and it really works better with two people. She can be fully rigged and ready for sailing in two hours. At the end of the season, sails come off, the masts lie on deck and she comes home on her trailer.

She has a head and a holding tank; a cask on deck which goes to a spigot in a forward sink which drains into the head. She has a 30 gallon tank which, using a foot pump, serves the sink in the galley aft. The ice box loads from the cockpit and is accessible down below. She has a two burner Coleman propane camp stove. She has electric lights and that's all. Both bilge pumps are manual. She has a heating stove down below and a curtain between the forward and aft cabin. she has 5'2" headroom which is enough. L. Francis



Herreshoff once told me that you only need headroom below to put your pants on, and I believe he's right.

2. Forgiving. I have a friend who says a centerboard is the best fathometer. *Sanderling* has two centerboards, and thus redundant fathometers. They are under the bunks below so the cabin isn't divided by a centerboard casing as in most cat boats. They are fiberglass and can be raised from the cockpit with little effort. They really let you know when you're getting too shoal or when you've cut a rock too close. They have some wear at their tips but other than minor painting, it's not a big deal to touch bottom. With such a freedom, it's wonderful where one can take her. People in cruising boats should be able to get off by themselves.

Increasingly, this means getting into places where bigger boats can't go, the end of the cove with only a few inches of water, the river with the bar at its mouth, the tidal marsh. It's fun to set her on sand just before dark, have dinner, walk out to make sure the anchor's set, and go to bed knowing nothing will bother you for at least six hours. There is a large area of water where, mostly because of inappropriate boats, people just don't go. *Sanderling's* been going there for years.

With 8' beam, *Sanderling* doesn't have as much room below as a normal beamy 32-footer. Instead, let's compare *Sanderling* with a 27-footer. Hull speed for a boat is generally recognized as the square root of the waterline length times about 1.3. Unless she's a planing sailboat like my old sharpie, a 27-foot boat will have a hull speed of about 6 knots. At 32 feet, *Sanderling* will have a hull speed of about 7 knots. This translates to faster speed under most circumstances blow high or blow low, power or sail. A more efficient rig will probably give the 27-footer some advantage in light airs, particularly upwind, but, overall *Sanderling* will hold her own.

3. Safety. But in a blow, *Sanderling* has some real safety advantages. When it blows and a sea comes up, it's nice to be able to get in quickly. In the first place, *Sanderling* has 405 square feet of sail. A normal 32-footer with 11 to 12-foot beam, typically carries more than 500. The sails are totally contained and, being small, they are easy to control and reef. With low freeboard, a narrow beam and no standing rigging or spreaders, she presents little surface to the wind and moves through seas that will stop a wider boat. She has repeatedly shown that, deeply reefed, she can sail through a sea and not stop.

At her waterline, she has only six feet beam. At the rail she has eight. This flare gives lift in seas and deflects spray. I won't say spray doesn't come aboard, but it's not frequent. I've never been aboard a boat in a seaway with as nice a motion. Reaching in a breeze, the boards go almost completely up and her motion is graceful and comfortable. *Sanderling* has plenty of weight in her ends, not so with most stock boats which have removed it for the sake of speed. What they give up is comfort in a sea. I've never have to offshore in *Sanderling*, but I'm told that centerboard boats in a seaway behave much better than deep keel boats, which tend to trip over their keels and get knocked down while shoaler boats slide along with the crests.

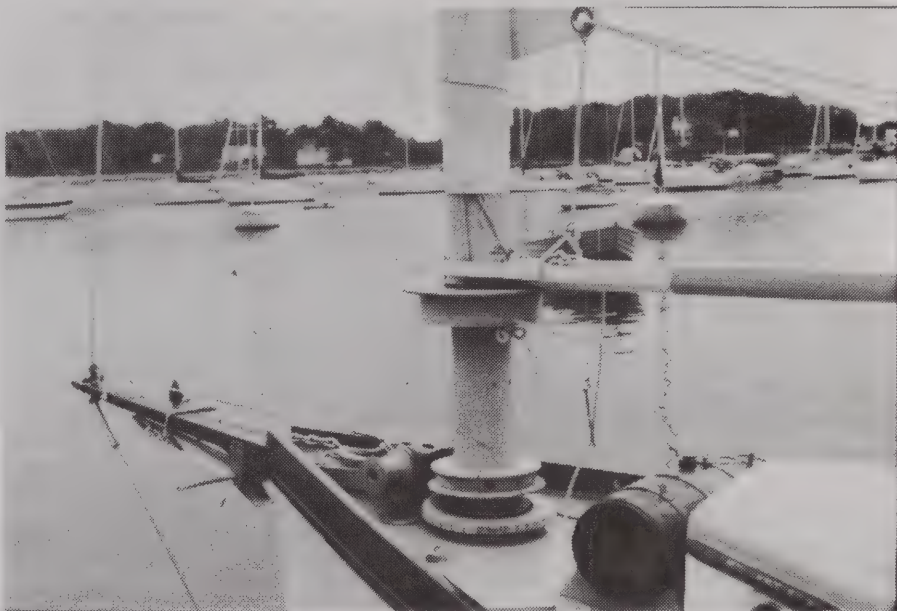
4. Economy. First, she's trailerable. Secondly, she is shoal. Moorings on flats or in shoal water is generally less expensive than

in deeper anchorages. *Sanderling* doesn't mind drying out at low tide since she can sit upright on her bottom. Thirdly, there are no systems on her that can't be maintained by a reasonably handy person. The engine is a one cylinder diesel with a pair of Diehards for cranking. It uses a half gallon per hour at 6 knots cruising speed. If she does go in a yard, at 32 feet with 8 foot beam, or 256 square feet, she is about the same cost as a 26-footer with 10 foot beam. But with her trailer, she can be brought home where one can work on her himself.

So, that's why I've always thought of *Sanderling* as my perfect boat and... she is,

but...I'm getting on and she's a bit of a handful in a blow, I'd like to do some river cruising and Jay Benford has this 36' powerboat that looks like a little tramp steamer I want to build...the next one's sure to be the really, really perfect boat....

So, I want to sell her, but not to anybody. Money is secondary. She wouldn't be perfect for a lot of people. If, for example, you're 6'3" tall and live in a deep water port which is partial to marinas, don't even consider it. However, if you feel you're interested in her give me a call and we may be able to work something out.



Free Brochure shows how to increase your boating comfort and performance with an efficient front-facing rowing system. Ask for publication C.



**Aquamotion
Engineering**

61 Endicott Street, Bldg. 26, Dept. MAB
Norwood, MA 02062

KLEPPER FOLDING KAYAKS-

Save when you buy direct from Klepper West
FOLDING KAYAKS GALORE
"For Those Who Expect More"

We Specialize in Folding Kayaks

**KLEPPER • FEATHERCRAFT
FOLBOT • NAUTIRAID • POUCH**

All in stock • We ship • Why wait?
Best Selection • Best Price

Tel (916) 626-8647

Western Folding Kayak Center 6155 Mt. Aukum Rd.
Klepper West Somerset, CA 95684-0130

→ We buy used Klepper folding kayaks ←

William Clements Boat Builder

NEW BUILDING

RESTORATIONS

Traditional Lap-Strake - Glued-Lap Plywood - Cold Molded

BUILDING & RESTORATION SUPPLIES

Distributor For

Target Waterborne Marine Finishes
Matrix Adhesive System Epoxy

Free materials catalog

Boat photos & specs \$3.00



P.O. Box 87B

No. Billerica, MA 01862-0087

Telephone (508) 663-3103



A snow row in Pleasant Bay.

Snow Rowing on Cape Cod

By Barry Donahue

The Cape Cod Vikings don't haul their boats for winter, after all, there are too many nice winter days when a good row is a pleasure. Even when it snows!

Ashore on Pocket Island in Pleasant Bay for espresso and doughnuts.

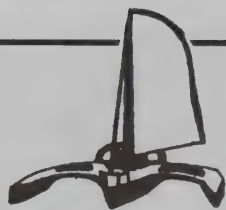




An intrepid newspaper reporter in the stern sheets of a Lowell Coast Guard dory.

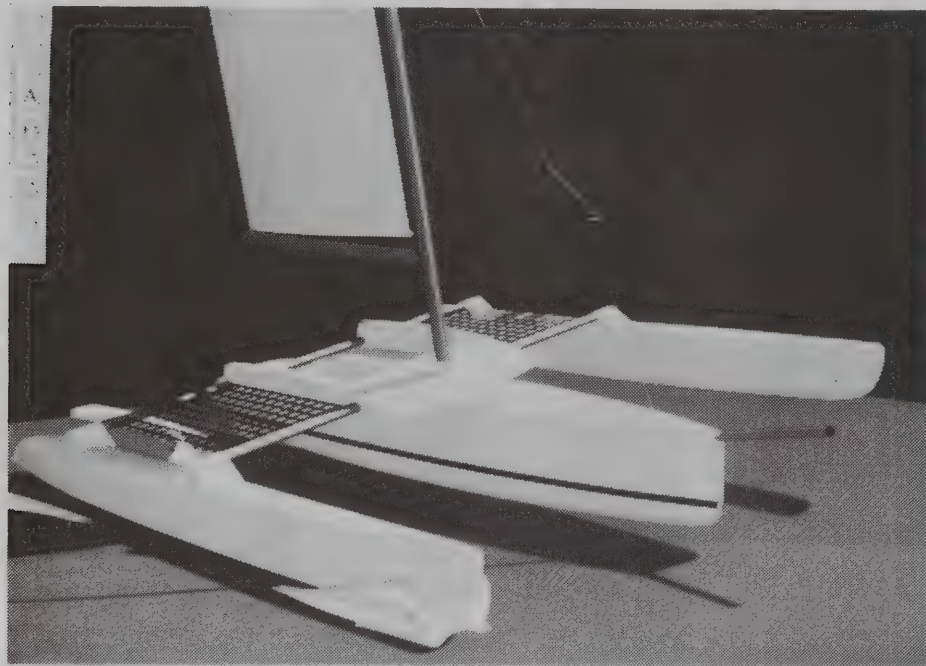
A pair of dories making their way down the Namequoit River in Orleans in a snow squall.





Trimarans...Sail Fast, Sail Flat

Part 10: Kurt Hughes must be an energetic guy, his 160+ page design portfolio has study plans and specs of 65 of his multihull designs, mostly sailing trimarans and catamarans, but does include a proa and a few power multihulls, including his futuristic concept for a 155' power trimaran ferry. We thought this 16' daysailer the best choice for our series, it's intended for amateur building.



Rapid Transit for Two

By Kurt Hughes

The Back Story

Guys, guys, I never intended you to sail the old 15' Micro Tomcat through Pacific Ocean waves. It was intended as a harbor sailor, as a tri for two to share instead of the solipsistic 3 meter experience. No wonder you thought the 15' was a wet boat. Peter, 15 knots through 2-1/2 foot waves? No wonder. OK, OK, this 16' will be different.

The original 15' was completely hand drawn. It was the third complete set that I ever drew, back in 1983. I still think it is a beautiful little tri. It could have used a bit more freeboard, the hulls could have used another foot of length, the plywood connectives were heavy for a boat so small.

It is now the second week in January 1995. I have just created the new 16' tri in my 3D CADD program. The new 16' looks so great I keep spinning it around on the screen, looking at the different angles. I move the sun source around to see the different shadow patterns. Instead of droll 2D drafting, I stare at the screen muttering "way cool" or something like that. As I type this on one computer, the workstation is peeling 2D views off of the 3D model. These will begin to be plotted on paper later tonight.

Requirements

- Rapid transit for two or very fast sailing for one
- Easily trailered
- Light weight
- Extremely quick to build
- Bad weather capable
- High-performance sailing with ease of handling, for beginners as well as experts.

I have to accept that these units will be sailed in unpleasant weather. To that end, I have raised the freeboard significantly over that of the 15'. The amas are virtually the length of the main hull, and the connective tubes are higher out of the water than the earlier ones, or those on most cats of the same size.

The wide beam stays the same. I have heard it called too wide. I've watched Peter Walford sailing his 15' with NACRA 5.2 rig, a clearly overpowered unit, in whitecaps, it never looked critical. I like that.

The Plans

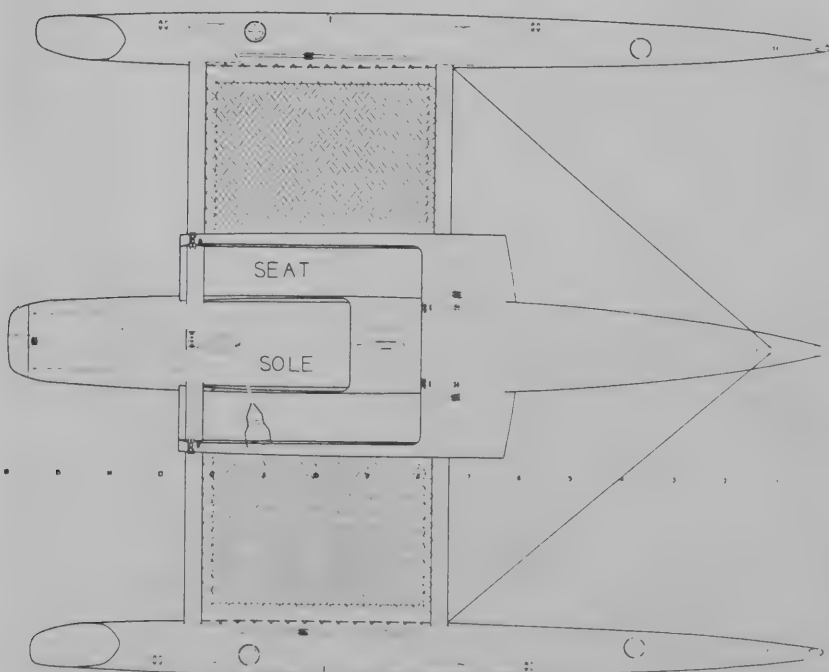
Construction is simple, consistent with uncompromising hull shapes. Notice that the sheer timbers on all the hulls are continuous and not interrupted. At the main hull, the cockpit is bonded onto that main hull. The cockpit parts are made from ply/core/ply sandwich stock.

The hulls can be cylinder molded or stress-formed. If cylinder molded, the hulls are laminated from two thicknesses of 2 mm plywood. If they are stress-formed, a single thickness of 3 mm or 4 mm plywood is called for.

Vessel weight based on 15' experience:

- tiller and rudder 9 lbs.
- traveler 5 lbs.
- mainsail 15 lbs.
- mast 36 lbs.
- boom 11 lbs.
- mainsheet 3.5 lbs.
- board 11 lbs.
- nets 7 lbs.
- jib and roller 9 lbs.
- ama 51 lbs.
- each main hull 120 lbs.
- crossarms 60 lbs.

Total weight: 388.5 lbs.



TOP VIEW

The decks are 3/8" core on a thin ply base, with glass fabric on top.

The exterior surfaces of the tri are sheathed in 4 oz. glass cloth. High impact and abrasion areas get additional layers of glass.

The plywood/glass/epoxy shell should cost no more than \$700 U.S.

The connectives are the old standby: tube and wire. The modulus of aluminum is about ten million, that of stainless steel is about 29 million. The plywood beams on the old 15' had a modulus of about 1.6 million. These tube connectives will be the lightest, strongest ones this side of an all-carbon fiber structure. Assembly and disassembly should only take minutes.

Sometime in the near future I hope to do a plywood connective version of this boat. The old Micro did look so good. I want to capture the same look with significantly less weight.

The board and rudder are the usual KHSD high lift, low drag NASA GAW sections. The board has a rubber bounce block to absorb bashes. The rudder is a kickup unit.

A custom mainsail and blade are shown on the plans. Sails and rigs from 16 foot to 18 foot beach cats can also be used.

Naturally, the mast is rotating.

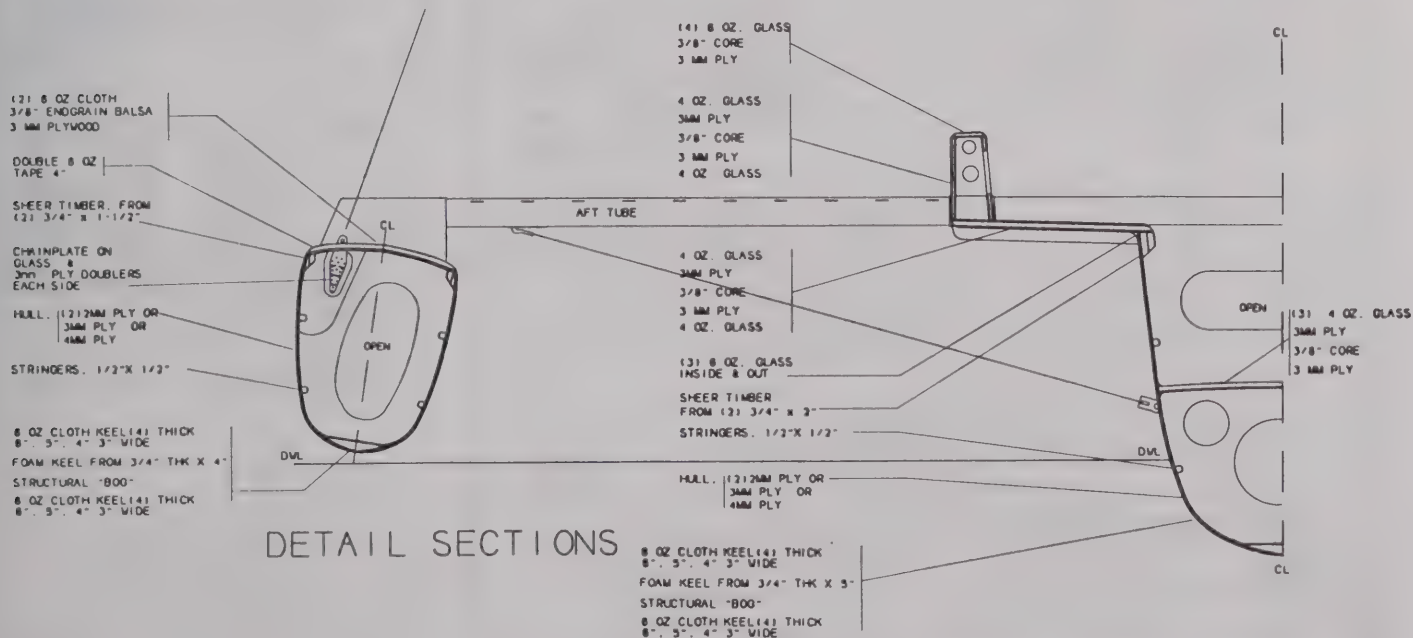
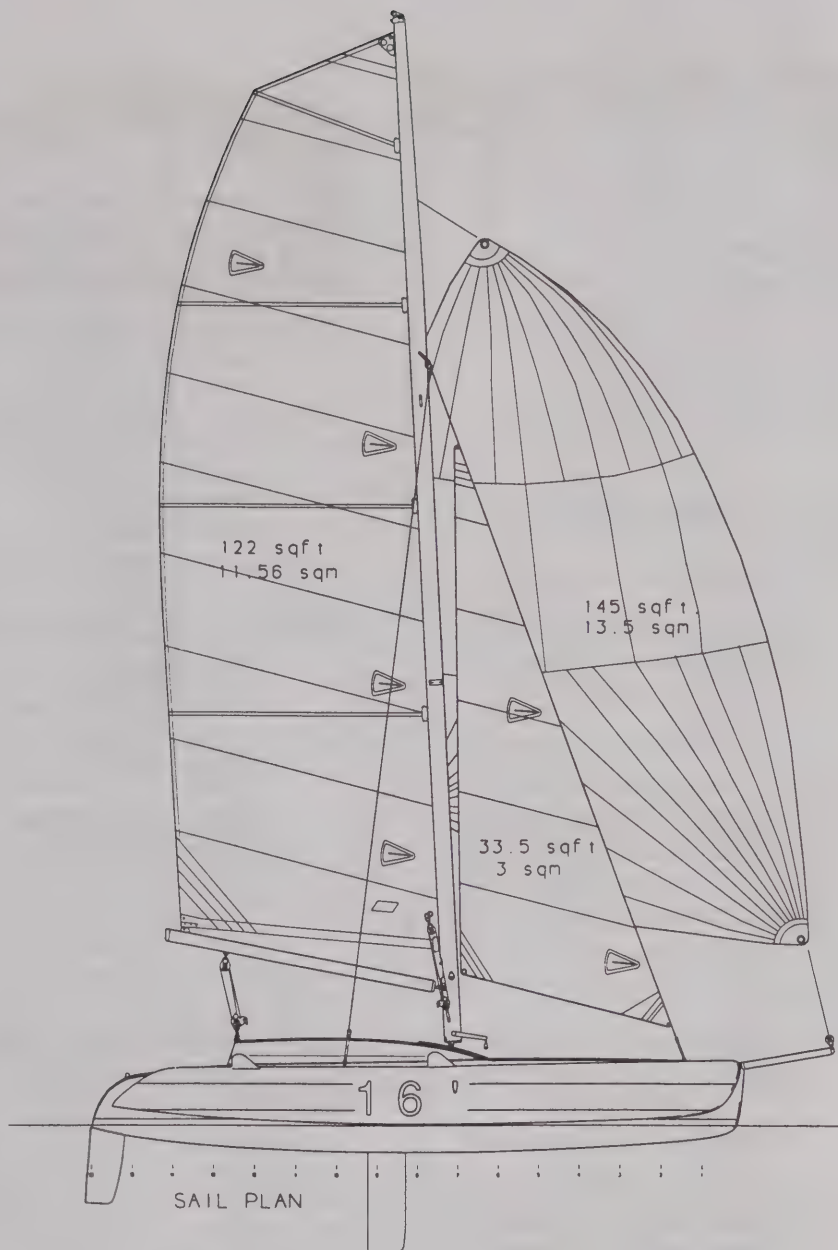
This tri is intended to be towed on a very small trailer. The 55 lb. amas are pulled off of the tubes and set on the trailer beside the main hull. Builders will make a pair of plywood cradle ends to set on the trailer.

This little tri should be astonishingly fast to build, a great first project for Cylinder Molders seeking experience for that next big multi, as well as anyone interested in boat construction.

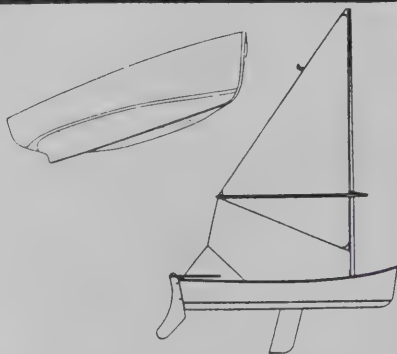
This tri should be slightly faster than the beach cats upwind and on a run. The cats should be slightly faster on a reach. I see this as an excellent high speed sailing for two people to use while lounging and sightseeing.

Plans cost will be \$200 US. My design portfolio is \$15 US and provides much information on design and construction methods, including "cylinder molded mutihull construction."

Kurt Hughes Sailing Designs, 612-1/2 W. McGraw St., Seattle, WA 98119, (206) 284-6346.



KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull

Traditional Looking Yacht Tender

Specifically Designed for Ease of
Rowing & Minimum Drag When
Towing

Two Rowing Stations
Row & Sail Models

BAY of MAINE BOATS

Gooch's Beach P.O. Box 631
Kennebunkport, ME 00406
(207) 967-4461

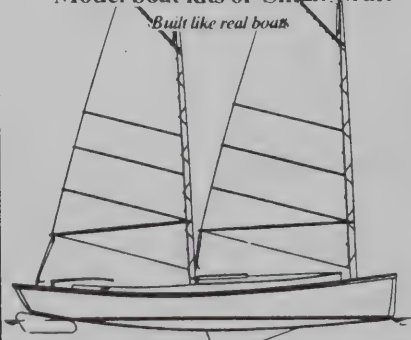
We Buy & Sell CANOES

Wood/Canvas - Birchbark
Any Condition

Howard's Antiques
(508) 768-7282 Days

Model boat kits of Small Craft

Built like real boats



Good Little Skiff \$25 Seabird Yawl \$55
New Haven Sharpie \$45 Egret Sharpie \$50
Sherline Miniature Lathes
\$3 for shipping \$2 for catalog

**Pleasant Cove
Models**

17 M Potter Rd Framingham MA 01701



ALDEN OCEAN SHELL & STAR:
APPLEORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION
55 Spicer Ave., Noank, CT 06340
(203) 536-6930

GAMBELL & HUNTER SAILMAKERS

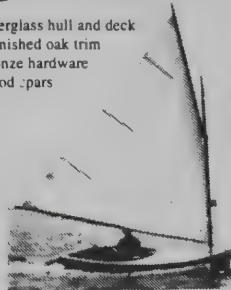
Cotton and Dacron Sails
STANDING AND RUNNING RIGGING
(207) 236-3561

16 Limerock Street, Camden,
Maine 04843



COMPASS CLASSIC YACHTS INC.
Box 143 • South Orleans • MA 02662
(508) 255-5187 • (508) 240-1032

Fiberglass hull and deck
Varnished oak trim
Bronze hardware
Wood parts



LOA 12' 4"
Beam 6' 2"
S.A. 100 sq ft
Displ. 440 lbs

Classic
Cape Cod
Catboat

RAINBOW
Now in fiberglass

Ready to sail or complete it yourself component kits

SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers' Sampans



HUGH HORTON SMALL BOATS
29474 Old North River Road
Mt Clemens MI 48045
810 468-6456

THE MOST UNIQUE WOODEN MODEL
BOAT KITS AVAILABLE ANYWHERE!



**Neon
Tetra**
12" SUB \$15.95



Scorpion
8" RUNABOUT \$19.95



Cricket
11" SAILBOAT \$23.95



TOAD
8" TUG \$22.95

EASY TO BUILD PROVEN PERFORMERS

• RUBBER POWERED • PRE-SHAPED HULL • PRE-CUT & DRILLED PARTS
• BRASS, COPPER & STAINLESS HARDWARE

GREAT FUN IN POOL POND OR SEA • ORDER YOURS TODAY!
\$4.00 S&H Each, MD. Residents add 5% tax. Catalog \$1.00

Seaworthy Small Ships

Dept. M, P.O. Box 2863
Prince Frederick, MD 20678

ON DISPLAY
LOTS OF
OWNED

INDOORS
PRE-
SAILBOATS



COMPAC 16'-19'-23'
PRECISION 15'-16.5'-18'- 21'-23'
SUNFISH - ZUMA - POINT JUDE
FERNALD'S MARINE
ON THE RIVER PARKER
RT. 1A NEWBURY, MA 01951
TEL. 508-465-0312

PADDLES & OARS



Maine Craftsmanship at its
finest. Surprisingly affordable.
Most shipped UPS. Write for
free catalog.

SHAW & TENNEY
Box 213MB
ORONO, ME 04473
(207) 866-4867

Bolger on Design

Houseboat Concept

47' x 11' x 15"

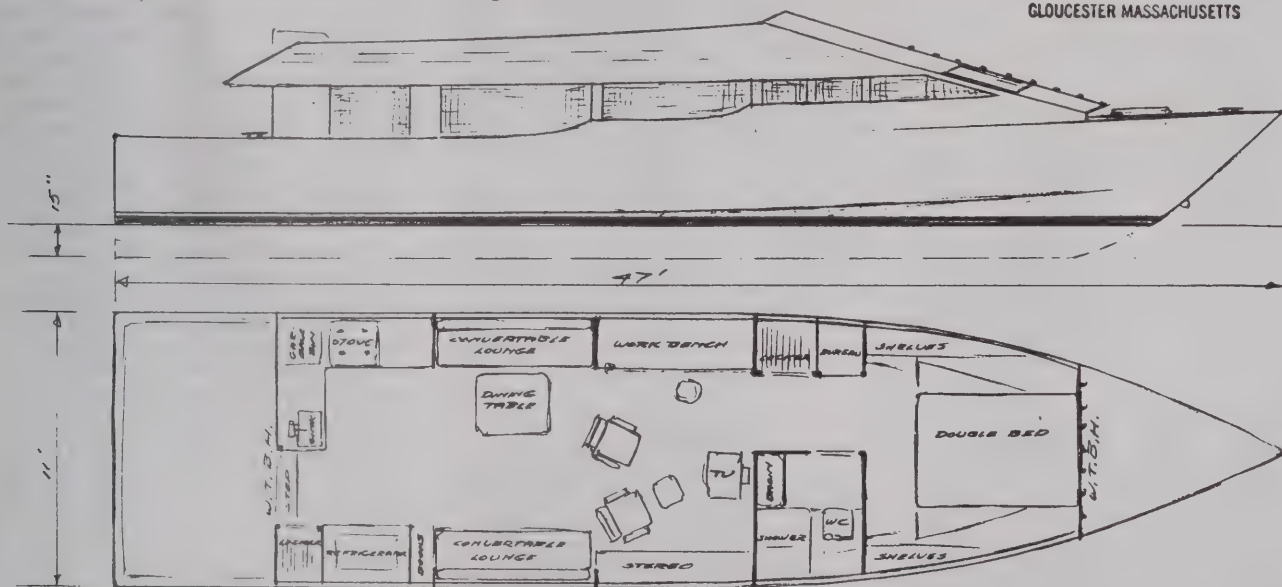
Very little space is lost in making a stationary houseboat look like a yacht, and avoiding the "floating house" appearance makes such a boat more acceptable to the neighbors. In this case, the idea was that the boat would be floated onto a marshy flat on a spring tide

and more or less take root there, while not triggering any wetlands regulations. She was supposed to be completely self-contained, with a mulching toilet, rainwater collection off the deck and ample generating capacity.

A boat like this is very cheap to build compared with the yacht she resembles, partly because most of her equipment and furniture is standard discount store material. Her shape is also more simplified than it will seem to be to a casual eye, but it is also easier to maintain than a big scow, as she can be jacked over on her bilge to get at most of the bottom without lifting her.



PHILIP C. BOLGER
DESIGNER
GLOUCESTER MASSACHUSETTS



WORKSIFF 18' x 5'3"

Lobstering, clamming, musseling, fishing — whatever work there is to be done, this big, rugged skiff does it all with a minimum investment of time, skill, and money. Is she fast? You bet. With a 25-hp Yamaha, she planes at 24 mph.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$30.00 ☐ Study plan packet for WORKSIFF and 35 other easy-to-build Instant Boats for \$5.00

BOOKS: ☐ Instant Boats, \$15.00 ☐ Build the New Instant Boats, \$19.95 ☐ Go Build Your Own Boat, \$20.00 ☐ Build the Instant Catboat, \$9.95 ☐ How to Build the Gloucester Light Dory, \$7.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 ☐ Boat Modeling with Dynamite Payson, \$19.95 ☐ Boat Modeling The Easy Way, \$19.95— Add \$1.00 S&H

Name _____
Street _____
City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587

If you work in the winter, shouldn't your tools, supplies, paints, fillers and glues?

Ours do.

All Wood Glue™ has a working time of a few hours and will be cured in a few days in freezing weather, although we'd rather you didn't use it much below 28°F/-2°C. Fill-It Epoxy Filler™ behaves about the same. There is a Cold Weather Version™ of our famous Clear Penetrating Epoxy Sealer™, too. In fact, there's at least one version of all of our products that behaves well in freezing weather.

Call or write for more information. We'd be glad to send it to you. Anything we make can be ordered directly from the factory, and we will sell you one of the smallest size package of anything we make, if that's all you need. We're really pretty nice folks. We've been that way since 1972.

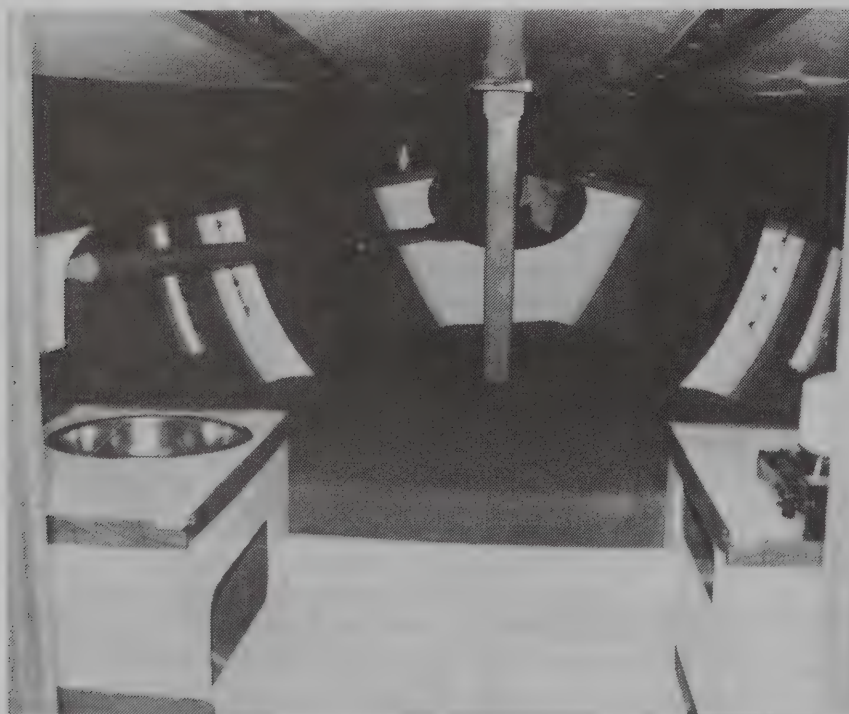
SMITH & CO.

**Industrial and Marine
Synthetic Resins and Specialties**
5100 Channel Avenue Richmond CA 94804
1-800-234-0330 1-510-237-6842



"Rozinante," a "Thing of Beauty."

Interior view: L. Francis' way of cruising in comfort.



How Can You Arrange to Build Boats Full Time?

By Damian McLaughlin

You may never have heard of the "McLaughlin Skiff." The dimensions and lines were originally from a 12' skiff in one of Howard Chapelle's classic books, though some modifications proved necessary. The result turned out to be a little under 10' long with a rather narrow beam, because a 10' piece of 5/8" plywood wouldn't bend that far and, at the time, that was all I had to work with. But I really wanted to build a boat, and twenty-five years later, that's still what I want to do.

In lieu of wealthy and doting relatives, how can you arrange to build boats full time? The craft requires considerable knowledge of the old skills, as well as the new materials and processes that are constantly developed. It also requires as much shop space as possible for the boats, the many tools that allow for the efficient construction of an affordable product and wood storage to maintain a selection of seasoned lumber. Each boatbuilder will have a different chronicle of how these were acquired, but in every case, the primary focus necessary came from the desire to be "simply messing about in boats."

This is my story, told in an anecdotal manner, of how these "requirements" for a viable boat business were garnered over a 25 year period along with noting the major accomplishments and setbacks.

In 1969 I moved to Cape Cod with my wife and two small children and worked as a cabinetmaker. I built a skiff and decided to become a boatbuilder but no schools were available. So I worked for Edey & Duff; built more cabinets; and worked at Aucoot Cove Boatyard.

In 1970 a friend bought a "Meadowlark" hull to finish and asked for a partner. A garage in North Falmouth became McLaughlin Boatyard, small boats, repairs, and I became the official builder of the 18' "Cape Cod Knockabout". I finished a Caulkin's "Bar-tender" hull.

Next I acquired two acres of land off Sam Turner Road and built a 34' x 36' shop with adjacent storage area for wood, while still building knockabouts, dories, etc. I worked for C.H. Newton Builders as a carpenter, and built a 28' fiberglass Meyer's catamaran.

Trying to get ahead I sent letters to every boat designer mentioned in the yachting magazines. My interest in WEST epoxy and iceboats led me to visit old friend Meade Gougeon in Michigan. Soon after, using the Gougeon WEST system, I built the first Newick 38' "Native" trimaran. I had to open up the shop front doors and add a shed roof to accommodate the boat length. I next built a Milgram 38' cat ketch monohull.

Once again I worked as carpenter, added a welding shed to my shop, built another Newick tri, expanding my work crew to six. The crew was made up of craftsmen willing to go from one shop to another to build boats. I built *Sweet Chariot*, a 37' Phil Bolger design cat ketch, added a 20' x 34' addition to front of shop with loft office space and enlarged and closed in the wood storage shed.

In 1980 I built for Mike Birch a Newick

tri, *Olympus Photo*, for a single-handed Trans-Atlantic race. A French consortium commissioned another 45' Newick tri, *Bonifacio*, for the 2-handed Trans-Atlantic race. I built a "temporary" shop at Barlow's Boat Yard in Pocasset to finish and assemble tris and was commissioned to build a 54' Newick constant camber design proa.

I went back to Gougeon's in Michigan to learn vacuum bag lamination technique. While there I worked with Meade laminating a 75' windmill rotor blade for a government project.

Big business and big money sponsorship of boat racing now was forcing fabrication to go into super high tech gear with only the bigger yards able to afford necessary equipment.

After the Trans-Atlantic races, enthusiasm for multihulls in local racing rose. I built a 28' Wharram catamaran, designed and built 30' tri, *Heather K*, expanded my storage area again, built a 24' Bingham sloop, two 38' Newick tris (one with a wing mast), a 35' McLaughlin tri and constructed another "temporary" shop at Fiddlers Cove Marina for finish and assembly.

A 50' Chris White catamaran was a hard lesson in getting change orders signed, resulting in a considerable loss. My kids and wife in college and my aging mother's needs required a hiatus from boatbuilding to go into the construction industry. I worked as a construction supervisor, then went into my own construction business. I continued to build some small projects as well as an airplane and geodesic canoe.

In 1993 I came back again with a Chuck Paine 43' Cutter, *Anasazi*, built a 27' x 48' addition, and built L.F. Herreshoff's "Rozinante" 28' canoe-yawl on speculation. It's for sale.

These 25 years of experience in both modern and traditional building have prepared me for any interesting project. A custom boat is a very special thing, built to the exacting needs and standards of a single individual. It requires great effort on the part of the customer to be sure he or she has chosen correctly not only the design, but the builder as well. Since 1970, we have built more than 70 craft from 10' to 54', 14lbs. to 29,000lbs. We are experienced in traditional wood construction and fiberglass. Core materials such as verticell, balsa, PVC and urethane foams, as well as carbon and Kevlar fibers have been used in conjunction with vacuum bag techniques. We have built small craft, cruising and racing designs and multihulls. Most recently we have limited our projects to the use of wood and the WEST system epoxy products.

This list illustrates the diversity of our experience and the designers mentioned can attest to our competence:

Newick: One 54' proa, three 45' trimarans, four 38' trimarans.

Bolger: Twenty plus 15' rowing dories, one 37' cat-ketch.

Bingham: One 24' sloop.

N. Herreshoff: Five 12' sailing dinghies.

Milgram: One 35' cat ketch.

White: One 50' catamaran.

Wharram: One 28' catamaran.

Meyers: One 28' catamaran.

McLaughlin: Two trimarans, 30' & 35'.

Gurney: Twenty-three 18' sloops.

Gougeon Brothers: Three wing masts.

L.F. Herreshoff: One 37' sharpie ketch.

Cleary: One 12' sailing hydrofoil.

Chapelle: Four 14' Whitehall pulling boats.



Monfort: One 12' geodesic canoe.

Paine: One 43' cutter.

Also built, six 12' utility skiffs and one 11' aluminum work boat.

Our most recent endeavor is the construction of "Rozinante", an L.F. Herreshoff design. This lovely craft has been built with the WEST system for durability but is otherwise almost the same as the original, including wooden spars and the exact hardware specified. This "Thing of Beauty" will surely be "A Joy Forever" and is for sale.

In addition to practicing fine boatbuilding craftsmanship, my employees have a love for the sea. Eleven people who have worked here have made trans-Atlantic passages. Although you may plan nothing more adventurous than a weekend cruise with the family on Long Island Sound or Buzzards Bay, your boat should be built by people who understand the demands the ocean makes on a boat. Our people know how to build a sound vessel that can stand the test.

Damian McLaughlin, Jr. Corp., Box 538, N. Falmouth, MA 02556, (508) 563-3075.



Techniques, Tools, Ideas

Epoxy/Glass Vents

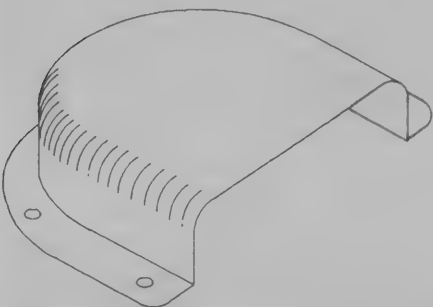
By Garry Cerrone

One of the ways that I keep my sanity during the winter boating hiatus is to make boat improvements in my shop that I can later install when the weather is more kindly. This year I needed to deal with a ventilation problem in my lazarette locker. Chasse-Mare'e is a Kittywake with a two hatch lazarette. Each hatch has a micro three inch vent and what is considered a low profile ventilator horn. Unfortunately, these pieces of plumbing leak when the rain or snow is more horizontal than vertical and worse yet they foul the main sheet when running in light airs. I decided to replace the old micro deck plates with new ones and to replace the vents with clamshell vents. I could not find what I was looking for in my local used boat parts store so I decided that this would be an easy job to try my hand at epoxy/glass mold lay up.

I began by making a paper pattern of the shape of the vent. I then cut a one inch thick slab of potter's clay, traced the pattern onto it and cut away the excess. This left me with a square edged vent form. Wanting a more soft shape, I made a radius pattern from plywood scrap, dragged it around the top edge of the clay and created a radius edge on the vent. With my pattern complete, I made a clay fence around the piece and poured plaster over the pattern to create a mold.

When the mold was thoroughly cured (this is when the plaster has hardened, heated up and cooled) I removed the clay. I now let the mold dry completely. One can speed this process up in a warm oven, however, it may weaken your mold. If you're only pulling one or two copies as I did, a weak mold may not matter. Next I sealed the mold with several coats of shellac and then a layer of polyvinyl alcohol mold release. Auto wax will also work as a mold release. Once the mold was ready, I wet the mold with West's System epoxy and five layers of glass. Eight hours later I popped the first vent cover from the mold, trimmed it on the bandsaw and wet sanded it. A couple of coats of paint later and the covers were ready for the boat.

This was a valuable exercise for me because I was able to get a feel for epoxy lay-up at a relatively low cost and was able to see the possibilities for this material and molding methods in other restoration projects. I've always wanted a couple of winch handle pock-ets and making them would be a more fun than buying them.



Working With Epoxy

By Mike Briggs

I would like to address some concerns that Scott White expressed in the December 15, 1994 issue about several things he advocated regarding epoxy and acetone.

Epoxy does have fumes and can irritate the skin and should be used with adequate ventilation. Epoxy does not have to cure for a month in order to have polyester resin applied; don't put polyester resin over epoxy because it will not reliably stick to the cured epoxy. Yes, epoxy will stick to polyester resin but in my experience, it isn't always a good bond over the long term.

Scott states that epoxy will do everything that polyester will do and do it better. One of the most important considerations about how well something works is in how much of a costly material is wasted, and using epoxy when polyester resin will do the job will end up costing you about three times the money and often do no better job.

I call attention to a conversation I had with Dynamite Payson in which he stated that he uses polyester resin exclusively in stitch and tape construction and never has had a failure in hundreds of boats. He has also tested his joints with his pickup truck. He found that the wood failed rather than the polyester resin fillet joint. I usually argue for a more scientific testing but I won't quibble with the Dynamite Pickup Truck Test.

Scott also advocates thinning epoxy with alcohol, acetone, MEK solvent, or a commercial epoxy thinner. Let me quote the bible on epoxy, the book, *Gougeon Brothers on Boat Construction, New and Revised Fourth Edition* (1985). They are the originators of the WEST SYSTEM (R) of epoxy encapsulation and have done extensive controlled research with wood and epoxy combinations.

On page 82 they state, "Don't thin WEST SYSTEM (R) epoxy with solvents because doing this may compromise the moisture resistance and physical properties of the resin." Again on page 83, "... reducing it with thinners will lower its physical properties ...". They recommend as many as three coats of unthinned epoxy for proper penetration and water resistance. Since the solvent evaporates from the interior of the wood after it penetrates, there must be a partial starvation of epoxy in the wood.

I believe that one must assume that thinned resin leaves small voids that will allow water to penetrate. When Scott used flour as a thickener below the line, he proved the point that solvents leave epoxy resin porous. He stated, "Flour, which seemed such a good idea at the time, proved easily saturated by water in my below the water line uses. It still seems as if it should work better than it did. Perhaps I had thinned the resin too much before I mixed it."

Ken Brown, the designer of the 9' dory Lark, which was written up in *Small Boat Journal* and has sold over 2000 sets of plans, told me that almost anything including dirt would make a good filler for epoxy but he doesn't thin the resin.

Scott advocates using non marine grade

plywood and sealing it with thinned epoxy and then he says that he can make up for the lower grade of wood by buying thicker wood. For a thicker sheet, one must pay more money and endure heavier weight. In some applications this might be acceptable but in most applications the price of the plywood is only a relatively small fraction of the total cost of the boat. Since plywood is a major structural component of the boat, why cheap it out if you want a quality boat. Marine grade plywood is much stiffer than regular plywood and the designers specify marine grade for some good reasons including extra strength and added resistance to penetration.

He also advocates mixing alcohol into the epoxy to slow the reaction. If you are average, you will easily develop the skillfulness needed to be able to handle epoxy without wasting it due to it kicking off too soon. Plan ahead just as you would in any boat building project and all will usually go well.

One other thing concerns me. He complains that his hands get sticky and he has to use solvent to clean them off, otherwise he can't let go of things. Many solvents can actually penetrate the skin and enter the bloodstream. In fact when I used to use acetone without gloves, I could taste the acetone in my mouth about thirty seconds after it hit my skin. It would be carried to my taste buds through the blood. Acetone and most solvents can and will cause liver damage in small amounts and it is cumulative.

A better way is to go to the drug store and buy a package of examination gloves for about five dollars. That package will fit any hand and there is no right or left glove so you never have a surplus of left handed gloves to throw away. They are cheap and you can wear a new glove or pair several times during one occasion. Your hands never get sticky and you can use your fingers to smooth resin without fear of allergic reactions developing.

There were many things that I agree with in this article and I hope Scott will write again. I do like his style and willingness to try new things and techniques.

Mike Briggs, 3326 Charlemagne Ave., Long Beach, CA 90808, (310) 425-6629.

Stability and Flotation in Lightning

By Tim Barnum

The letter by Dave Buckman (January 1) extolling the virtues of cruising in a Lightning brought to mind my experiences with a fiberglass Lightning built in the early glass days of 1967. Having evolved from racing with the Lightning to cruising to daysailing and boatbuilding these days, I think there is a place for every interest and sailing lifestyle. However, some readers should be aware of the risks of boats like the Lightning in cruising. I tipped mine over twice and there was no way that I could self rescue the boat and continue on.

The first time occurred in a race with 15 knot plus winds while we were taking the spinnaker down on the leeward side. The one crew was on the low side trying to gather it and pull it in while I, the skipper, and the other crew were on the high side. However, as the boat

heeled, the foot of the spinnaker dipped in the water and the crew virtually pulled the boat over. One benefit of racing is that a committee boat and maybe some spectators are around. The waters weren't too cold, I stayed in the boat while the crew was picked up. The boat floated with about one inch of freeboard. We put all the extra life jackets and cushion in the bow and it was towed to shore. A gas pump made quick work of getting the water out.

The second capsize occurred much more innocently and destroyed my confidence about centerboard boats for sailing away from other possible rescuing boats. The winds started the day so light that we had one crew on the leeward side only ten minutes before the event. We were in a low key race, but I can imagine cruising or sailing and doing exactly the same things. The wind started to build and we were all on the high side. I may have been sitting on the deck rather than in the seat. The boat started to heel to the point where I started to reach for the main sheet which was in a cam cleat. However, by the time I reached the cam cleat and said let out the jib, we were over. It was not a sharp puff, it just fooled us by building slowly. We had recognized enough wind to have donned lifejackets before the capsize.

The other problem for virtually all sailing boats is that the release of the jib sheet on the low side and even the main cam cleat in the middle are hard to reach when the boat is heeling. Lightnings also have a feature which makes self rescuing difficult to impossible. The centerboard trunk is open at the top and only comes to several inches below the deck level. You cannot bail it out without stuffing the centerboard trunk with rags. It also shares a common centerboard boat problem of not being very stable when full of water. We eventually turtled (turned totally upside down). I had not installed a recommended preventer which is straps over the top of the centerboard trunk to keep the board down. When the boat turtled, the centerboard retracts back up in the slot. Since boat bottoms are designed to be slick through the water, even a hard chine boat like the Lightning doesn't have much to hold on to. My guest crew of the day had not buckled his life jacket and was having trouble. He informed me then that he didn't swim and started to come towards me with that slightly crazed look that I was told was typical in life-saving class for someone who is in trouble in the water. Fortunately, we got him calmed and jacketed. We eventually righted the boat, being lucky that the mast did not stick in the mud of the relatively shallow Gulfport Florida waters. We did not get much water out until we were towed to shore. The anchor, which had once resided under the deck, was gone.

Lightnings built in the 70's often had extra flotation in the bottom of the boat. This worked great when you tipped a bit and recovered or took a lot of water over the side. One just opens up the self bailer in the bottom and the water drains out. My Lightning, with no extra bottom flotation, also had an Anderson self bailer but it only worked when the boat had forward speed. Otherwise it leaked enough to start filling the boat.

The drawback of the bottom flotation Lightnings, or any other such centerboard boat, is that once they tip all of the flotation acts to keep it from going 180 degrees to full turtle. In a Lightning midwinter regatta in St. Petersburg, Florida, one very new such boat only made it to 160 degrees when the mast stuck in

the mud. There is little chance that the crew would be able to right the boat. With typical waves that occur in capsizing windy conditions, masts have been known to pound through the hull.

The Lightning Flashes monthly newsletter published an article in which a rather extensive graphical analysis of the placement of flotation was done. Essentially, it should be placed under the deck. The depth should be the amount of freeboard one desires when the boat is full of water. Some have suggested that there be more flotation on one side than the other so that the boat isn't stable being totally upside down.

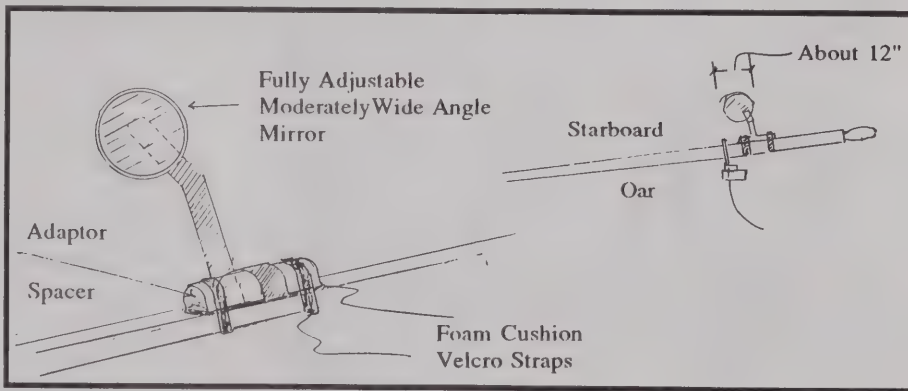
The conclusion to all this is that I would not personally go cruising in waters where hypothermia is a possibility in a centerboard boat. I have built centerboard boats and sailed them in Maine but limited, near the shore and only when the wind wasn't too great. Even though they are stitch and glue wood, I add flotation to get some freeboard if they do capsize. I also make sure it is up high to avoid them staying turtled. A swimming pool test of my 16' long 39" beam rowing boat with sail and centerboard added showed it could heel to 20 to 30 degrees but it was not too stable. It was quite happy staying totally upside down with only 3" submerged. It's narrow enough to reach around and right it. Not so with a Lightning. A wider, deeper draft boat can be more adventurous.

I realize that at 54, I'm a bit cautious. However, the younger folks have a lot longer

to live than I do. Why risk it? There are small cruisers such as the Precision 18, which I own, with 400 lbs. of ballast which will suffice for safety near shore in normal and higher winds but not in big capsizing waves. The boat weighs 1100 lbs., only 400 more than the Lightning. With a trailer it's 1500 lbs. or so and can be towed by most cars, although I like a front wheel drive minivan with minimal V6. Only problem is that the ramp I launched at in Maine was a shallow angle and it was a struggle to launch and recover. An extension tongue will solve that.

I do agree with Dave about the virtues of small jibs. My experience with small jibs is in 22 to 27 foot cruisers, but I would expect it applicable to any size boat. In spite of all the theories about the large area of the main compared to the jib, I really think the interaction slot affect from the jib works. At least it makes the boat seem to go faster and better. In heavy air with main alone, the boats have always seemed sluggish. Once when I tacked a Catalina 22 with main alone, it actually started sailing backwards. A small jib about 40-50% of the fore triangle sail area brings the boat right over on a tack. This size jib is easy to make oneself following Sailrites book on either jibs or storm jibs. It needn't be the bullet proof heavy material The sail being much smaller than the working jib can be the same or lighter cloth unless you truly plan to sail in storms. I use 3.8 to 5 oz. cloth available at Defender or Bacon Associates.

Search for the Perfect Rowing Mirror



By Gerard Van Wyk

My age (69) and very stiff neck are not a very good combination for a rowing enthusiast. A few years ago I (and my Oarmaster) participated in a race from Mackinaw Island to St. Ignace; a distance of about 6 miles. What a comedy! What a disgrace! I steered so poorly and actually lost sight of the upper peninsula of Michigan.

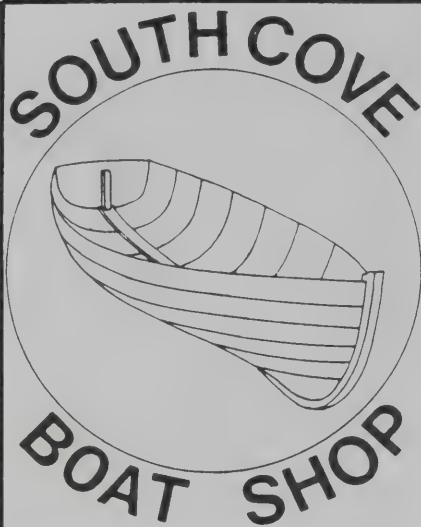
So then I began the search for the perfect mirror to guide me in my backward flight: Gunwale mounted mirrors - oh yes! Mirrors in gimballs? Yup - we gave that a whirl! Mirrors on helmets? Mirrors on eye glasses? You know as well as I do that none of these work worth a nickel. Now I'm a very slow learner - but quite persistent; and at long last it dawned on me that I didn't have to see behind me all the time! Ten or twelve times a minute is plenty!

So I attached a mirror to the top of the

oar about 12" inboard from the lock, and presto, problem solved! I adjust the mirror to give me the best view when at the beginning of the "catch" in my stroke. As the oar makes it's half circuit I get an excellent view of the scene behind me; but I really take a good look at the beginning of each stroke. At that point I can even adjust the elevation of the oar to suit the wave conditions. It's really quite a simple little thing, and is such a balm to those aching necks;

Anyone can make one I'm sure, and it shouldn't cost a fortune either. The set up I used came from Alger Sport & Fitness 120 28th St., S.W. Grand Rapids, MI 49548. Carl will ship one anywhere in the continental U.S. complete with velcro fasteners and adapters for \$24.95 prepaid.

Gerard Van Wyk, The Mooring, 2809 Porter, Grandville, MI 49418.



TRADITIONAL WOODEN BOATBUILDING

REPAIRS AND RESTORATIONS

ROB BARKER

615 MOYERS LANE, EASTON, PA 18042

PHONE/FAX (215) 253-9210

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY Rt. 1, Box 1090
(207) 268-4802 Litchfield, ME 04350

(607) 547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point on West Lake Rd.)

P.O. Box 1007

COOPERSTOWN, NY 13326

Woodenboat Restoration/Rigging

CHRIS STICKNEY BOATBUILDER

- Wooden Boat Restoration & Repair
- New construction

Box 146, St. George, ME 04857
(207) 372-8543



10'6"x3'10" LAPSTRAKE YACHT TENDER

Designed circa 1890
Cedar planking on oak frames
Hackmatack knees & hard pine thwarts
Copper & bronze fastenings
Two rowing stations
Weight 75 lbs. - capacity 500 lbs.

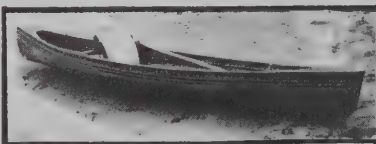
Builders

CUSTOM BOATS & YACHTS

Since 1970

Wood Epoxy Construction to 55'
Damian McLaughlin Jr. Corp.
North Falmouth Ma. 02556
508 563 3075

Feather Canoes



We specialize in building, and teaching how to build, a cedar strip version of Rushton's "Wee Lassie" Canoe. This lightweight double paddle canoe is available in two versions. A sample copy of our newsletter and info is free. Full size patterns are \$15.

MAC MC CARTHY

1705 Andrea Pl. Sarasota, FL 34235
(813) 953-7660(H) - (813) 355-6736 (S)

O'CONNELL'S MELONSEEDS



Glued lapstrake or cold molded construction, produces a completely dry, trailerable hull. All trim is meticulously crafted in mahogany.

L.O.A. - 13'6" Capacity - 600 lbs.
Beam - 52" Weight - 130 lbs.
Draft - 3" to 24" Sail - 70 sq. ft.

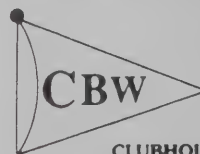
O'CONNELL'S WOODEN BOATS

303 Cannon Street
Chestertown, Maryland 21620
(410) 778-3213 FAX (410) 810-0756

SUTHERLAND BOAT & COACH

4th Generation Boat Builder
Builds & Restores:
wooden sail/row boats, motor
launches & "woodie" station wagons

416-1/2 W. Lake Rd.
Hammondsport, NY 14840-9603
(607) 868-3993



CLUBHOUSE BOATWORKS

217 S River Clubhouse Rd
Hanwood, Maryland 20776
(410) 798-5356

BEAUTIFUL CUSTOM WOOD skiffs,
prams, lapstrakes, and rowing boats.
Dinghy repair and restoration, inlays,
line splicing, varnishing, woodworking,
and model building.

Cape Cod's
Sailing Headquarters &
Wooden Boat Center
• Established 1945 •

• AREY'S POND CATBOATS • The Arey's Pond 12', 14' & 16' Catboats

Traditional New England catboats designed for comfort and stability; suitable for family or single-handed day sailing. Arey's Pond Cats are built to the highest standards with fiberglass hull, bronze hardware, Sitka spruce spars, and teak rails, coaming, centerboard box, floorboards and seats. A.P.B.Y. has specialized in custom built catboats since 1972.

ARNO DAY SKIFFS

P.O. Box 222
43 Arey's Lane, off Route 28
South Orleans, MA 02662
(508) 255-0994

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

HCR 32, Box 301, Small Pt., ME 04567 (207)389-1794/737-4143



Maintenance
Repair

(508) 255-8226

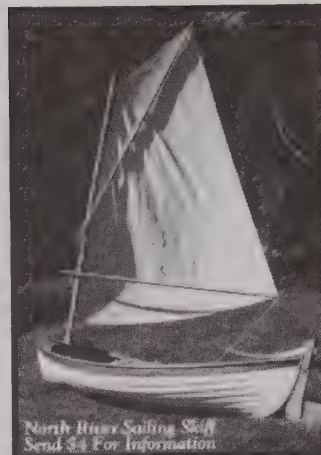
Restoration
Custom Building

P.O. Box 724

• Eastham, MA

• 02642

Beetle Cat Restoration & Replication A Specialty



*North River Sailing Club
Send \$1 For Information*

Wooden Boats for Sail, Oar & Power

Fine Restoration

NORTH RIVER BOATWORKS

6B Elm Street
Albany, NY 12202
518-434-4414

KRISTJANSON BOATWORKS

123 E. Edgar St. Seattle, WA 98102



Little Ripple	12'6" Solo Canoe	30lbs
Ripple	14'6" Canoe	35lbs
Little Shot	7'11" Tender	55lbs
Aimless	13'6" Rowboat	115lbs
Pinecone	10' Skiff	75lbs
12' Pincone	12' kiff	110lbs

Easy Plywood/Epoxy Construction
Plans Include Full-Size Patterns - \$60

PARKER RIVER BOAT WORKS



21 Newman Rd, Newbury, MA 01951
NEW CONSTRUCTION and REPAIRS

Douglas Scott

508-465-4095

**Why stop sailing in
the winter?**

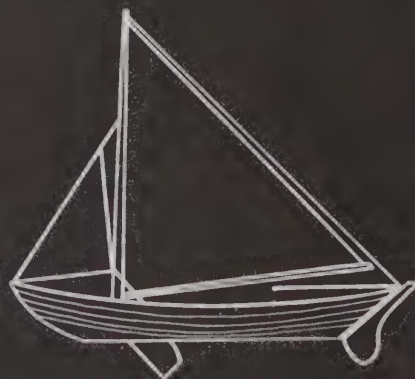
We are now offering this traditionally designed ice boat with origins from Great South Bay, Long Island, NY. Up to three people can sail her by trimming the jib and main, and shifting weight fore and aft. I have many fond memories from my youth of sailing her off into the sunsets. Anyone interested,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

Doug Scott

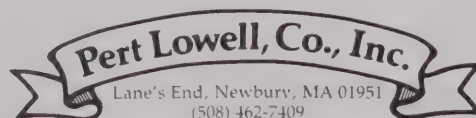


SWAMPSCOTT DORY



Our 17' version of the Swampscott Dory has more beam and one more plank per side. She's very similar to those Coast Guard surf boats, and is available in sail or rowing rig. A splendid boat.

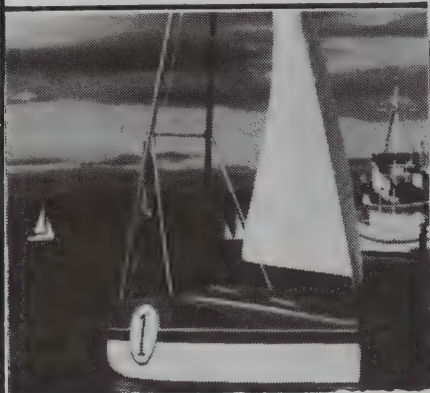
Send for our brochure.



Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishings.

SO-DU-IT!



NOW WITH RETRACTABLE KEEL - EASY TO TRAILER!

You asked for it so we did it. SDI is just 14 ft. but sleeps two. Easy cold molded system. Two now launched, more abuilding.

See stories in *Messing About in Boats* Volume 9 - Number 18; Volume 11 - Number 3, and Volume 12 - Number 18.

Study plans, photos, etc. \$2 (no checks please). Plans \$40, patterns \$10. Video of building and sailing.

JIM BETTS

P.O. Box 1309
Point Pleasant Beach, NJ 08742

Designs - Plans



MOONDANCE a sleep-aboard, car-top cruiser for two!

The 5'2" beam (on 11'3" LOA) gives room and stability for day-sailing four comfortably or sleeping two safely. And it doesn't seem to affect performance at all.

Plans \$50 Study plans \$4
Plans include super clear illustrated instructions, and full sized patterns for easy stitch and glue construction
THOMSON SMALLBOATS
Box 670, Vestal NY. 13851



SWAMP YANKEE BOATS

I specialize in building just one boat with today's technologies. A stitch & glue version of Rushton's "Wee Lassie" double paddle canoe. LOA = 11', Beam = 28", Weight = 25lbs. Plans available @ \$15.

Robert W. Sparks

36 Soundview Hts., Branford, CT 06405
(203) 488-5932

Build A Clancy

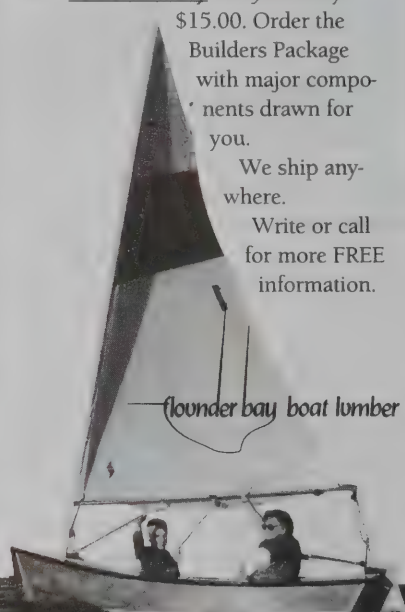
Here is a fast, safe sailboat, ideal for sail training, youth programs and designed for the non-boatbuilder.

Order the easy-to-follow instruction book Build a Clancy today for only

\$15.00. Order the Builders Package with major components drawn for you.

We ship anywhere.

Write or call for more FREE information.



1-800-228-4691 dept. M
1019 3rd Street - Anacortes, WA 98221

GEODESIC

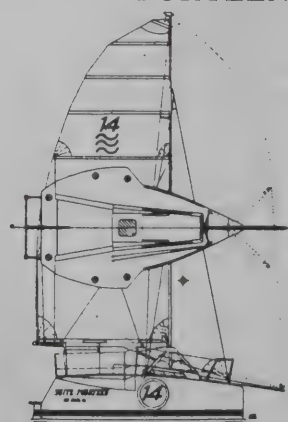
Designs by Platt Monfort

- **STUDY PLANS BOOK \$5.95**
Large Scale Lines Drawings
- **INSTRUCTIONAL VIDEO \$19.95**
70 Minutes Of Latest Techniques

Monfort Associates

RR 2 Box 416MA Wiscasset, ME 04578
(207) 882-5504

Build an INTERNATIONAL OFFSHORE 14 "SUITE FOURTEEN"



High-performance 14 foot trailerable racer/cruiser. Sail singlehanded or with a crew of two. Plywood composite tape construction. Class Association forming. Info and class rules \$5. Plans \$150 ppd.

NILS ANDERSSON

1269 Broadway Suite 121, El Cajon, CA 92021
(619) 697-9537

THE SIMMONS

Sea-Skiff

*Classics of the North Carolina coast
from the sounds to the Gulf Stream.*

Outstandingly seaworthy, 30 mph with low power, light, simple (flat laps, straight planks) plywood lapstrake construction. Detailed plans and directions; no lofting.

Information packet - \$1



Sea-Skiff 18
pictured

- 17'1" x 5'7"
- 5" draft
- 20-40 HP
- Plans - \$30 US

Sea-Skiff 20
twice the size

- 19'4" x 7'6"
- 10" draft
- 50-70 HP
- Plans - \$45 US

Sea-Skiff 22
20% bigger than the 20

- 21'6" x 8'3"
- 12" draft
- 70-90 HP
- cabin versions sketched
- Plans - \$45 US



Cape Fear Museum Associates • 814 Market St. • Wilmington, NC 28401 • 910-341-4350

COMMON SENSE DESIGNS

THE WORLD'S BEST CRUISERS FOR HOMEBUILDERS!

Easy plywood/epoxy construction,
for the first time builder.

OLDSHOE

12', PLANS \$50.00



MICRO

15'4", PLANS \$75.00

LONG MICRO

19'6", PLANS \$95.00



MICRO TRAWLER

14'6", PLANS \$75.00



AS-29

(ADVANCED SHARPIE) PLANS
\$120.00

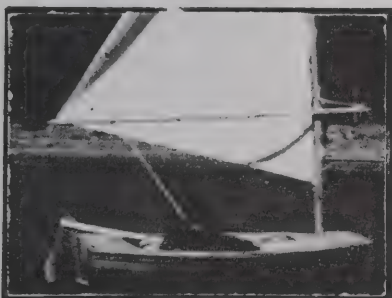


Catalog of these and 460 other Bolger designs \$10.00, \$12.00 outside U.S. +\$2.00 for airmail.

11765 SW EBBERTS CT, BEAVERTON, OR 97005

CREDIT CARD ORDERS PHONE OR FAX (503) 524-8264

WEE PUNKIN

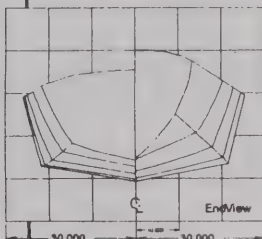


"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and aniple flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions. \$36. SASE for more info.

GRAND MESA BOATWORKS

Rt. 1, Box 75, Collbran, CO 81624

Hard-Chine Boat Design with EasyCAD



BtDzn

- draw hull curves
- rule panel surfaces
- expand flat panels
- project stations, waterlines, x-sections to all views
- output offset tables, hydrostatics, plate angles, 3D
- within CAD for simplicity and for doing further design

BtDzn works within EasyCAD to help you design hulls for sheet materials such as plywood, steel, or aluminum. Create multiple panels then generate 'ruling lines' to define panel surfaces. Test 'developability', then un-spring panels to accurate flat shapes.

BtDzn + EasyCAD.....\$179
BtDzn + introEasyCAD...\$119
BtDzn only.....\$75
[req 286+EGA+/PC - incl \$8 S&H]

t Hall Small Boats
5520 Lockridge Road
Durham NC 27705-8006
919 967-2389 for INFO

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, effects, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

Save Time, Save Money

with the Best Boat Plans Available. . . .

There are lots of boat plans available--but ours are the best value. Many potential builders are turned off when they see what is available from our competitors. It's not that they aren't good plans, but you have to be a professional boatbuilder to use them. Ask these questions before buying a set of boat plans:

Do the plans require lofting? Ours don't. We supply patterns with every set.

Do the sellers know the plans they are selling, or are they *brokers*? We know our plans; we designed them all.

Do they offer help if you have a problem? We do. We answer questions every day by phone and letter.

More people *build* boats from GLEN-L plans, patterns, and kits than from any other source. We take pride in our product, we are not selling our persona, we are selling a product that you can work with, at a price that you can afford.

SEND \$5 TODAY for our 168 page BOOK of BOAT DESIGNS with FREE boatbuilding supplies catalog.

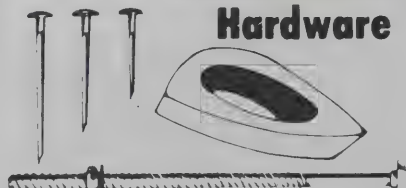
GLEN-L marine designs 9151 Rossmore,
Box 1804/AM5, Bellflower CA 90706-2138
PH. 310/640 6258 FAX 310/640 6250

**"Swift, stable, seaworthy,
strong, simple to build. Sixteen
feet of fun and only 47 pounds."**

Kayoe. You can build her for \$150! No lofting or jigs. Local materials. Plans and instructions \$25. Mackinac Boatworks, 9600 17 Mile Road, Marshall, MI 49068.

Kayoe. Build your own fun!

Wood Canoe Hardware



1/2", 11/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available.

NORTHWOODS CANOE SHOP
336 Range Rd. Atkinson, ME 04426
(207) 564-3667

OKOUME • SAPELE • TEAK

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber

1 (800) 899-1664

We Ship Anywhere!



MAINE COAST LUMBER

35 Birch Hill Road
York, ME 03909

TEAK & HOLLY • LAUAN

SIPO • KHAYA • FIR

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure half-hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters: 1/16", 3/32", 1/8". 11 sizes: 3/4"-1-3/8".

Send \$2 for sample packet & info.

STRAWBERRY BANKE, INC.
P.O. Box 300 MB, Portsmouth, NH 03802

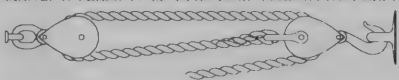
SPARS



D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640

CLASSIC BRONZE YACHT BLOCKS

MANUFACTURED TO MODERN ENGINEERING STANDARDS



Herreshoff bronze shell blocks reengineered for modern Delrin ball bearings, and authentically manufactured from original designs.

For information and price list call or write;

See Us at the

Maine Boatbuilder' Show

J. M REINECK & SON

9 WILLOW STREET, HULL, MA 02045-1121
617-925-3312

Supplies

ATLANTIC WHITE CEDAR

Flitches 4/4, 5/4, 6/4 thick to 16' long. Some other sizes and grades available. Limited quantity, all rough sawn. Call or write for info.

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

RED/WHITE CEDAR STRIPS



1/4"x3/4" Cove & Bead
Top Quality Clear
8, 10 & 12 Ft. Lengths
Canoe Kits

the NEWFOUND
WOODWORKS inc.

(603) 744-6872

RFD #2 Box 850 · Bristol, NH 03222



Orr's Island Boat Works
AUTHORIZED
DEALER
9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

Rt. 24, Box 731
1 (800) 339-6777

Orr's Island, ME 04066
(207) 833-5852



Traditional Hand Finished Sails
Sail Repair ★ Canvas Work
Wire and Rope Splicing

(410) 639-2646

P.O. Box 546 Rock Hall, MD 21661

JAMESTOWN DISTRIBUTORS

♦ **FASTENERS** ♦
BOATBUILDING AND
WOODWORKING
SUPPLIES

800-423-0030

Fax 800-423-0542

US & CANADA

FREE CATALOG

P.O. BOX 348
JAMESTOWN, RI 02835
LOCAL 401-423-2520
FAX 401-423-0542

1236 TRASK PKWY
SEABROOK, SC 29940
LOCAL 803-846-9500
FAX 803-846-9005

Small Craft Sails

GAFF, GUNTER, LUG, SPRIT, ETC.
AERODYNAMIC DESIGNS IN WHITE,
TANBARK OR EGYPTIAN DACRON

DABBLER SAILS, P.O. Box 235

RT. 1020, WICOMICO CHURCH, VA 22571

PHONE OR FAX: (804) 580-8723



Mast Hoops



Mast Hoop Fasteners - Sail
Hanks - Parrel Beads - Wood
Cleats - Wood Shell Blocks
Deadeyes - Bullseyes
Custom Bronze Hardware

Pert Lowell Co., Inc.

Lanes End, Newbury, MA 01950
(508) 462-7409

Custom Wooden Boats

Authentic Nautical Furnishings

POLYESTER RESIN

(With Catalyst)
Finest Quality - Always Fresh

5 Gal. Pain
\$70.00 ea.

1 Gal.
\$15.50 ea.

4 or more
\$14.50 ea.

20 or more
\$14.00 ea.

4 pails or more
\$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE

Mat 1-1/2 oz. 38" - \$2/yd ● Roving 24 oz. 38" - \$3/yd ● Cloth 10 oz. 38" - \$4.05/yd

SILICON BRONZE WOOD SCREWS - MANY SIZES FROM 3/4X8 AT \$4.80 TO 3X16 AT \$40.50
ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS - THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399, E. Longmeadow, MA 01028

Tel (413) 736-0348 To Order Call Toll Free 1 (800) 333-0314

CALL OR WRITE FOR FREE PRICE LIST - WE SHIP ANYWHERE IN USA



COD



Matrix Adhesive Systems Epoxy Wins Converts at CLC

Over the years we've tried most major brands of marine epoxy. We finally settled on Matrix Adhesive Systems, a new epoxy system developed by a boatbuilder/chemist.

M.A.S. epoxy is particularly friendly to amateur builders...

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.

For More Info Please Call
CLC (410) 267-0137
MAS (800) 398-7556

ROW A TRADITION. ROW AN ALDEN.

Free Color Catalog
1-800-626-1535



Alden Ocean Shells

Open Water Rowing Experts For Over 20 Years • P.O. Box 368G • Eliot, ME 03903

telephone (413) 782 1038
20 TREETOP AVENUE
SPRINGFIELD, MASSACHUSETTS 01106

SPRINGFIELD FAN CENTERBOARD COMPANY

DROP RUDDERS • TELESCOPING CENTERBOARDS • CANOE JEWELRY
CANOE & SMALL BOAT REPAIR AND RESTORATIONS IN WOOD & FIBERGLASS
COMPLETE LINE OF TRAILER ALUMINUM TRAILERS

INDIAN POINT
GUIDEBOAT COMPANY

THE ADIRONDACK GUIDE-BOAT
by the
Indian Point Guideboat Company
732 Midland Avenue, Midland, PA 15059
412-643 / 5457 643/6001
Gardner Callanen, boatbuilder

We have the world's largest selection of new Guide-boats and historically correct accessories available from any source. Dozens of models, in lengths of 10' to 18 1/2', construction materials range from traditional wood to the state of the art bi-axial kevlar. We offer reproduction oars, hardware, yokes, paddles and accessories. All of our fiberglass boat hulls are exactly reproduced from original antiques for the best rowing performance and authenticity. Our new 16' "Lonesome Bay Boat" is a modern materials version of a 1912 "Old Town Double Ended Boat" See our new "Video Magazine" III

The 'Hook & Loop' System that Really Works!
Great Paper, Great Price, Great Service -- Great Value

The SANDEZE™ Line
of
Professional Abrasives

Top-Quality, Best Price Retail or Wholesale
No Clamps, Glue, or Messy Clean-Up
Improves Productivity, Eliminates Waste

Any Size, Any Hole Pattern For Any Disc Sanders, Palm Sanders, Vibrating Sanders Or Industrial Sanding Machinery & Now Belts Too!

Aluminum Oxide Pink Steret -- 40 to 1000 Grit
Yellow Marathon w/No Chemical Residue -- 40 to 400 Grit
Resin on Resin Red -- 40 to 150 Grit
Wet/Dry Black Silicon Carbide

For Free Catalog, Information or \$10 Trial Pack
Call 1-800-272-SAND
Or Write SANDEZE • 9210 Lee Ave. • Manassas, VA 22110

Classified Marketplace

BOATS FOR SALE

Haven 12, half finished, no time to finish. W/ lead keel, spars, bronze fittings, lumber to finish. Will sell for money invested, \$4,900. **8' Prams (2)**, \$125 ea. **14' Sturdee FG Skiff**, \$900. **14' FG Skiff**, \$600. DENNIS LEAHEY, Fairhaven, MA, (508) 997-9970. (21)

Wiano, '47, floats upright, nds work. Must sell. \$2,500 OBO. C. TRAINOR, S. Dartmouth, MA, (508) 636-2375. (21)

Antique Motor Launch, 22' w/Tunte deck, extremely rare. Nds total restoration. Compl Hereshoff hrdwre still on. \$500. **18' FG Workboat**, takes up to 100hp OB, w/trunk cabin & Teleflex HD steering system. \$400. **12' Aluminum Rowboat**. \$250. JON KNICKERBOCKER, Brattleboro, VT, (802) 254-4005. (21)

Capri 13, fully equipped, cat rigged FG CB single hander in gd cond w/trlr, extra stormsail, extra tiller. \$1,200 OBO. KEN ONG, Queens, NY, (718) 631-9011 eves. (21)

Mercury 18, full keel 18' racer/daysailer w/trlr. Gd cond. \$1,000. ERIC HAUGEN, 712 E. Calaveras St., Altadena, CA 91001, (818) 794-8287. (21)

Wenauet Kitten Catboat, 13-1/2'x6'. Nds some work but a vy nice little boat. \$1,000. **FG Peapod**, new, never finished. Nds rubrails to compl, incl new pr oars. \$750. JOHN WHEBLE, Kingston, MA, (617) 585-6962. (21)

Compac 16XL, '94. Either you know it or you don't! Perfect in all respects. Furling jib, 5hp kicker, etc. Regretfully & fairly offered @ \$7,900, incl Hutchins trlr. Delivery possible. Would consider trade for vy nice 10'-12' cat/similar & cash offers? MALCOLM RINGEL, St. Michaels, MD, (401) 745-6170. (21)

12' Dory Skiff, Ken Swan "Chico" design. Row or motor. Stable, roomy design. \$275. **11'6" Ultralight Double Paddle Canoe**, glued lapstrake, Tom Hill design. Blt '91, hardly used. \$500. **16' E.M. White OB Runabout**, '58. New transom, hull stripped & painted. Interior varnish & deck to be finished. \$400. **13' Sebago OB Runabout**, '52, twin cockpit, split windshield Bugatti style. Cedar planked w/ 25hp Johnson, tank & controls. \$450. **Windward 15 Sailboat**, hull w/plans & deck plywood. Lost interest. \$295. BOB WADON, Randolph, MA, (617) 963-2036. (21)

San Francisco Pelican, nds refinishing, new coamings, rubrails. Old but useable sails. \$380. **Wm. Jackson Sea Skiff**, 13'9"x 5'. Never had sailing setup but have plan, marine ply. Nds refinishing. Nice utility, classy. \$200. **GP14 Sailboat**, mahog ply. \$350. **Power Garvey Hull**, commercial grade aluminum, 18.5'x6'8", no interior. Vy solid, 600+lbs. Minimally nds flrbrds. W/25hp extra long shaft pusher OB. \$950. W/partially setup long trlr. \$1,250. BOB CAVENAUGH, Carlisle, PA, (717) 249-6195. (21)

31' Pacemaker FBSE, Pelican. Blt '66. Mahog/oak. FWC Chrys V8 '83 260hp. Drft 2.5'. Bm 10'. Fbd 3'. Long 11' ckpt. Disp 5+T. Slps 4. Rm for tent in ckpt. Galley. Enc elect hd. Outgrs, 2 fath, 2 VHF, CB, Ld, hail/fog sig. We tow 13' dory, can fit abd 10' dinghy. \$9,750 or trade up. Seek sail/other w/ cuddy. Seawthy/trlrble (if poss). Will be used for ocean/lg lake bio resc/h/crus. ED CASS, 122 Stacy, Eliot, ME 03903, (207) 748-0929. (21)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to use of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.

21' Lyman, '62 1B powered by Graymarine 138hp Fireball. Hull #Y1233, Engine #S6424. All orig equipment. \$3,000. Trlr available @ extra cost. CHRIS GORDON, Hampton Falls, NH, (603) 778-3047. (21)



'60 Sparkman & Stephens Dolphin, FG sloop, 24'x 7'8"x 2'10". Vetus diesel. Varnished teak, exc cond. Full keel, bronze CB. Strong, seaworthy boat w/comfortable accommodations for loving couple. Present owners have cruised from LI to Cape Cod Canal, from Harpswell to Schoodic for more than 30 yrs w/delight. Viewable Rockport, ME. Asking \$7,900. PETER SHEPHERD, St. James, NY, (516) 862-9223. (21)

'38 Chris Craft Sportsman Deluxe, 15'6"x 5'8"x 1'5". Fully restored hull, bottom sealed w/Dynel/epoxy to waterline, restored interior & hrdwre, drive train, w/4cyl Model B 32hp engine. Incl mooring cover & trlr. \$8,000 ONO. JOHN BRIGHT, Kalamzoo, MI, (616) 345-3377. (22)

17' Marsh Hen, '84 Florida Bay blt FG sharpie daysailer w/screened tent for camp-cruising. Grt shallow water boat, decked over for lounging w/ cockpit for helmsman. Exc storage capacity. Dk gm hull, teak seats, tanbark gaff rigged sail, sweeps, trlr, accessories. In gd cond. Located in northern VA. \$1,900. CHRIS LANSING, Falls Church, VA, (703) 506-4317. (21)



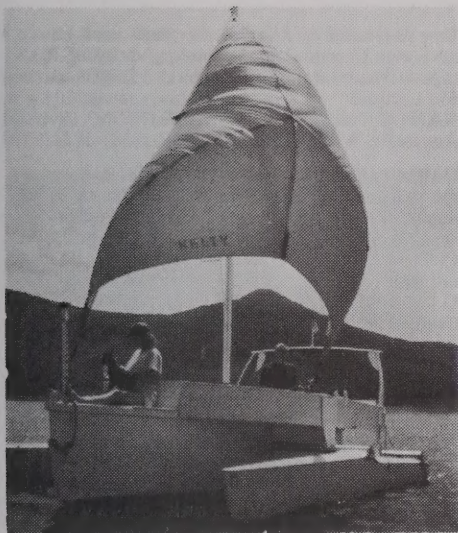
Gaff Sloop, 21'x 7'3", blt '92. McIntosh hull design. Pine on oak, copper fastened. Tabernacle mast, shallow keel. Slps 2, daysails 5. Ruggedly hand-some boat w/solid feel. On trlr. Asking \$5,500. MATT LYFORD, Exeter, NH, (603) 778-7844. (21)



30' Classic Robert Rich Trunk Cabin Sport Fisherman, blt '54. Mahogany on oak, bronze fastened, much restoration work has been done to hull & interior teak decks. Power is V8 Chevy gas engine boatyard maintained in gd running order. Slps 3, SS galley & icebox, VHF radio, most original hrdwre for outriggers, etc., orig fighting chair, gin pole, much more. Price reduced from \$12,500 to \$5,500 for quick sale. STEVE WILLARD, 64 Orme St., Marblehead, MA 01945, (617) 631-8462. (21)

Galaxy 32 Sloop, '63, rugged, fast, attractive, seaworthy classic FG cruiser. Diesel, fridge, Autohelm, Loran, stereo, EPIRB, Espar hr. This boat is fully equipped for cruising whether long distance, liveaboard or weekend. Main, jib, genoa plus storm jib & trysail. Compl rigged w/Staylok fittings, mast steps, removeable staysail stay. Windlass, bow roller, 3 anchors & rode. FG dinghy stores on deck. Teak trim topsides & warm mahogany below. Traditional layout w/permanent table, navigation space, galley w/cupious storage, dbl berth fwd plus workbench. Wonderful cockpit w/full teak grating, wheel steering. \$19,900. ED SELING, Charlestown, MA, (617) 242-5497. (TF)

'82 Wittholz Aluminum Cutter, Yanmar diesel, 1 owner, 2 Atlantic crossings, genuine surveys. \$40,000. Located Toronto. Will deliver east coast. DETLEV KIRCHGATTER, Mississauga, ON, (9065) 271-6016. (21P)



Homebuilt Trimaran, ply & poly main hull, Solcat amas, 3 sails & mast. Voluminous 20 footer carries kids, dog, camp stuff & cedar bucket. Nice 1-axle trlr. \$2,200.

JAY BLISS, Grand Jct. CO, (970) 242-4369. (21)

Norwegian Sailboat, 10', 80lbs. Solid African mahogany. Bought in '63. "Norsk Sprængstofindustri a/s Oslo Model 750." \$2,500.

ARLEN WESTBROOK, Voorheesville, NY, (518) 765-4453. (23P)

35' Schooner, David Stevens design (scaled down version of the 47' *Atlantica*; see Peter Carnahan's book *Schooner Master*), blt '72 by Ruben Carpenter in Newfoundland; pine plank on oak frame copper riveted, lead ballst; hull basically in gd shape (never been out of water) but nds cleanup, cosmetics, refit. **24' Shoal Draft CB Sloop**, lead ballast, board drops through, lg open cockpit, overhang stern, vy pretty boat, exc daysailer, vy gd cond. \$2,500. **25' Frisco Flyer Sloop**, similar to & slightly larger than Folkboat) blt by Cheoy Lee '61, teak plank copper riveted, iron ballast, slps 4 in lg open interior, rebuildable single cyl gas IB, spruce spars, recent tanbark main, jib & genoa, roller furling gear; gd cond but nds repair on aft 6' of deck. \$3,000. **42' Rhodes Yawl**, top constr by Burmester '57. Sister to *Altair* & *Thor* (see Henderson pps.251ff). mahogany hull, teak decks, house, interior, bronze web frames, strapping, knees, varnished spruce spars. FULL SEA, Greenport, NY, (516) 734-7409. (24)

Lightning, Hull # 10817, blt by Newport in '65, compl rblt last summer, raced continually until '95. Going to grad school, must shed earthly possessions. Looking for someone to give her gd racing/cruising home. \$2,500. **Double Paddle Canoe**, Peter Bruce design, wood frame blt in '83, trued & recovered w/Dyson's polyester fabric in '95. Comfortable touring for 1-2 people. \$500.

DAVE GOSSE, 9937 Fair Oaks Rd., Vienna, VA 22181, (703) 242-3593. (22)

19' Corinthian Sloop, Alberg design similar to Cape Dory. Gd cond w/4hp Evinrude LS & tandem axle trlr. \$3,200 OBO. **14' Phantom Catamaran**, gd cond w/galv trlr. \$450 OBO.

GORDON TOWLE, Westbrook, CT, (860) 399-5224. (22)

21' Bay Hen, '86, gaff rigged w/'93 4hp Mariner, bimini, dodger, summer cabin. Galv trlr. Exc gungholer. Exceptional cond. Many extras. \$5,500. DARRELL YOUNG, China Grove, NC, (704) 855-1155. (23)

Capri 18, *Trivial Pursuit*, shoal draft cruiser for 2, daysail 4. R/F jib, mounted boarding ladder, customized trlr, grt OB, etc. \$5,500 incl mooring in Marblehead, MA (Salem hbr nr town landing) & spring launch. ISAAC SIEGEL, Billerica, MA, (508) 436-3182, lv message. (22)

15' Marshall Sandpiper Catboat, '77 cuddy model. Lt blue decks, tanbark sail, sail cover, cockpit cover, foam flotation in bow, life preservers, bumpers, fire extinguisher, removeable running lights, anchor & rode, bilge pump, closed cell cockpit cushions, OB bracket, trlr w/new tires & bearings. \$4,500.

BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742, (908) 295-1590. (22)

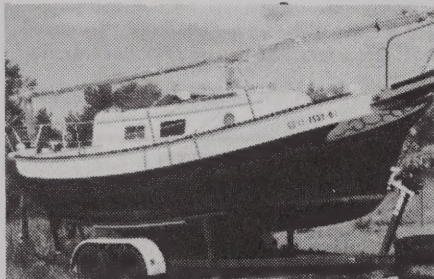
13' Boston Whaler, classic Ray Hunt design w/40hp Johnson '69 model lightly used in fresh water, compl orig. \$3,000 incl almost new Easyloader trlr. JEFF GOFF, Urbana, IL, (217) 332-3850, e-mail j-goff@vivc.edu (22)

25' Bristol 24, shabby but functional, gd old boat. \$4,000. **Bolger Dovekie**, hull #23, SS gallews, 2 wooden leebeds, orig w/trlr. \$4,000 OBO. R.D. ZAHN, 320 Edsam Ave., Pitman, NJ 08071, (609) 589-2407. (22)

17' Grumman Sailing Canoe, 65sf gunter rig, mahogany leebeds, spar cover All nr new cond. \$750. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (22)

18'6" Wenona Odyssey Canoe, standard layup, nrly new, vy fast, high volume. \$700 OBO. ERNST HEINCKE, Croton, NY, (914) 271-5387. (22)

'68 Beetle Cat, gd cond, nds new deck canvas & paint. Grt winter project. \$1,000 or trade for solo paddling canoe (not kayak) JOEL FLATHER, Little Compton, RI, (401) 635-4819, Fax (401) 635-4922. (22)



Ranger 26, hull #23 designed by R.R. Richards. Trailerable, 28" draft x 8', miniyacht w/stdng hdrm, enclosed head, slps 4. Fresh water use only, looks new. Roller furling, 9.9 Honda in well, VHF & Loran, "Yacht Saver" air tube flotation system. Will deliver on Calkins trlr within continental U.S. Asking \$26,000.

DOUGLAS JOHNSON, 1165 Eagle Rock Rd., Colorado Springs, CO 80918, (719) 598-7719. (22)



Wooden Canoe, Great Canadian Huron 16' sq stern w/FG skin. '88. Fine sculling boat or fishing platform. Handsome, roomy & light. Nds minor repair \$500.

PHIL FRISBEE, Washington, DC, (202) 537-5405. (22)

16' Old Town Sailing Canoe, w/outrigger rowing station, Shaw & Tenney oars, sideboards, mast & sail, center seat. Restored 3 yrs ago. Burgundy color. \$2,500.

MARK REVEAUX, Stony creek, CT, (203) 488-1914. (22)

'82 Dovekie, used 3 times, stored under carport most of its life. Dark grn hull, new canvas (\$650), 1.5hp Sears OB stored in garage. Health forces sale. \$6767.67.

KEN PAGANS, 13721 Cayo Gorda, Corpus Chisti, TX 78418, (512) 949-9386. (22)

Dovekie, fully equipped, gd shape, incl trlr. \$4,500 OBO.

PIKE MESSENGER, Middleton, MA, (508) 774-1507 eves. (22)

Free Luders 16, must give up '31 classic wooden sailboat. Exc cond, sailed all last summer JOHN PACKARD, Sea Cliff, NY, (516) 671-1515. (22)

3 Blackhawk Canoes, 16'9" Watersmeet, 14'2" Zephyr, & 11'8" Shadow, Also '34 Old Town Guide Model.

TOM HELD, Racine, WI, (414) 634-1272. (22)



17'Hurley Silhouette MkII Pocket Cruiser, FG keelboat. English, slps 2+2, alcohol galley, porta potty, main & jib, custom cradle/trlr. Located in ME. \$3,500 OBO.

JEAN, Medford, MA, (617) 396-0662. (22)



23' Skiff, well blt pretty boat, 40hp electric start Johnson w/backup pull start, fuel tanks, shop manual, spare power head, Teleflex & remote controls @ console, w/backup tiller, compass, fenders, cleats. Will deliver within reasonable distance. \$575 OBO or trade for canoe/kayak & cash or sailboat. JOEL PETERSON, E. Falmouth, MA, (508) 540-2962. (22)

BOATS WANTED

Town Class, or similar wooden CB sloop in sailable cond. My spending limit is \$3,500.

ROGER JAMES, 13 Farm Hill Rd., Wallingford, CT 06492, (203) 269-8406 home, (860) 565-5758 work. (22)

SALES & RIGGING FOR SALE

Sail Sale. Lippincott Comet main & jib, new. \$350. Gaff sail, foot 8'10", luff 6'2", gaff 7'0", leech 12'2", new. \$100. Sunfish, all white, new. \$100.

DOUGLAS FOWLER, Ithaca, NY, (607) 277-0041. (21)

59' Spruce Masts (2), one oval section, tapered, varnished, exc cond, no rigging. \$1,500. One rectangular section, tapered, compl rigging & 24' roller reef boom. \$1,200.
FULL SEA, Greenport, NY, (516) 734-7409. (24)

GEAR FOR SALE

THE ALMIGHTY HIMSELF ENTRUSTED THE FUTURE OF ALL LIVING CREATURES TO...



A WOODEN BOAT

T-SHIRTS, as seen at Mid-Atlantic Small Craft Festival. Hvywght 100% cotton, natural color w/ dark green print. Short sleeve, M,L,XL. \$12. Shipping \$3.50.
FAUS DESIGNS, 81 White Dogwood Dr., Etters, PA 17319. (23P)

Western Cedar Planks, 1/8"x12"-14"x 16'. \$5/plank OBO.
G. LOVELESS, Crestwood, NY, (914) 963-2626 Ext 35 days, (914) 793-1274 eves. (21)

New '96 Mercury Long Shaft OB, w/ integral & remote fuel tanks. Under 4hrs running time. \$850.
BOB ERLICH, Plainville, CT, (203) 747-0262. (21)

Blue Sail Cover, 14' long, gd cond, nice fittings. Made by Valentine Sails, City Island, NY. \$35 + \$4.50 shipping, or interesting trade.
ROBERT REIBEL, 99 Mt. Airy Rd., Croton-on-Hudson, NY 10520, (914) 271-8940. (22)



Ahoy! ROW HARD WITH THE NO EXCUSES CREW. 100% grey heavyweight cotton rowing T-shirt. Sizes: Medium, Large, XLarge & XXL. Item W-352 \$16 - add \$2 for XXL. S&H only \$3 when you mention *Messing About in Boats*. **Toll Free 1.800.985.4421**. Color catalog of rowing gear, accessories & more \$2.
WATERMARK, P.O. Box 1037M, Dept. MB, Kennebunk, ME 04043, USA.

Oarmaster Rowing Rig, '87 used once. \$100.
Piantedosi Oars, 8' spoon blades. \$75.
PHILLIP FRISBEE, Washington, DC, (202) 537-5405. (22)

25' Box Wooden Mast, by Pigeon, w/spreaders but no rigging. Free.
REID WEEDON, Winchester, MA, (617) 729-0255. (22)

There is nothing— absolutely nothing—
half so much worth doing



as simply messing about in boats.

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)

Sears 10" Radial Arm Saw, w/electronic attachment. Little use. \$395. **Rockwell 10" Contractors Table Saw**, less use. \$350. Can deliver. Lobster boat not going to be blt afterall.
JAY FOLEY, Worcester, MA, (508) 753-2979 days. (22)

Kermath Marine Engine, 1cyl inbd w/reduction gear. \$350. **Sea Anchor**, brand new. \$50. **Johnson OB**, 6hp w/tank. \$400. **Trlr**, for up to 16' boat. \$250. **Graymarine Engine**, 60hp 4cyl. \$250.
JON KNICKERBOCKER, Brattleboro, VT, (802) 254-4005. (21)

Bead & Cove Wood Strips, white pine, 3/4"x1/4", abt 500 linear feet. \$50. **Douglas Feather Oar**, free to gd home.
GEORGE SMITH, Groton, CT, (203) or (860) 448-2534. (21)

GEAR WANTED

Motor Mount, adjustable side mount for Grumman canoe. **Sliding Seat Rowing Rig**, for canoe.
JIM CASNER, Canton, OH, (216) 499-3164. (21)

Rudder, for '20's Old Town sponson sailing Canoe.
TOM HELD, Racine, WI, (414) 634-1272. (22)

Hurth Transmission, nd HBW gear for small diesel. Will pick up.
JAY FOLEY, Worcester, MA, (508) 753-2979 days. (22)

BOOKS & PLANS FOR SALE

WoodenBoat, magazine collection compl from issue #7 except for #8-#12, #14, #29, #31. Stops @ #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 CAVENAUGH, Carlisle, PA, (717) 249-6195. (21)

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)

"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)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.
DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (TF)

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

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

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

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)

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)

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)

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



Sea Kayak Plans. "Seguin" is a sleek Itwt 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)

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 bld or wood/canvas construction.
FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (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)

Old Boat Journal Magazine, premier to #75 issues, premier to #39 professionally bound in 3 vols. #40-#75 loose. All exc. 1st \$200 takes all ppd.
DON PRINCE, Shelter Island, NY, (516) 749-3369. (22)

12'10" "Pooduck" Skiff Plan & Patterns, Joel White designed, never executed. Asking \$50.
MAX HENKE, Topsham, ME, (207) 729-8015 aft 5pm EST. (22)

Dinghy Building, by Richard Creagh-Osborne. Mint copy of the best of English dinghy bldg techniques. Clear photos, lucid text. A classic which should be in yr reference library. \$25 incl shipping, or trade for small dinghy blocks, 2 single, 1 dbl.
ROBERT REIBEL, 99 Mount Airy Rd., Croton-on-Hudson, NY 10520. (22)



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)

BOOKS & PLANS WANTED

Wings on Ice, A Comprehensive View of the Sport of Iceboating, by Frederic M. Gardiner. Publ in '38.
STEVEN ROSSI, 2396 Islandview, W. Bloomfield, MI 48324, (201) 573-2270 days, (810) 682-7259 eves. (21)

Pete Culler's Boats, by John Burke. I will buy this book or swap it for any of: Alvord's *Beachcruising*, 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 or Propellor Handbook*, Henderson's *Sail & Power* (4th) or *Sea Sense* (3rd), Hinz's *Anchoring & Mooring* (2nd), Kale's *Boston Harbor Islands*, Stilgoe's *Alongshore*, Trefethen's *Wooden Boat Renovation*.
SAM MCCANDLESS, Bardstown, KY, (502) 348-3513 until 3/31, Brookline, MA, (617) 739-6039 aft 4/1. (22)

Around the World Single Handed, by Harry Pidgeon. **Plans**, for Sea Bird & Sea Goer yawls. **Old Copies**, of *Rudder* (when Thomas Fleming Day was editor).
JIM BETTS, P.O. Box 1309, Point Pleasant Beach, NJ 08742, (908) 295-8258. (22)

Canoeing, American Red Cross '56, not the later edition. Dollar payment.
DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England. (21P)

Racine Boat Co. and Detroit Boat Co. Info.
TOM HELD, Racine, WI, (414) 634-1272. (22)

30 Odd Boats, by Phil Bolger.
PETER THELIN, 54 Jack London Sq., Oakland, CA 94607, (510) 535-2134, (22)

OTHER MARINE RELATED ITEMS

Waterfront Cottage for Rent, Coast of Maine. 2br cottage w/spectacular views of Muscongus Bay & Atlantic Ocean. Full kitch, 1 full bath, wood stove, electr heat. Deck along front of house. Weekly rates \$750-\$900.
TOM WALES, HC61 Box 87, New Harbor, ME 04454, (207) 677-3855. (21)

Waterfront Mobile Home, on Myakka River, FL in adult park. 2bd, 1 bath. Davits & dock. \$17,000.
PHIL TINGLEY, North Port, FL, (941) 423-1358. (22)

Fifteen Years And Still Holding Strong.



For over fifteen years, owner-built projects have relied on System Three Resins for products that fit a variety of applications.

We have created products for wood and composite construction, including a clear penetrating epoxy sealer, water reduceable finishes, five minute epoxy glue, pre-mixed epoxy compounds, and the venerable T-88 structural epoxy adhesive.

From start to finish, no matter what your project, we've got the right product for you. And we'll get it to you when you need it. Call or fax your order before noon Pacific Time and it's on its way to you the very next day. Freight to a U.S. zip code is never more than \$5.00 — regardless of the size of your order.

Stick with System Three. For literature about any of these products call 1-800-333-5514.



System Three Resins, Inc. • P.O. Box 70436 • Seattle, WA 98107

MAINE BOATBUILDERS SHOW



March 22, 23, 24, 1996

58 FORE STREET • PORTLAND, MAINE 04101

HOURS: 10-6 FRIDAY & SATURDAY, 10-4 SUNDAY

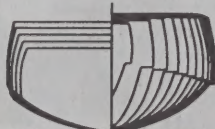
Come and see the finest wood and fiberglass in the Northeast! Come meet the builders. Sail, power, canoes, kayaks, and skiffs will all be displayed.

Hosted by PORTLAND YACHT SERVICES

• 207-774-1067 •

Design and Build Your Own Boat ... By Computer!

- o Create and fair full 3D hull shapes interactively
- o Use state-of-the-art surface modeling techniques
- o Any hull shape allowed - round or chine hull
- o No lines drawing experience required
- o Eliminate lofting by hand
- o Plot lines drawing automatically
- o Plot full-size frame and plate shapes
- o 30+ calculated values - disp, LCB, stability ...
- o Stretch, shrink, or modify existing hull shapes
- o Low cost professional software: **JUST \$395.**
- o **Call, write, or Fax for our free literature**



60 knot commuter

New Wave Systems, Inc.

79 Narragansett Ave., Jamestown, Rhode Island 02835

Tel: (401) 423-1852 Fax: (401) 423-1810



1996 Wooden Boat Show

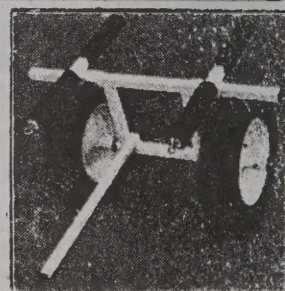
Mystic Seaport®
Mystic, CT
June 28-30

For information call 800-273-7447
The show for wooden boat owners,
builders, and designers

All Terrain Boat Dolly

- Try it free for 30 days
- 16" Balloon Tires
- Narrow Track
- Super Sturdy
- Guaranteed
- Packs Flat
- Built to Last

MC/Visa
\$149.95
Plus S&H



Call
for
info **1-800-466-3131**

A & B Industries, Inc. 9233 N 12th Ave Phoenix, Az. 85021

POSTMASTER: ADDRESS CORRECTION REQUESTED

BULK RATE
U.S. POSTAGE PAID
PLATTSBURGH, NY 12901
PERMIT #148

messing
about in
BOATS

29 BURLEY ST., WENHAM, MA 01984-1943

