



messing about in BOATS

Special Features This Issue
Designs for Modest Budgets
Cobscook Adventure - The Old Man & the Creek

Volume 13 - Number 22

April 1, 1996



1015.305

M585

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 22
April 1, 1996

1015.305
M585

In Our Next Issue...

Adventures: Mel Ross explains that "You Can Return to Paradise", Kitty Button tells "How I Almost Drowned the Russian", Smiljka Fitzgerald reports on her husband's "Rincon Sea Adventure", and John Conway begins a four-part serial on "The Family, Me & the Catboat".

Projects: Brand Livingstone brings us "The Odyssey of a Rangeley Rowboat", Alan Fitzgerald describes "Building a Wee Kid Kanu" and Ira Goldstein details at length "The Herring Skiff".

Designs: David Keiper discusses his unique multihull ideas in "Hydrofoil Trimaran Sailing" and James Montgomery tells us how it was sailing one of David's tris in "My First Sailboat". Steve Brown supplies some sketches of his "Brown Seal Trimaran", Marc Pettingill presents his "Sweet Dream Solo Canoe", and Bill Clements offers his "Nord Koster Canoe Yawl". And Phil Bolger comes up with a swinging ballast concept.

Techniques: William Longyard describes his kayak modifications in "The Kayak Ketch" and "How to Put an Engine in Your Kayak", Dave Berman discusses "Storing Your Kayak", Jim Thayer alerts us to "A Real Cheap Dustmask", and Neil Wilson continues the rowing technique discussion in "Brace Yourself".

On the Cover...

The Baywood Navy and the Southern California Small Boat Messabouts gathered together at Morro Bay for a weekend messabout and some interesting small boats appeared. Two are pictured on the cover, with more and a report inside.

Commentary...

I can roll! This announcement is presented here on the specific orders of friend Bart Hawthaway, given to me when I told him that my latest round of kayak rolling lessons had at last produced a working, if clumsy and unstylish, roll. Thanks to Bob Haskell of Cape Ann Sea Kayaking Company and assistant instructor Chris Thomas, I actually can now roll up one of those slippery whitewater kayaks in the warm waters of an indoor pool. Translating this to my 19' Seda Glider sea kayak and open water remains a major challenge.

Bart, who labored long and hard over several sessions a few winters ago to teach me how to roll, had finally told me bluntly, "Bob, you're never gonna roll!" I just didn't get it. At the time, in my defense, I had challenged Bart to tell me what new tricks he had learned at age 60. He couldn't think of any.

Everyone has some initial trouble with disorientation when hanging upside down under a boat like some sort of organic keel. Hey, just stand on your head in the corner of a room and you'll find yourself disoriented. Add to this the water and that primal instinctive urge to get outta here and it becomes very difficult to focus on making the right moves to roll back up.

I was never a water baby. I did not enjoy swimming or the beach when younger, and still don't. I learned to swim only enough to stay afloat and perhaps work along towards some shore point. I particularly hate unexpected immersions when too often I'd take water into my sinus cavities it seemed, giving me subsequent headaches. I like being on the water, not in it. But since I enjoy paddling my sea kayak, I knew I was chancing more of those unexpected immersions, with the major problem, and danger, of not being able to get back onboard, especially when paddling alone.

Facing up to this potential threat to continued life and the pleasures of sea kayaking, I undertook to master the equipment methods of self-rescue, at first the paddle float and subsequently the Sea Wing inflatable sponsons. Those first attempts to learn to roll were undertaken after much urging to do so by a number of experienced sea kayaking acquaintances, but my abysmal failure to get it drove me to the equipment alternative.

I worked out my paddle float self rescue on a local pond a few summers ago, and rigged the gear conveniently. But it had basic faults. First of all, of course, any method that involves falling out and having to get back into the boat, instead of staying in it as one does when one rolls, is complicated and time consuming. Rigging the gear to effect the re-entry involves much maneuvering while still in the water, and the crawling back into the cockpit requires some care not to tip over the whole works on the far side.

Then one has to retrieve the outrigger paddle when safely back in the boat and the cockpit bailed or pumped out. Unrigging the paddlefloat deprives one of the use of the paddle for a short transition period when conditions might very much require its use for preventing another capsizing.

When I saw the Sea Wing I immediately ordered one up, and proceeded to fit it to my kayak. The Sea Wing consists of a pair of inflatable bladders and a webbing strap harness carried along somewhere on or in the kayak.

When capsized, you retrieve these from the kayak and clip them to brackets previously installed on the deck, which involves working a pair of straps under the hull to hold the sponsons in place. You then blow them up, and climb back in the now much beamier and more stable boat.

I found I would still capsize the kayak if I climbed back in over the side, so ultimately I worked out an effective crawl back in from the stern along the rear deck. The stability when back in the cockpit was reassuring and gave me time to refit my skirt, pump out the water, and gather myself together to resume my paddling, all quite well stabilized. If conditions seemed bad enough, the sponsons could be left in place while paddling off with minor drag offset by major stability.

Setting the Sea Wing up after capsizing was still too complicated, all those straps and clips got tangled up in the confusion following the capsizing. So I devised an arrangement wherein the uninflated sponsons lay rolled lengthwise alongside the cockpit on the side decks held in place by straps with velcro fastenings. With this setup, all I had to do after a capsizing was blow them up and re-enter. The retaining straps holding the uninflated sponsons during transport became the restraining straps when deployed by inflating.

So, okay, now I had a self-rescue that would work if I tipped over. But, the neatness and ease of a proper roll still beckoned. So when Bob Haskell offered a four night, eight hour course in a pool three miles from my home, I decided, one more try.

The procedure followed was to have us learn to adopt a starting position first, head down forward, paddle alongside the left edge of the deck, and then a move, a sort of sweeping brace outwards across the surface of the water, then up (or down) and over (up and down get very confusing upside down). We practiced this rightside up on the pool surround, sitting in the whitewater kayaks, with a half paddle (the half that's supposed to pass beneath the hull obviously could not do so on the concrete). Then it was into the pool to work on it.

Of course, disorientation takes place, but at least I got fairly comfortable with hanging there looking up at the surface through my snorkel goggles, and working through the sweep part. The up (or down) and over part still escaped me, so failures ensued. If at first I didn't succeed (I didn't) try, try, again. Three times, on the third try Bob or Chris would grasp the paddle blade and thus provide a solid base to push on. I'd come up.

During the third lesson, after more failure, suddenly it worked, I rolled up. This happened on the very first try, but was followed with more failures. But I persevered and more successes were achieved. I still didn't know what I was doing but my body seemed to have caught on. Of course my technique was poor, position all wrong surfacing, but still, when I went home that evening I had rolled up several times unassisted. There was hope.

The final lesson brought revelation, success beyond my wildest hopes. I started off okay doing a roll first time. On several following failures, I got it on the second tries. Then Bob brought out an Inuit paddle, the long slender wooden shaft with narrow blades. "Try this," he offered. Down I went again, and it was wonderful, I came up so easily, the awful drag I now realized that wide bladed paddle

had was gone, this was a feather, and with little effort it just happened. I immediately went over for another taste of this exhilarating experience.

Soon I had to relinquish this wonder wand to the others, and they too rolled up with silly grins. Bob then went back to work with those having the least success with the regular paddles. No way was I going back to one of those. I had been dragging when I got there

at 8pm after a 12 hour day but now I was so elated I opted to call it a night while I was ahead and go home feeling good about it.

The next day I visited Joel Thomas at his new Cape Ann Small Craft shop on Rt. 1 in Rowley and bought a new 7-1/2' Cricket Inuit paddle. Can't wait to get back into the pool as soon as some new pool sessions open up. Well, maybe I can wait, but I look forward to it with a lot more optimism now. And when spring

warms the local ponds enough for wetsuit cap-sizing, friend Dick Price and I plan to continue working on our rolls a couple of mornings a week. They need a lot of working on, but at least they now exist. I never believed it would happen.

So there, Bart, I followed your orders. And thank you for all your efforts on my behalf, at what was once a losing cause.



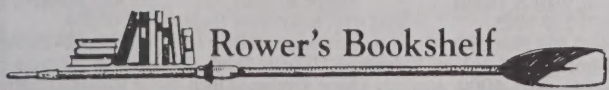
**The
LAKE CHAMPLAIN
MARITIME MUSEUM**
at Basin Harbor, VT

- New!** Building an Adirondack Guideboat
Traditional Lines. Modern Technique Apr. 14-20
- Planking the *Wee Lassie*, May 12-18
- Lake Champlain Small Boat Show, July 6-7

RR 3, Box 4092, Vergennes, VT 05491
Phone (802) 475-2022 Open May 4-Oct. 20

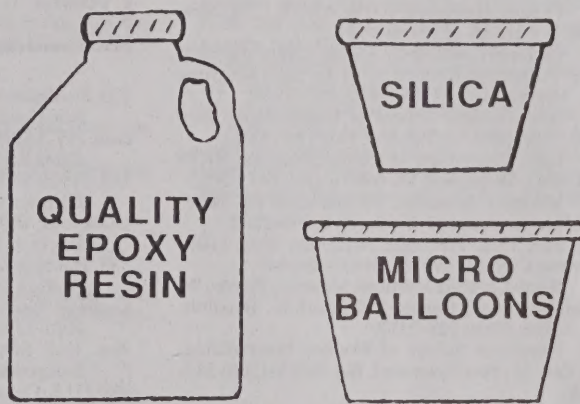
Free Catalog

Books, Art and Accessories
on the Sport of Rowing.



Rower's Bookshelf

P.O. Box 368 Eliot, ME 03903
1-800-626-1535



DISCOUNT EPOXY RESINS & FILLERS. Tired of paying high prices for big name epoxies? We buy in bulk from a major chemical corporation preformulated low-viscosity epoxy resins and hardeners that are excellent for boatbuilding and fiberglassing. Just \$89 for 3 gallons and cheaper for larger quantities. We also have the best prices on fiberglass cloth. Send \$5 for an epoxy sample kit, product description and a detailed information package on how to use epoxy.

RAKA Cruising, Inc., 5098 Conklin Dr., Delray Beach, FL 33484. For information call (407) 496-7051 after 6pm, 7 days a week.

**Sandpiper.
15 Feet of Pure Fun.**



Roomy, stable, dependable. A solid build. Small enough to trailer, but big enough for the whole family.

Since 1962 over 1,200 Marshall owners have discovered something old about sailing. For more details, give us a hail.

**MARSHALL
CATBOATS.**

**FOR
MORE INFO
ABOUT OUR**

☐ 15' ☐ 18'
☐ 22'

Name _____
Address _____
City _____
State _____ Zip _____

MARSHALL CATBOATS
Box P-266, Dept. #49
So. Dartmouth, MA 02748 (508) 994-0414

**NOW AVAILABLE
WITH FOLDING MAST.**



ANTIQUE & CLASSIC BOATING

Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

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

Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.

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

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

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

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

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

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

John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.

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

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

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

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

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

San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.

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

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

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

BOATING SAFETY INSTRUCTION

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

CONTEMPORARY YACHTING

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

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.

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

The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.

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

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

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).

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

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

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

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

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

Chesapeake Bay Maritime Museum, P.O. Box

Happenings '96...

There's a lot beginning to happen out there messing about in boats in 1996. As a sort of center of a communications network, we continue to receive ever more news and announcements of coming attractions, chiefly through copies of newsletters circulated by the many organizations that undertake to promote events and activities of interest to us.

In the first issue of each month we list all those organizations (and individuals) we have knowledge of in several categories. If you are looking for events and activities that pertain to your own special way of messing about in boats, look up that particular heading and see who is listed. Then contact those of interest to you directly for details of their 1996 happenings.

636, St. Michaels, MD 21663-0636, (410) 745-2916.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.

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

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

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

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

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

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

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

Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.

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

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

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

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

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

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

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

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0900. (203) 572-5315.

New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.

New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.

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

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

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

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

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

MODEL BOATING

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

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

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

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

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RR1 Box 457, Green Lane, PA 18054. (215) 453-9084.

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

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

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

New England Beetle Cat Boat Assoc., c/o Edwin Howell, 23 Stratford Rd., Seekonk, MA 02771.

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

PADDLING

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

Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.

Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.

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

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

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

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

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

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

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

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

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

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

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

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

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

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

SAFETY EDUCATION

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

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

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

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

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

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Museum of Wireless & Steam, Tillinghast Rd., E. Greenwich, RI 02818. (401) 884-0710.

Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.

Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

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

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

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

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

North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

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

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

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

Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.

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

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

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

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

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

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

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

TRADITIONAL YACHTING

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

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

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

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

TUGBOATING

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

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

WATER TRAILS

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

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

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

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

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

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

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

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

12th Annual Cedar Key Small Boat Meet May 4-5, 1996

This meet is unsanctioned, completely informal and has no organized events. Cedar Key is on Florida's Gulf coast, 100 miles north of Tampa, 7 miles south of the Suwannee River. It's an isolated region of shallows, salt-marsh and sea islands. Currents ebb and flow through oyster edged channels. Birding is superb. All shallow draft craft are invited from solo canoes to big sharpies. Campsites and other accommodations are available.

For Information Call:

Cedar Key Chamber of Commerce (904) 543-5600.
Hugh Horton (810) 468-6456.

Maine Canoe Symposium June 7-9

Moose Pond, Bridgeton, Maine

Spend a weekend with outstanding leaders of canoeing at a classic woodlands camp in Maine. original format. Registration fee only \$45.

Contact Winona Camps, RR#1 Box 868
Bridgeton, ME 04009.

Phone (207) 647-3721, FAX (207) 647-2750

DROP ANCHOR



AT DEPOE BAY'S 3RD ANNUAL

"CLASSIC WOODEN BOAT SHOW
&
CRAB FEED"

APRIL 27 & 28, 10-5

NO REGISTRATION FEES
FOR INFORMATION PLEASE CONTACT:
CHAMBER OF COMMERCE
BOX 21, DEPOE BAY, OR 97341
(541) 765-2889

We would like to have an ocean rowing demonstration. Please contact us if you have capability and can attend.

You write to us about...

Your Experiences...

The "Boat Shop" on PBS

Being rank amateurs at building small boats (we've built three) my wife and I thought it would be interesting to see someone else doing some of this type of building. We were delighted to find just this in a program running on public TV, "The Boat Shop". It was somewhat embarrassing for us as we also discovered that the program is filmed right here in Suttons Bay, Michigan where we live.

Presently (early March) they are building a Platt Monfort Geodesic design. Dave Dean, the producer of the show, does a superb job describing each procedure as he goes along. He operates here as The Boat Shop, P.O. Box 66, Suttons Bay, MI 49682.

The show is apparently catching on and I believe it may be showing in your area of New England.

Rick Pauly, Suttons Bay, MI.

Why We Sail *Star of India*

Perhaps the most asked question here at the San Diego Maritime Museum is, "Why do you sail *Star of India*?" She is now the oldest working tall ship in the world, working in the sense of being able to go to sea, and we keep her perpetually within six weeks of sea readiness.

Our reason for taking out this historic artifact is primarily that by expecting to sail her we have to keep her shipshape. The level of maintenance is much higher for a sailing ship than for a dockside attraction.

Additionally, we hope to accomplish several missions by sailing *Star of India* at relatively frequent intervals. This helps induce members and visitors to volunteer at the museum, for crew selection is made from volunteers who have committed significant hours to the museum. Sailing *Star of India* also creates vast amounts of local publicity which furthers the museum's well being. Sailing *Star of India* helps our fund raising and donor recognition programs. Sailing *Star of India* enhances membership growth and program participation. Finally, we tie the event of sailing *Star of India* around educational programs throughout the community.

There will be two sailings in 1996, on August 10th and 18th. Crews are already pretty well made up from the waiting list of qualifying volunteers. While we cannot sell tickets for these cruises, we do invite along selected guests from our major donors pool, area politicians, and local and national news media, people who can help us become a greater maritime institution.

We hope to be able to sail *Star of India* on an annual basis, which would give many more deserving people the opportunity to experience sailing this glorious old ship.

Inquiries into sailing *Star of India* can be directed to Executive Director Ray Ashly, Maritime Museum Association of San Diego, 1306 N. Harbor Dr., San Diego, CA 92101.

Joe Dittler, Editor, *Full & By*, The San Diego Maritime Museum Newsletter.



Winter Trip to Cedar Key

The 12th annual Cedar Key Meet is coming. It's on the first weekend in May as usual.

Down there winter has been cold too. In early March I paddled to, through and around Atsena Otie Key on three days of a four day visit. Day one was too cold (30's) and too windy (25+) for the Greenway family with *Claira* and for me too.

Day two, up to the 40's so Kayann's Black *Ibis* captivated me further when we splashed relatively dryly across wind and current to Atsena, occasionally drifting off eastward while warming my thumbs.

Day three was warm enough for the Greenways, getting to the low 60's. Twelve year old Michiganer Katie Greenway wrote in her report, "Hot and sunny." We all paddled a big angle above our course to mid-channel marker #36 for a current display.

Day four, upper 60's clouding up, with Tom and the kids gone through Atsena by the

time I find them. I paddle around Atsena's memory laden perimeter thinking of friend Ned Sharples' grave illness and of others who will not return, and of vibrant joyful times too.

On this visit I found, sadly, that friend Ned Sharples, who I met in 1982 at Canoesport in Ann Arbor, was gravely ill with cancer, diagnosed just three weeks before my visit. Back then Ned had introduced me to a fellow who took me sailing on a small lake in his lapstrake lugs'l ketch rigged canoe, and I was hooked. Thank you, Ned.

Thick fog persisted for the Greenways for four days after I left so they prudently stayed ashore. But the weather on the first weekend in May has been gorgeous, almost always sunny, low 80's, usually enough breeze to sail, usually not too windy to paddle or row in unprotected waters.

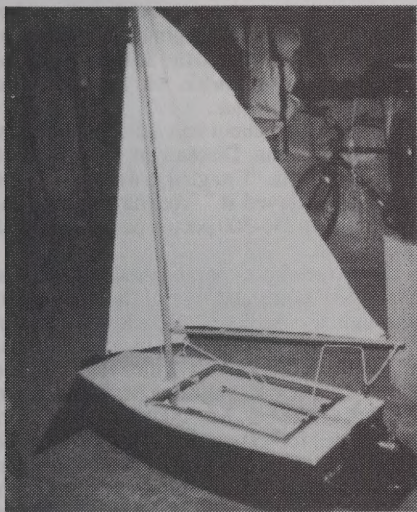
I can't wait.

Hugh Horton, 29474 Old N. River Rd., Mt. Clemens, MI 48045.

Your Projects...

My New Steamer

This winter's project (ongoing) is to finish up my new steamer, as pictured. I did a float test in October and now have to finish machinery installation and seating.
John Knickerbocker, Brattleboro, VT.



More Fun Building It

When I was a wee tad growing up in Bellport, Long Island, (and still too young to be allowed out of sight on the water), I took great pleasure in converting wooden crates into land sailing yachts, using string and bed sheets to give the proper "feel" to sailing. The old two compartment food crates from the A & P got the most use though a little tight for a cockpit.

Now that I have young grandchildren, I decided they should get the "bug" and I made the boat pictured out of plywood. It sits on a 4"x4" with triangular ends. Two large aluminum pins (one at each end) hold the boat in suspension and a good breeze will make her tip just a little before the chine hits the ground. The mast and boom have track and the sail has a slides. Sails can thus be taken off and put back on and it has halyards and sheets. The two sticks in line are the tiller and the whisker pole.

The downside is that I had more fun building it than the kids have had sailing it. It will not go in the water as it has a batch of drainholes in the bottom. I also supplied a panel with steering wheel, dials, and gear shift that fits into the mast hole and step. This gets far more use than the mast and sails. The tiller gets broken off about once a week. They have fun with it and maybe someday they will get the sailing bug.

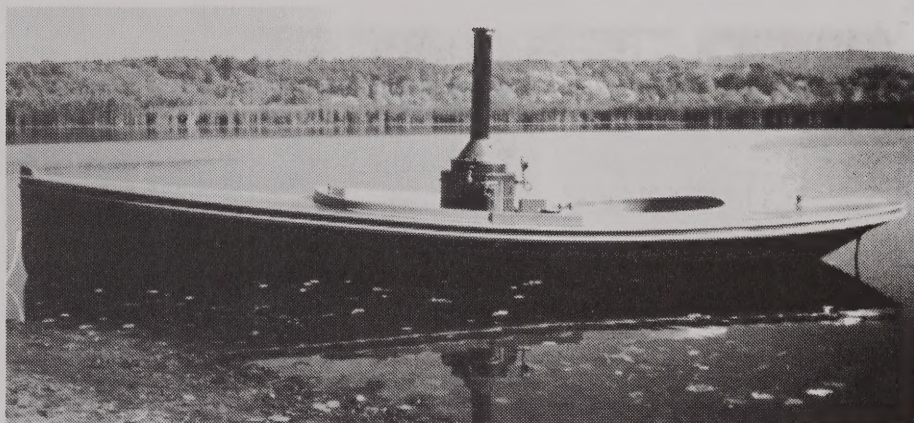
William King, Riverside, CT.

Boy Did I Learn a Lot

I bought Dynamite Payson's book and plans for the Instant Catboat, and since I had never built a boat before, I scaled the plans and built a model. Boy did I learn a lot. It has a moveable centerboard and a hollow mast.

In some ways I think building to scale is more difficult than full size. I used model airplane plywood which scales exactly to 4"x8" at 1-1/8"=1' scale. It's just as ornery to twist too.

Michael Levy, Wayland, MA.



Trying to Figure What to Build

I read with great interest your editorial in the January 15th issue. I, too, am trying to figure out just what I want to build in the kayak/trimaran style. I do not yet have a kayak, so my choices are even more wide open (which I am not sure is an advantage).

I came across an old AYRS publication (1978!) which describes a foil stabilized, kayak based trimaran designed, built, and sailed by Noel Fuller of New Zealand. Unfortunately, I have been unable to get further details that might allow me to duplicate or (more likely) try to advance this design. If anyone knows how to track him down, please let me know.

This is where I am at as of right now (it may, and probably will, change tomorrow).

Main hull: Kayak style, around 16'. Probably round bottom (least wetted surface), but I do like the Greenland style, too. I have ordered *The Kayak Shop* and may use one of the designs in there (with or without modification). Also considering CLC's *Patuxent* or *Yare*.

Amas: Probably low aspect, asymmetric C foils with built-in buoyancy. I may include a daggerboard-like extension to attempt full flying configuration (water piercing foils) instead of just foil stabilized. I have also looked at a couple of planing forms (ala *Yellow Pages*) for amas, but the engineering gets complicated as the forms need to change aspect to go from displacement to planing mode.

Akas: One requirement is that the whole thing assembles-disassembles easily to allow car-topping. I am not convinced that folding is worth the complexity, but Dick Newick's prototype B2 akas look intriguing. I have also considered sprung plank and bowstring configurations. One of the problems is that the low deck height of a kayak makes the geometry difficult.

Sail: Windsurfer rig, the variety of sizes and cost can't be beat. Probably stayed from the front of the wishbone as I am not sure I trust the rig and/or hull to withstand the forces of an unstayed rig. Such an arrangement also allows adjustment of rake during the shake-down phase to get everything balanced. I just discovered a Web site for used windsurfer equipment and am pursuing used rigs from about 7.0sm up.

Controls: I think a boat like this will need a proper rudder, not the tiny ones I've seen on kayaks. It will, however, need foot control and probably should be a kick-up in case of grounding. I am debating the value of a chopped off stern with transom and surface piercing rudder (e.g. from a Hobie) vs. a fully

submerged spade rudder like the I.C.'s use. I even have been working on a design that has a spade rudder mounted in a cassette which then can rotate up in case of grounding.

Whatever mounting, I am fairly convinced that it needs to be an inverted "T" foil (like those used on current International Moths) to prevent pitch poling. Obviously if I go for a fully flying foiler, the rudder/foil becomes a major lifting element and may need active control of incidence as well.

I also am considering a true dagger board vs. leeboards. The trunk would strengthen the hull considerably right where the mast is stepped. The only advantage I see to leeboards is that they could be asymmetric and therefore perhaps more efficient. If I have deployable dagger boards/foils on the amas, I may not need anything on the main hull other than a good rudder.

Mark Parker, Hancock, NH.

Birchbark Canoe Building

We will again be conducting two birchbark canoe building courses this summer on the Wisconsin shores of Lake Superior, building a full size Algonquin *wabanaki tciman*... Students will put in 8 hour workdays, starting with selection of birchbark, spruce roots and cedar and their preparation, finishing up building 1/4 scale replica birchbark canoes of their own.

We invite interested readers to inquire for details.

Ernestine & David Gidmark, Box 26, Maniwaki, QU J9E 3B3, Canada.

Sea Kayak Trimaran Conversion

My latest creation is in direct response to your trimaran series. I am building a Glen L double sea kayak fitted with a Chesapeake Light Craft trimaran sailing conversion. It's coming along fine.

Messing About in Boats has really brought my boating life along. My Glen L canoe and Bolger Lite Scooner have brought me lots of satisfaction. Your advertisers should know what a great forum for their wares your magazine is.

Mark Stewart, Marietta, GA.

30' Charter Boat

Last year I bought a 30 passenger charter boat. It was built in 1973 as a lobster boat in Boothbay, Maine. I've been enjoying getting it ready to carry passengers this summer. I have been boating in this area for years.

Walter Beebe-Center, Wenham, MA.

Alexandria Seaport's Messabout

By Dave Gosse

The second Alexandria Seaport Foundation (ASF) sponsored small boat messabout attracted a variety of watercraft and a fairly large crowd last November 5th at Founder's Park in Alexandria, Virginia. The Founder's Park T-dock is home to the Seaport's 125' topsail schooner *Alexandria* and the 40' Potomac River Dory *Potomac*.

"The messabout was a definite success," said Joe Youcha, Director of the ASF Maritime Programs. "I'm glad it went so well and so many enjoyed it." Youcha estimated approximately 250-300 people participated in the messabout.

Sixteen boats participated; of those, six were ASF boats and five of those were built through the ASF's Craddock Boatbuilding School. Other boats also in attendance included Bill Sherman's Kulczycki designed Cape Charles Kayak and Marshall Katz's Bolger Cartopper. Marshall has outfitted his Cartopper for extra comfort with a folding lawn chair seat. He says he's looking for another boat that he can "sail into old age with," but his Cartopper seemed a light, comfortable and friendly boat for the journey.

The rowing gigs *Jessica* and *Carol H.* had full crew all day long, being pulled by veteran and newcomer rowers alike. They were coxswained by Joe Youcha, Geoff Kerr, Sheldon Kerr, and Pete Delaney.

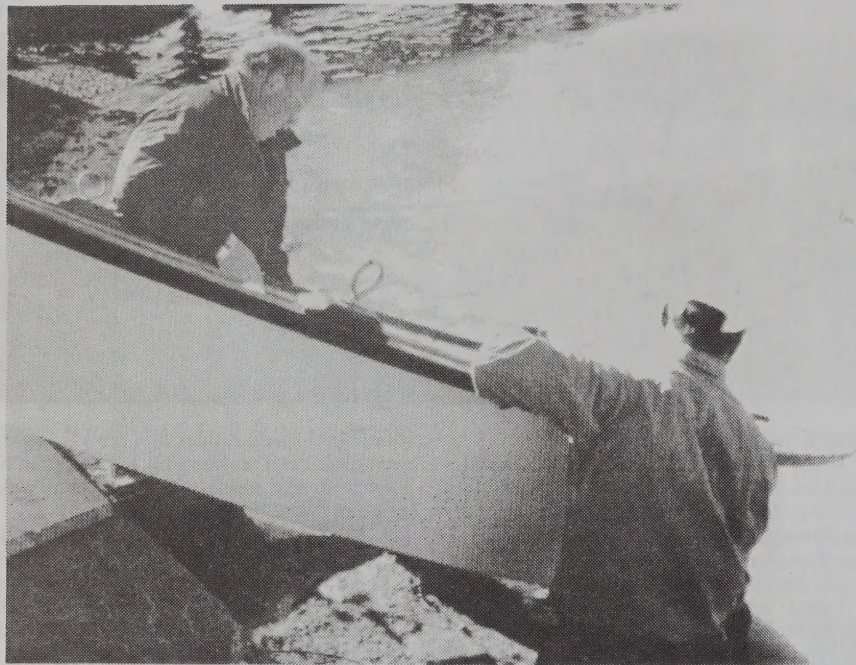
The Leviathan, crewed by Carl & Andrew Halmo and David Couples and owned by the Good Shepherd Lutheran Church made a welcome showing as well. Big bold letters on a dark hull make quite an impression when she's bearing down on a rower who's found a boat that's a tad bit too small and light for him; I won't forget that name any time soon.

Chip Reynolds Captained the *Alexandria* for two cruises, both of which showed sail. She had all of her gaff sails and two jibs up on the first cruise, and more on the second as the wind slackened.

Bill Hunley, Director of the Alexandria Seaport Foundation and former Chief Naval Architect, U.S. Navy, was on the water in his Chesapeake Bay skipjack, the *Miles Bros.* The skipjack escorted the *Alexandria* and *Potomac* during their short cruises. Coming in under 25' LWL, the *Miles Bros.* is the perfect size for a skipjack to roam the upper Potomac. Bill recently donated his larger skipjack, the *Pin afore*, to the Alexandria Seaport Foundation.

Plans are already in the works for future ASF-sponsored messabouts. "This one went well," said Geoff Kerr. "Hopefully, come spring, these events will be so regular and well attended they will be commonplace."

The Alexandria Seaport Foundation is a non-profit organization dedicated to preserving the maritime heritage of Alexandria, Virginia, at one time the third largest seaport in the country. In addition to supporting the schooner *Alexandria*, the ASF runs alternative education projects for Alexandria and Washington, DC adolescents through its Craddock Boatbuilding School. The school also has adult classes. Director of Maritime Programs Joe Youcha's work has received Presidential recognition, as well as extensive professional exposure.



Launching the *Rock Steady*, built in cooperation with the Alexandria Housing Authority represented by Michelle Robinson. She took many visitors on stable tours of the river. As a symbol of her stability and faith of her builders, a 3" diameter piece of granite adorns her stem. The *Rock Steady* is one of a growing fleet of Alexandria Dinghies, 14' cat-rigged daysailers that offer stable enjoyment under sail or row, and are uncomplicated enough to built in a beginner classroom setting. They were designed by William Hunley and Joe Youcha. *Alexandria Dinghy #1* was also available for messing about.

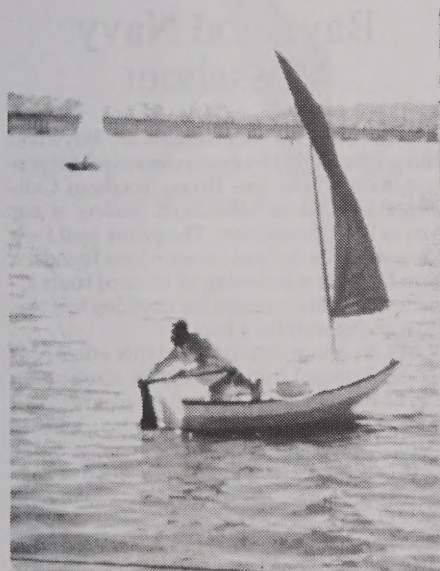


The topsail schooner *Alexandria* dwarfs the world's smallest tall ship, *The Federalist*. Peter Ansoff and Colin McDaniel were able to fly all of *The Federalist's* cloth enroute to the messabout until the wind changed, then switched to that thing under the starboard seat. The *Federalist* really is the world's smallest tall ship, and is a faithful reproduction of the ship presented by the State of Maryland to George Washington upon his retirement from the Presidency of the United States. After that presentation and a showing in several parades, including one honoring the Constitution of the United States, the original *Federalist* sank near Mount Vernon.

To learn more about the Alexandria Seaport Foundation contact them at 201 N. Royal St., Alexandria, VA 22314.



Rick Schwolsky cruised just out of reach of the landbound participants during the afternoon in his stunning Herreshoff 14. Every time Rick got close to the dock folks would line up to ask for a ride, which may be why he never docked. We had just as much fun watching him sail, though.



The Nutshell Pram Bob and Mike was sailed by many a happy daysailer, in this instance, ASF's Steve Luckaczer.



The *Potomac*, ASF's own 40' Potomac River Dory, made her first public cruise in midafternoon. The *Potomac* was built this year under Youcha's and Geoff Kerr's direction, and is the only Potomac River Dory built in this century. If she looks familiar, its because she is featured in the current issue of *WoodenBoat* Magazine. Her unstayed cat ketch rig, skipjack-style sails, and shallow, beamy hull made quite a sight. The *Potomac* is a stable, swift, forgiving boat well-suited for her mission, sail training and environmental education on the upper Potomac. Steve Luckaczer was captain on the *Potomac* and Geoff Kerr the mate; Kevin Riley of Riley Tool ensured the crew stayed on its toes. "This boat will never heel," he said. Passengers and crew on this historic sail were mostly ASF members involved in her construction. As the *Potomac*'s 4-cylinder Perkins diesel has not yet been awakened, Another ASF member skillfully Zodiaced the *Potomac* out of her mooring where she raised sail and cruised upriver for a photo opportunity with the *Alexandria*. The cruise went well until the wind died and the Zodiac took over again for an iron escort back to the dock.





Baywood Navy Messabout

By Jack Moore

Recently the members of the Baywood Navy were joined by approximately 24 representatives of the San Diego Southern California Small Boat Messabout Society at our Morro Bay get-together. The prime goal for a Messabout, as defined by one of our founders, Dim Frein, is a gathering of kindred souls afflicted with an obsession for anything that will float and resembles a boat.

This group certainly met this criteria, as the craft ranged from a "fleet" of three lateen rigged pirate boats, wonderfully hand-crafted kayaks, six-hour sailing canoes, sailing pirogue, a bright finished Pelican, a Snipe (wooden), cat rigged boats included a Lyle Hess Fatty Knees, Sabot, Kite and a lone catamaran.

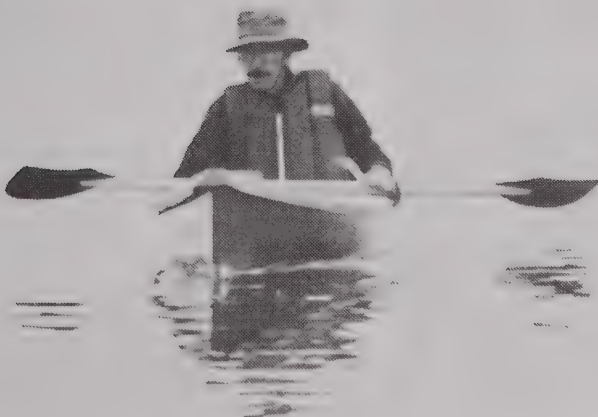
Early morning winds were light and variable, but everyone had a good time even there was no white knuckle sailing.

On the following day after the Octoberfest Baywood Navy Kayak and Canoe Races, many of the Messabout craft took to the water. The sailing on this day took place in Baywood, which is at the southern end of the tidal estuary known as Morro Bay. The water in this portion of the bay is ideal for small craft and provides folk an opportunity to view waterfowl, fish, wonderful views and all those good things that come to watercraft that could be classified as Zero Emission Vehicles!

As expected, the Baywood Navy crew enjoyed the time spent with the San Diego SCUZ BUMS (SCSBMS) and a pleasant experience was enjoyed by those folk who know that boats plus water equal good times.

(Editor Comments: No captions were supplied for photos.)





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

MODERN OAR SYSTEMS

light weight, very efficient, durable and inexpensive. Modern materials, 6'-12' lengths. Pined, feathering, sculling applications. One or two piece take down designs.

BRIE CRAFT DESIGNS, 732M Midland Ave, Midland, PA 15059 412/643-5457 412/643-6001

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

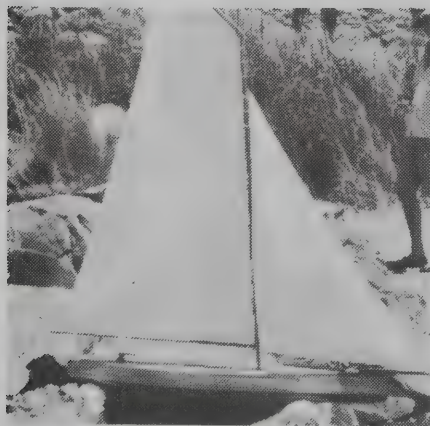
16 Limerock Street, Camden,
Maine 04843



Ken Campbell's *Eleanor C.*



Rinda Vesoust's *Lutetia*.



John Dickinson's *Big Al*.



Clyde Richer's *Linda Leigh*.

Cape Porpoise Model Schooner Racing

Being a Spectator Can Start You Dreaming

By Jonathan Bradley

The paragraph in Peter Spectre's column in the May/June issue of *Wooden Boat* seemed innocent enough. It told about the revival of the model schooner races, which had originally been held before World War II at Cape Porpoise, Maine. It explained: "A throwback to an earlier age, the model schooners are wooden and cannot be steered by either mechanical vane or sheet-to-tiller devices or radio control. A participatory race, as it should be, the handlers are in rowboats and set the tillers of their models by hand." The hook was the picture at the bottom of the page. It showed a half dozen model schooners being followed by grown men in rowboats.

Cape Porpoise is about a two-hour drive from here, not too far to go to see a novel boating event. The day dawned clear and bright, but church started late and was finishing even later. There was no guilty conscience about sneaking out the back door as soon as everyone stood up to sing the last hymn, there was a boating event to go to.

Cape Porpoise is one harbor north of Kennebunkport, where former President Bush has a summer place (mansion). It pays to get to Cape Porpoise a little early as there are not many parking spaces available by the town pier. It turned out that another advantage of getting there a little early was that many of the model schooners were right there on the beach. One was sitting in a model sized wooden cradle, such as those used before the metal screw jack stanchions came into vogue, but most were sitting in wooden crates with form fitting slots cut into either end.

Spectators were free to wander around and look over the models, and talk to their owners. One owner said that his was a model of a New York City pilot schooner and proudly boasted that the man who had built it for him had put 200 hours into the hull alone, a woman friend had sewn the sails for him and a younger man was going to skipper the model around the course for him. The owner brought along a bottle of champagne with which to christen the new model and to celebrate its inevitable victory in style.

As it turned out, his boat finished in the middle of the fleet. His explanation was that the boat was so fast that the skipper could not keep up with it. Do you suppose he and his friends drank the champagne anyway, or did he put it away for "next year?"

A few of these models are some of the originals that raced before World War II, some were built sometime after that and at least a couple were finished only a day or two before this year's race. A beautiful white sloop and the handsome skiff, with a workboat finish that was used as its tender, were both finished the day before the race.

These models are not museum type models with down to the last detail tiny fittings. They are beautifully made sailing models. However, they would, and probably do, look really good on the fireplace mantel, if the mantel is large enough and the ceiling high enough. If there is one word that stands out in their description it is craftsmanship.

Spectators watched the race from some large rocks at one end of the start/finish line or from the town pier at the other end of the line. A rumor spread that the race scheduled to start at 1:00 PM would begin at 1:15. At 1:10 the warning gun went off. This was not some little air horn thing, this was a really big, window shaking BOOM. It's part of the tradition. Participants lined up along the starting line in a once a year unorganized fashion.

When at 1:15 PM the starting gun was fired, a couple of schooners, obviously well trained by their masters, went charging off toward the first mark, others did the best they could. A sloop with a tall mast and a generous sail area decided it was not interested in the race and turned and headed for the beach instead. It was caught and headed for the first mark again. It turned and headed for the beach again. It was caught for a second time, and on the third try it, too, charged off toward the first mark with determined zeal. It promised to be a contestant in this race, after all.

Meanwhile, the other models were pretty well spread out along the lay line to the first mark. One model appeared to be really under ballasted. It's hard to sail fast when your sails are 75 degrees from vertical.

To watch a model schooner race held in a harbor you really need a good pair of binoculars. Those white sails look pretty small when seen at a distance. Ed Hutchins, one of the race organizers, never realized this as he, like his father and his grandfather before him, had always been a participant. This year, however, his wife videotaped the race.

Later, all looked good to Ed as his wife had used the zoom lens, but when she switched to the normal lens it showed it as seen by the spectator without binoculars, really far away. Maybe next year they will change the course somehow so more sailing is done closer to the spectators. The course used to be quite different, with one leg going by the town pier toward the inner cove, but in recent years lobster boats, this is Maine, you know, and pleasure boats have filled that area of the harbor, as they swing at their moorings.

The models turned the first mark and headed for the second mark located near the mouth of the harbor. In time they rounded the second mark and headed back toward the third mark. Part way toward the third mark the sloop with the tall mast and big sails reversed direction and headed for the open water. Spectators on the rocks nearby thought that was strange, but the skipper was a good man and it must be part of the plan. It later turned out the skipper had lost an oar over the side about the same time his model headed for open water and England, or maybe once clear of land it would have taken a right turn and tried to sail up to Boston. Do you think that next year this skipper's rowboat will have a notch for a sculling oar sawn in or added to the transom, just in case?

After the race another man was heard saying that his tender had taken on some water and swamped. It must have been the couple who were tending their model from a canoe. Don't lean over the side when you are in a canoe!

About 40 minutes after the start of the race Ned Lakeman's *Columbia* crossed the finish line. BOOM went the cannon. You know when they have fireworks and a shot fills the sky with an umbrella of color and, just as it begins to fade away, there is a really big bang?

Well, this is the same thing, only the big bang is up close. The saving grace is that this time it was expected. Ed Hutchins' *Christina Mae* came across the line second, while Keith Nunan's *Berfa* earned a third place finish.

One by one the other models crossed the finish line. One model missed the line by 20 or 30 yards and, while it was being redirected, another model finished ahead of it. Meanwhile, spectators were leaving their chosen spots on the lower rocks and the tiny beach disappeared. They have big tides here in Maine. When all seemed nearly done, spectators were milling about near the parking lot. All but one model had come across the line, way down the final leg of the course there was a large man still lovingly tending his slower sailing model schooner. The race wouldn't end until the big man and his model had crossed the finish line.

Watching the race had been a great way to spend an afternoon.

If it took two hours to get to the race, then it also took two hours to drive back home. Being a spectator can start you dreaming. There will be another race next year. Line drawings of schooners can be found in many places, there's the Smithsonian, Old Mystic Seaport, Chapelle, even Phil Bolger. The race is supposed to provide fun in the present while honoring the past. If Mr. Bolger designed something in the 1970's and this is the 1990's, isn't that in the past? Wouldn't it be something to make a working model of his folding schooner, walk down to the beach with it under your arm, unfold it and rig it right there? And then there is his five masted pari-mutual schooner, and his really far out one, and his . . . well maybe that will be another story "next year."

Being a spectator can start you dreaming.

Cape Porpoise Model Schooner Race 1995 Playboat Specifications

Hull Requirements

Length: Not to exceed 50" (stem to stern). Beam: No limit. Construction: Wood only. Hulls can be carved and hollowed or plank on frame. Keel: Wood and or lead (for ballast) construction with a minimum of 1/4" thickness. Note: models must be mono-hull only.

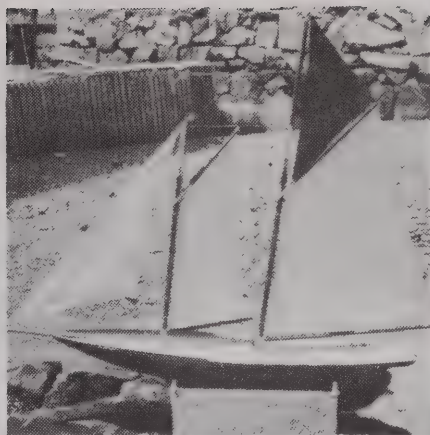
Sail Plan

Rig: Schooner or sloop (to include cutters) with gaff sails. Masts, gaffs, and booms must be made of wood. Sail Area: No limit. Sail Material: Cotton, canvas, nylon or other synthetic fabric. Bowsprit: Must be made of wood, no limit on length.

Steering Mechanisms

Rudder: Made of wood or metal and must be operated by hand, i.e., no radio (remote) control or self steering mechanisms. Note: The tender boat must be rowed. When tending model the oars must be shipped.

For more information, contact Ed Hutchins, P.O. Box 61, Cape Porpoise, ME 04014.



Berfa



Chip Flanagan's *Jane Jessica*.



Ned Lakemen's *Columbia* took first place.

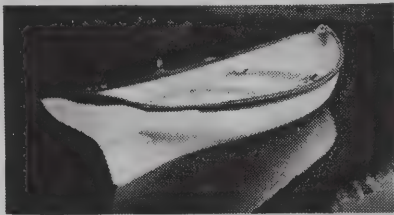


Berfa and *Eleanor C.* are dwarfed by their yawl boats.



Solid Spruce - Ash Oars from 5' to 16'
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.

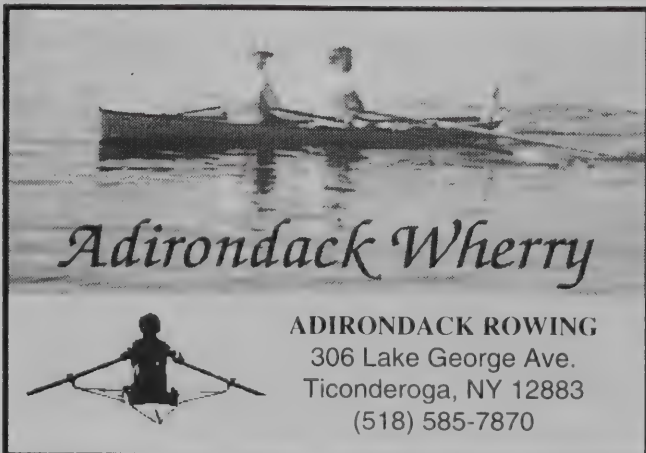
284 Bunganuc Rd. • Brunswick, ME 04011
207-729-4980



CLIPPER 15 & 18

* Stable & Easy to Sail * Folds Quickly for Trailing * 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

Cobscook Adventure

A Tidal Conquest

By Brand Livingstone

Cobscook Bay is way down East in the State of Maine, just adjacent to the international border between the U.S. and Canada and near our easternmost cities of Eastport and Lubec, where the tidal rise and fall is 20 to 24 feet every six hours. For local sailing this makes for some very interesting challenges plotting adventures around these rugged, rocky, island dotted shores.

Three sailboats, *Tika*, a 29' Shipman, *Giggles*, a 22' Tanzer and *Diana*, from our small St. Croix Yacht Club (an international sail club on the St. Croix River, a river dividing Eastern Canada from the U.S.) planned an August 1995 trip 24 miles down this tidal estuary, across Passamaquoddy Bay, through Western Passage to Eastport, with destination Schooner Cove in Cobscook Bay. Since I was joining the other two boats the following day at Eastport, I left my mooring near the club at 1145 hours with a blustery S/SW 20K wind on the ebb tide and arrived at the Eastport dock at 1530 hours after a rough trip with wind against the strong ebb tide (2-1/2 to 3K). My 1983 22' Hunter, *Diana*, was on an outside dock position in relatively rough water, so in order to get a quiet night's sleep, I moved to an inside berth alongside a local party boat.

Next morning, after an early breakfast at the Waco diner, my son Alan and granddaughter Carol, 18, met me on the wharf and we prepared the boat for the next leg of the adventure, going south around Estes Head and then west up Cobscook Bay. The trouble was that the wind was now blowing force 4 and 5, sunny and cold and, since the other two boats were not in sight, we decided to wait it out till noon. The tide was changing to ebb by noon so we would have rough water. We waited until 1455 hours with no sign of the other two boats and then decided to leave the shelter of our dock to venture forth in winds still blowing 20 to 30 knots. With the tide still running strong and the wind against we decided to motor with our 9.9 outboard and hug the shore on the next seven-mile leg up Cobscook Bay to a little known harbor call Schooner Cove.

The wind abated as we made our way up this peculiar shaped body of water. From above it looks like an octopus, the main body in the center and tentacle bays stretching out on all sides, and narrow in places which makes for swift, changeable currents, upwellings and small whirlpools. This bay is noted for its abundant sea and bird life; harbor porpoise and seal are abundant while eagles, ospreys and a variety of gulls, ducks and shore birds make us constantly reach for the field glasses.

We arrived at Schooner Cove, a nearly circular cove about 600 yards across and 800 long, split at the entrance by two small narrow islands that run towards the center of the cove. The cove is narrow at low tide but with 27-foot depth and plenty of room for a number of boats to swing at anchor. The bottom is muddy and the holding is good, so we made anchor in this quiet uninhabited cove (except for a house you can't see from the water) to await our two other boats. The cove's location, through a narrow strait by Denbow Island, means that a sailboat must use power when approaching to overcome the current (4 to 5 knots) even on a slackening tide. But if



Schooner Cove raftup, from left: *Diana*, *Giggles*, *Patron Lady* and *Tika*.

you time it right, it is easy to do on a slack tide while inadvisable at half tide. Once in the cove, the currents are not a factor except for a gentle circular motion.

We then made radio contact with our rendezvous boats to learn that they were accompanied by still another sailboat, a Cabot design, 36-foot *Patron Lady* with friend Ron at the helm. He was down from St. John, New Brunswick cruising these waters.. They all motored in at 1900 hours on the flooding tide for a beautiful evening with wind abated, stars out and serenaded by loon songs while we listened to the sound of the tide running strong just outside our cove towards and around Falls Island. We had all rafted to the *Patron Lady* so a quiet social evening encompassed us all.

Now, let me tell you of our truly adventurous destination for the following day. There are two bays to the west of us, each about three-and-a-half miles long, stretching in opposite directions, Dennys Bay North and Whiting Bay South, just west of Falls Island. Whiting has a beautiful shore line with a half mile of 20 to 30-foot water between banks at low tide with a few sparse camps and a Cobscook State Park campground. Dennys, at low water has a very narrow channel with lots of rocks and islands and is only about 1-1/2 miles long, whereas at high water it is twice as long. Consequently, there are lots of mud flats and shoal waters, a great and productive clamming area.

But to get around Falls Island to reach Dennys and Whiting Bays is the exercise in judgement. The short and direct route to these bays is through Cobscook Falls, a reversing falls of spectacular force caused by a 6 to 8-foot drop (currents as high as 10 to 12 knots) and a large whirlpool on the flood tide formed by a great rock in the middle of the channel. This produces a runout of very rough water, no matter what the wind direction. This is a place to be avoided at all costs for a sailboat with deep keel and 5 or 6 knot speed. However, the longer way around Falls Island has slightly lesser current and no falls. It is navigable, although narrow, and arrives at the runout of the reversing falls on the far side, so is not really dangerous.

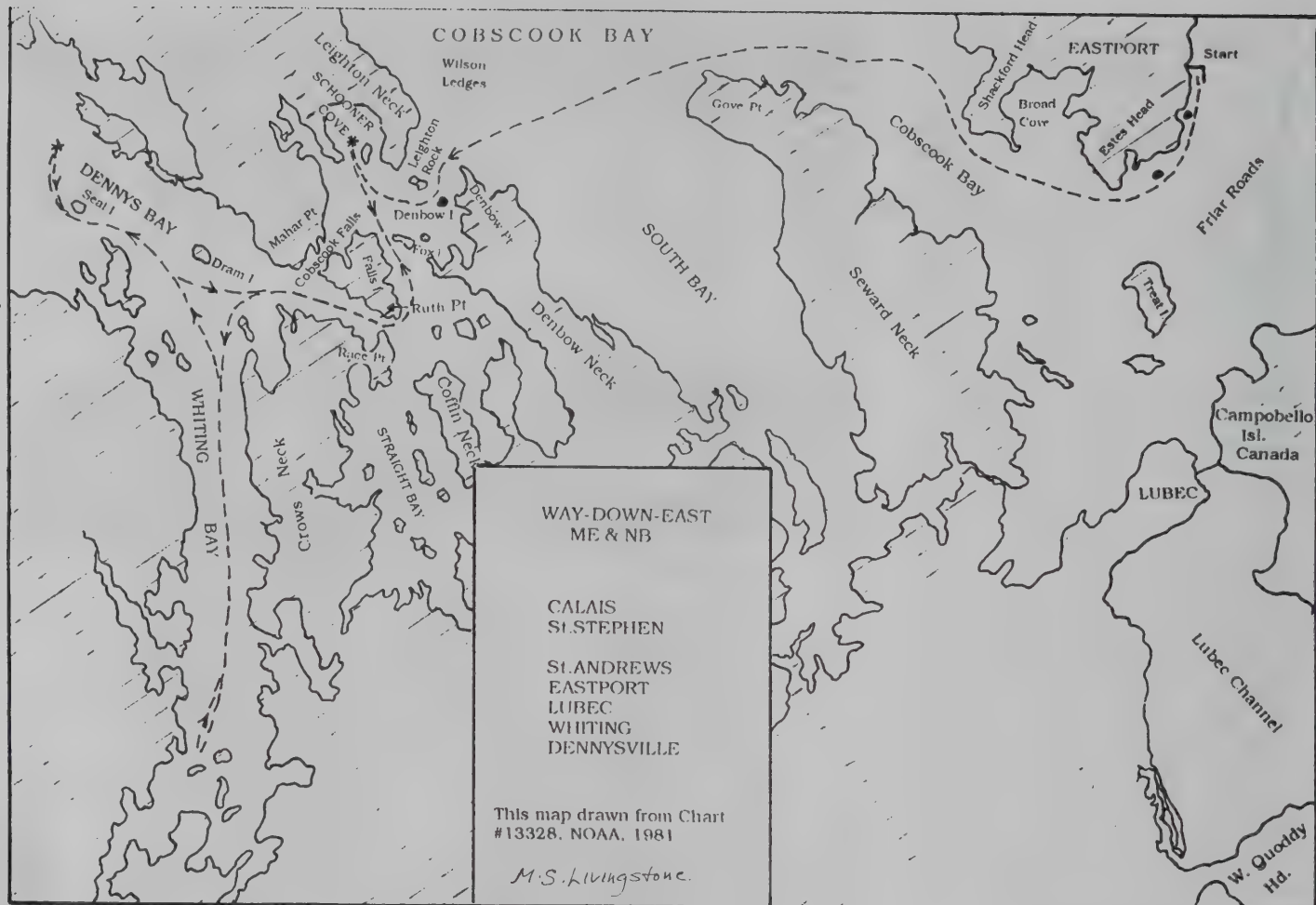
Before starting on our adventure around Falls Island, son Alan, granddaughter Carol

and I took a side trip while waiting for the right time of tide to passage the island. We motored in our dingy into the next westward cove called Long Cove on that beautiful, windless Saturday morning. This cove is very narrow and runs in about a mile. Its raw beauty is very impressive. Here we saw several bald eagles. (Cobscook is a major breeding area for these majestic birds), a great blue heron rookery with maybe 15 birds, a variety of ducks, crows and shore birds, truly a spectacular and beautiful place. Carol wrote later about this cove, "The water was a beautiful azure with emerald mixed in," and she wants to explore it again.

At 1230 *Giggles* and *Diana* prepared to depart for the passage around Falls Island. *Tika* had to leave for Eastport and another commitment. Ron decided to be the base camp and stayed on the mooring to await our return. We (*Giggles* and *Diana*) timed it so that we left as near as we could calculate about 45 minutes before high water so that the current was slackening but would be enough to help us along. Another factor we considered was that if we got hung up on ledge or shoal we would still have some incoming tide to help us float off.

We motored due south across the entrance to Cobscook Falls and entered the channel between Fox Island and Falls Island which varied in depth from 60 feet to 23 at low water, with a few high points of 8 to 10 feet. So at full tide we had another 24 feet and plenty of keel water. This passage was about a mile and a quarter, then we made an abrupt turn to starboard around Ruth Point on Falls Island and Race Point on Crows Neck. Here the currents were still boiling, but, hugging the Race Point side with lots of clearance, we proceeded another mile which took us past the dangerous outlet of Cobscook Falls. Here the whole of Whiting Bay opened up on our port side and with light airs from a NW direction we sailed in the warm sun the length of this beautiful bay.

We had not seen any other boats until we reached this bay and even now the only traffic was a small lobster boat pulling traps and a small day sailer with two happy kids out with their father, enjoying the sunny, warm day. The tide had turned shortly after we entered the bay, which meant we had to stay on this side



of the dangerous passageways around Falls Island until the tidal currents dropped from their 10 to 12 knots to something we could negotiate, maybe 6 to 10 knots near the low tide four or five hours hence. That gave us all afternoon to sail to the head of this bay and then returning, venture into the more difficult Dennys Bay.

Although we originally planned to spend Carol at the helm in Denny's Bay,

the night in Whiting Bay, the latest marine weather report received on our VHF radios said a SW wind shift would bring fog in to this area. West Quoddy Head Light about 5 miles east logs the most fog horn hours on the Maine coast. We now decided we had best remain this side of Falls Island only until the tide was favorable for exiting around the island to our anchorage in Schooner Cove.

Since this would be between 1500 and 1600 hours and this left time to explore Dennys Bay, we sailed north until we met the currents exiting Dennys Bay. We lowered sail and motored to Seal Island. This is a rocky ledge with navigable waters on only one side and ominous rocks appearing on both our left and right. Doing this kind of navigating it is a must to have a depth finder so with a little maneuvering back and forth in the channel you can determine the center of this 100-yard channel between the ledges. About a mile further on, we decided to anchor off Mt. Dorcas to relax in the sun and wait out the time and watch the curious seals until about an hour before low tide, when we could take advantage of current to help us by Falls Island and arrive at Schooner Cove at dead slack water and just in time for our social hour and a leisurely dinner.

We left at 0500 and made our way out of Dennys Bay towards Mahat Point. We hugged the south shore again and headed out between Ruth and Race Point. This time the tide was almost out so we saw a lot more rocks and the 8 to 10 knot current around Ruth Point as we turned north was hard on the tiller. The currents were trying to pull us in every direction and where there were submerged ledges the upwellings created small whirlpools. Carol, the observant crew, wrote later, "It looked as though there were two different levels of water, and I waited in impatient anticipation to see how the boat would react to this 'jump.' It was great fun." In fact there was an elevation difference of between two and three feet through the course of this narrow channel. Not dangerous, but dramatic, and one should have



a reliable source of propulsion. It was a quick trip back to Schooner Cove where we tied up again to Ron's *Patron Lady*.

Fifty years ago you could see four or five big four and five masted schooners at anchor here, but tonight we had the three boats with memories of an exciting day in the raw beauty of this pristine, solitary world. Son Alan cooked a great chicken dinner, I poured the wine and Carol helped with the dishes. Carol later wrote, "My favorite part of the whole trip was our two night stay at Schooner Cove. I was a loner in the evenings. While you men sat in your friend's large cabin and talked, I sat on the deck and watched the night sky. So many stars! It's very rare to be in such a quiet, lightless place and have so many stars visible. I found it hard to imagine a more peaceful place on earth."

As Carol said, the five of us sat up on Ron's boat and laughed at the good natured (but not always complementary) remarks concerning the proficiency of each sailor. Stars shone brightly, wind had died and the loon calls lulled us into early retirement with just enough boat motion to rock us into the arms of Morpheus.

Up at 0630 to a showery, windless, morning. We started the motor after coffee, raised anchor and were away by 0715 for Eastport. We fought the incoming tide all the way. My Loran said we were making about 2.7 knots over the ground and about 5.3 over the water. Arrived at Eastport about 0930 and made fast to the inner dock to discharge my crew and have lunch with my wife who came to pick up the "kids." We had a wonderful view of the sailing vessel *Pride of Baltimore* as she docked at Eastport to take on water and watched her crew of youngsters, both male and female, take a reef up on the yard arms, then take off from the wharf under full sail down Head Harbor Passage and into Canadian waters. History was truly repeating itself in front of our eyes; the majesty of that fine vessel sailing these challenging waters brought vivid pictures of dozens of like rigs plying their trade in this region 100 years ago.

Sailing and exploring in this part of the world requires cautious planning with a modest amount of courage and careful attention to weather, charts and time, but the rewards are manifest in a variety of ways that both hone and release the skills of the most cautious sailor. I would advise getting some local knowledge and careful study of the tide tables, with the use of the latest marine charts, before considering this trip. Actually, the closest tide time is Eastport, but local knowledge will tell you that here at Falls Island and Whiting Bay the tide is as much as two hours different from Eastport, so check with local fishermen for a schedule of these differences. Sailing from Eastport through Friar Roads, three miles to Lubec (the most northeastern city in the U.S.), then up into Cobscook Bay is challenging for our modern craft, but when we think of how the sailing schooners of yesteryear plied these same currents, we are humbled by their skills and patience. And, when in doubt, they were firm believers in the anchor.

Now alone, with a 18-mile trip back to my mooring in the St. Croix River, five miles East of Calais, Maine, I started off motoring into a WNW wind of 5 to 7 knots and a strong ebbing tide under cloudy conditions. The other two boats left for a sail to Head Harbor on Campobello Island and would return after a

whale watch the next day. I arrived at my mooring at 1730 tired, hungry and pleased that the trip had gone so well, especially since conventional wisdom (my wife's, too) says that you're over the hill when you're 72. Don't listen to them!

For local information on sailing in this way-down-east area, mail your request to St. Croix Yacht Club Inc., RR#3, St. Stephen, NB, Canada, E3L 2Y1 or RFD #1, Box 93, Calais, ME 04619.



Diana's dinghy in Long Cove.



Pride of Baltimore at Eastport wharf.

Row For Fitness

with a front-facing rowing system.
Free brochure shows you how.



Aquamotion
Engineering

61 Endicott Street, Bldg. 34, Dept. MB
Norwood, MA 02062
Ron Rantilla, Proprietor

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
Klepper West

6155 Mt. Aukum Rd.
Somerset, CA 95684-0130

→ We buy used Klepper folding kayaks ←

The Old Man and The Creek

By Harold Hohne

The Old Man was always competitive. When he was many years younger he could run very fast and loved to beat fellow workers who underestimated his speed. As a radio control model plane builder, he was able to win yearly contests handily. It was because of his desire to be the best. He told his children over and over, "If something is worth doing, then do it the best that you can."

Sailing was one of his main loves. Ever since he first improvised a sail from one of his mom's sheets and fastened it to a small dinghy given to him at the age of nine, he would take any opportunity to go sailing. Most times it was as a crewman on the "other guy's" boats, but by the time he was seventeen he had his first real boat. Learning the fine art of sailing from the best sailors in the area gave him a head start in winning sailboat races with this boat. The competitive desire drove him on for many years.

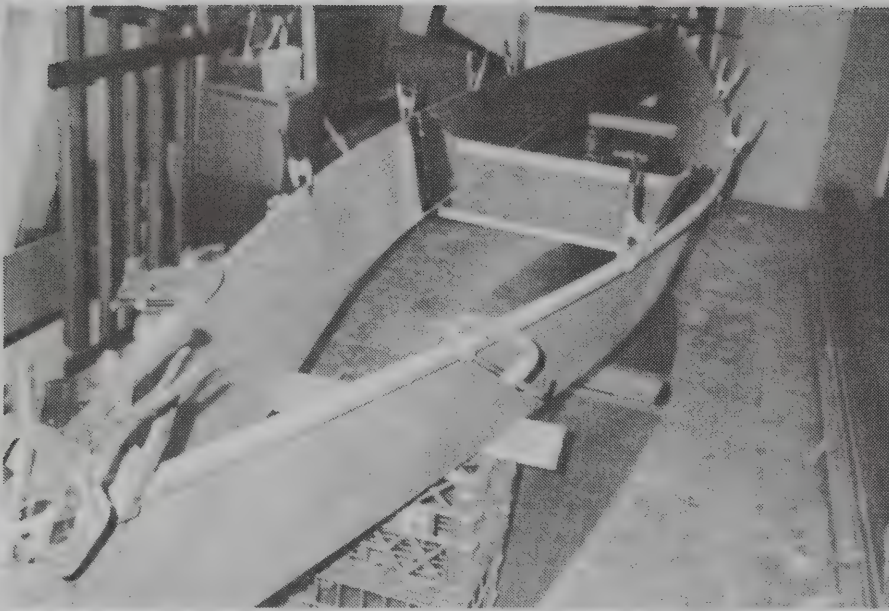
One day the Old Man realized that the years were cutting down his ability to compete. The "old man ills" started to take their toll. Overweight, high cholesterol, high blood pressure, complicated by smoking left the competitive edge pretty dull. The Old Man came to his senses when a company health screening introduced him to a "super girl" physical therapist. She told him that unless he changed his ways, his chances of an early demise would be guaranteed. The first step was to quit smoking. She then encouraged him to start exercising and recommended swimming, rowing or walking. That's just what he needed, and rowing became a favorite form of exercise. He bought a rowing skiff and soon was involved in rowing contests.

It's now time to introduce some other characters in this yarn. Beer Belly was a loud, boisterous man who loved to kibitz with the Old Man. "Anything you can do I can do better," he would say. The Old Man would come right back at Beer Belly and end it by saying, "We'll see."

Finally, the opportunity came up for Beer Belly and the Old Man to go head to head in a rowing race. The scheduled race was an annual affair consisting of a two-mile row around an island in Gerritsen Creek. The Old Man had been rowing in this race for several years and managed to improve his time each year. Beer Belly would be using a home built boat made by Captain Crank, nicknamed for his habit of leaving nasty notes in the Club when someone failed to "CLEAN THEIR MESS."

For most of the race the two fought side by side, often hitting oars as they rowed. Beer Belly looked like he was dying, but the Old Man was tiring too. At the end, Beer Belly's 25-year age advantage allowed him to nose out the Old Man. Captain Crank was cheering wildly as "his boat" crossed the finish line. As soon as the race was over, the Old Man decided that wouldn't happen next time. But the next year was no contest since Beer Belly decided not to participate. The Old Man had to settle with beating Beer Belly's record time, which he did by one second!

That brings us up to this year. The Old Man started training two months before the scheduled rowing race. He was rowing his usual boat and felt good about his chances.



Last minute project underway.



Above: Dry run. Below: Ready for the water.



Then an incident happened that changed everything. The Old Man had an opportunity to row his friend Boat Builder's boat, which was a slightly different version of Beer Belly's. He was amazed at the speed and decided that he would have to build one too, even though the race was only weeks away. He appealed to Captain Crank for information on materials and whatever else he could provide. Captain Crank displayed a reluctance to help out the Old Man and said, "It's too close to start building now."

The Old Man went to his friend Boat Builder and found him most receptive. In fact, he offered to let the Old Man build his boat in "The Loft," his super boat building room over his parent's garage. The Old Man was really excited as he began building his boat. Boat Builder was really great, offering suggestions, providing tools and moral support. Before long the new craft was shaping up as a fine boat. Several setbacks with epoxy mixes and painting set the schedule back, but two days before the race the boat was launched. During all this time Beer Belly was trying desperately to intimidate the Old Man by demonstrating the swiftness of his boat. "You better not watch this, you might find it too upsetting." The Old Man just smiled and repeated, "We'll see."

At the bimonthly Club meeting, Captain Crank made a statement while announcing the annual rowing race, "This year the Club will be represented by Biceps, rowing the boat I built." Biceps was a muscular young man selected by Beer Belly to row his boat. The Old Man looked at Captain Crank in disbelief and said, "For six years I was one of several who 'represented' the Club, how come all of a sudden Biceps gets single billing?" He informed Captain Crank, who apologized, that this year he would represent Minnesota!

Captain Crank, meanwhile, had penned a note in the Club's log book about how awesome the boat he built was. It had been fitted with outriggers and a pair of Boat Builder's high tech oars and was sure to be the WINNER! The Old Man wrote just below, "We'll see." By the way, fearless Beer Belly claimed he couldn't make the race because he had promised a friend he would help him that day. The Old Man mused to himself, "I could see that since the race date was only announced last year."

Race Saturday was here. The Old Man was up early checking the weather. The wind was howling out of the northwest at 15 to 20 knots. This was going to be a test of stamina all right. Twenty-eight rowers in all types of boats showed up despite the weather. There would be three X Class boats (Boat Builder's, Beer Belly's and the Old Man's). Beer Belly had sarcastically spray painted "2nd Sux" on the side of his boat. They were all entered in the first race.

The Old Man decided to take a ten second penalty by starting in the boat rather than running and jumping in from the beach. The horn sounded and they were off! The Old Man got off to a good start and found himself ahead of almost all the others except one racing shell. He knew that he would never keep up with them. Boat Builder was coming up steadily but Biceps seemed unable to get going. The Old Man wished that Beer Belly was in the boat instead of Biceps. When they got to the bridge, the Old Man was trailing Boat Builder slightly and thought he could keep to a respectable second. Biceps was struggling in the

head-on wind. The Old Man's mouth felt dry and he knew that he had to start pacing himself before trouble set in.

Biceps started to get a little closer and that's when the Old Man's competitive nature took over. The dry mouth disappeared, the training kicked in and he found renewed strength as he rounded the island and began the downwind leg of the two-mile race. He was far gone before he saw Biceps's bow coming around the bend. He could hear the finish line excitement as Boat Builder came in ahead

of him. The Old Man gave one more spurt as he finished the race, amazed at his lack of heavy breathing or aching arms. Biceps gave all he had, but finished a disappointing third in the X Class. Overall positions placed Boat Builder fifth, Old Man sixth and Biceps ninth.

The Old Man was elated with his new boat and final standing. He couldn't wait to tell Beer Belly the good news. When he did tell him, Beer Belly reverted to form and called Biceps a "Wimp." "Wait 'til next year," said Beer Belly. "We'll see," said the Old Man.



The competition on the beach.



Going for it!

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

A little over fifty years ago, as a soldier in the then Army Air Corps, I used to spend a lot of my leave time "messaging about in boats." Whether on a Wisconsin lake or on Biscayne Bay in Florida I always managed to find somewhere a boat livery where I could rent a canoe or sailboat for a few hours. When ultimately I was shipped overseas to Italy, activity of this sort seemed impossible, or at least a lot more restrictive.

As it turned out, however, it was easier than I thought. Whenever I got a bit of free time, I would hitch hike to the seaport town of Barletta, not far from the air base. There I would hang around the docks watching the fishing boats come and go and taking a few pictures. One day, rather timidly, I approached a local seafaring type as he stood conversing with his buddies. Although my conversational Italian was less than basic, and his grasp of English was not much better, I was able to convey to him the idea that I would like to rent a boat. He apparently understood what I was driving at for off he went to consult with some of the other locals on the wharf. Returning, he provided the information that yes, so-and-so would be willing to take me for a row around the harbor.

"How much?" I inquired.

"How much you Joe?"

"One pack cigarette OK?"

(Consult, consult) "OK."

A rowing tour was not really what I had

An Adriatic Fishing Boat 1945

By Alden Stickney

in mind, but it was a start and it was interesting. What I did want was a chance to sail one of the typical double ended, lateen rigged fishing boats so common along the coast, so I sounded out my pilot on this possibility. The answer, arrived at by a combination of English, Italian and gestures, was that I should ask for (let's call him) Pasquale next time I was in the neighborhood, and he would fix me up. Well, some time later I did, and Pasquale did, for maybe two packs of cigarettes, and I was at last sailing a twenty foot long, lateen rigged Adriatic fishing boat in Barletta harbor. I did not actually sail the boat with my hand on the helm a lot, and when I did, the skipper kept an eagle eye on me. Most of the time he sailed her.

The boat was heavily built and slow (in a light wind) and sluggish in going about. There was no centerboard, just a long keel and the boat made considerable leeway when on the wind. Although many of the boats were lateen rigged, this particular one had more of a standing lug rig with a long yard hoisted almost to

the top of the mast and a high peak. The mast was stout and unstayed, although the halyard and other tackle belayed to the rails probably provided some support. In the lateen rig, the yard was peaked up by tackle attached to its forward-end and leading to a ringbolt in the foredeck. In the lug rig, this tackle led from the tack of the sail to a ringbolt just in front of the mast. The loose-footed sail was sheeted aft to near the stern post.

All this was fifty years ago, in wartime, and few, if any, of these boats had auxiliary engines, or fuel to run them if they did. Auxiliary power was provided by oars used with single thole pins in the rails on either side. When not in use, some boats were moored or anchored out in the harbor, which was protected by a long mole, or breakwater; others were tied to the breakwater itself, stern to. It was interesting to note that when the boats were hauled up on the beach, which several were, the method of securing them was that of classical antiquity: "*Ancora de prora jacta, stant littore puppes* (anchors cast from the bows, the sterns rested on the shore)" — Virgil *The Aeneid*.

Things may be different on the Adriatic now. Fishing boats may have motors and a new generation of fishermen are sailing them, but for a dyed-in-the-wool "boat messer abouter" from the U.S., it was at the time a novel experience.



**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

CONTINUING THE EVOLUTION OF...
(EVER SINCE 1974)

THE ADIRONDACK
GUIDE-BOAT

ELEGANT LITTLE YACHTS
IN WOOD & GLASS
AND ALL THAT GOES WITH THEM

STEVE KAULBACK
 Charlotte, VT 05445, (802) 425-3926

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

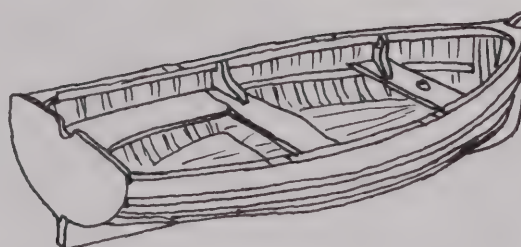
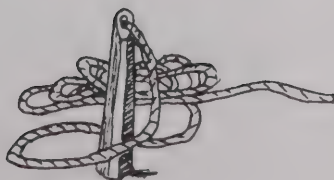
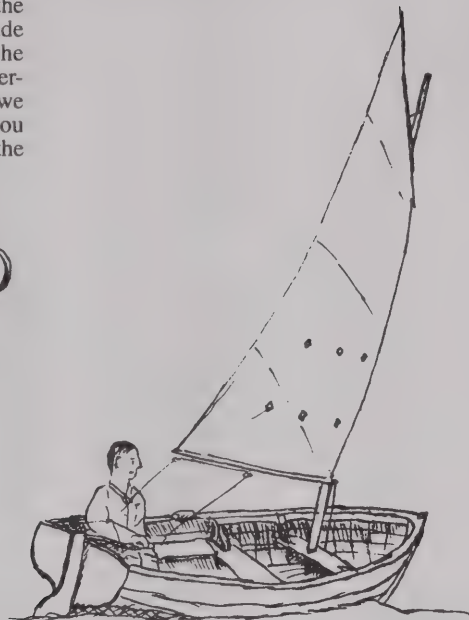
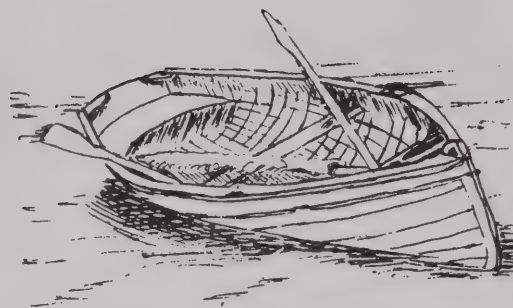
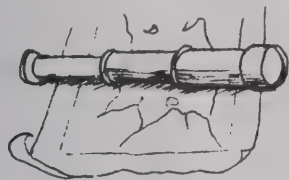
Fiberglass hull and deck
 Varnished oak trim
 Bronze hardware
 Wood spars

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

Building a Second Swallow

Stuart Wier's article of this name in the January 15th issue was supposed to include this panorama of drawings visualizing the pleasure of building and sailing your own version of Arthur Ransome's *Swallow*. But we went to press too soon, so here we bring you the drawings, they speak to the heart of the small boat lover.



•S•W•

Here We Go Again

By David Keith

There is an old song that goes, "Love is better the second time around..." Having been married for over 30 years to the same lovely woman, I am not in any position to comment on that in terms of romance. But in the field of boats, it seems to be true...at least for me.

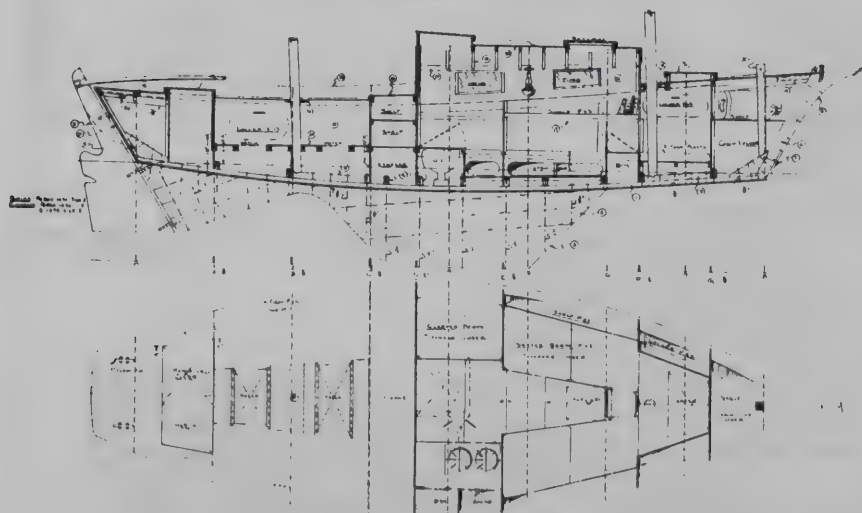
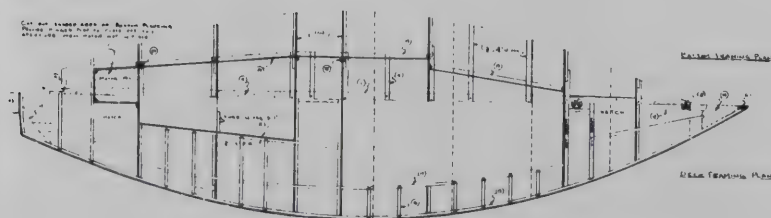
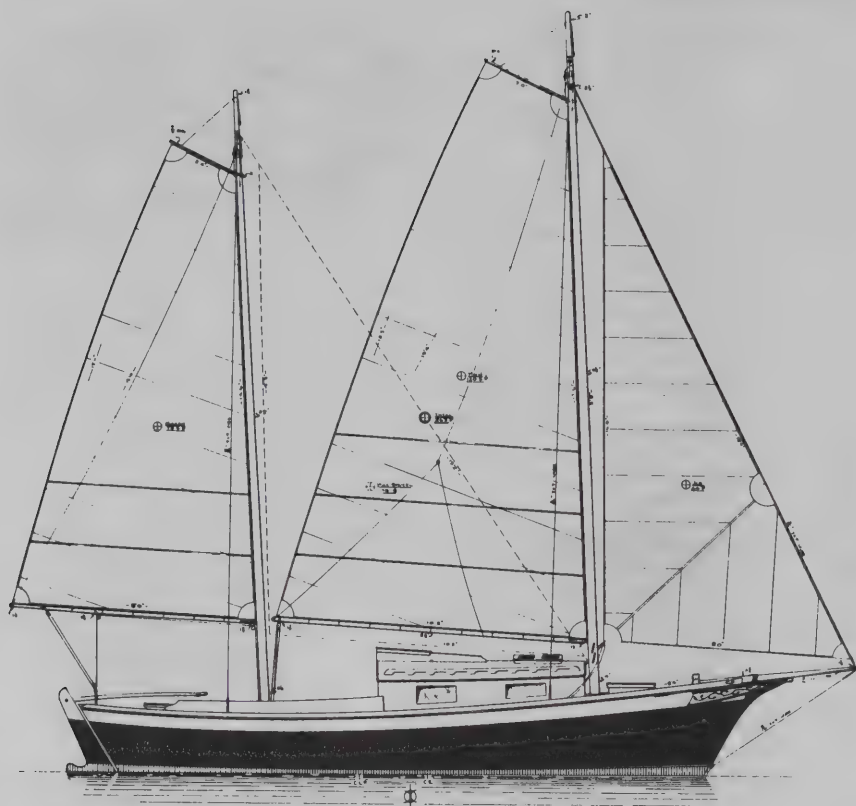
The first exposure to sailing and boats I remember was in college, when I borrowed a couple of books from the roommate of a friend and got "hooked." Living in a fishing community (I was pastor of the church there) gave me chances to go out with the fishermen and that completed my indoctrination to the "love of the water." Reading magazines, writing to designers and the usual searching followed. I found I was drawn to wooden classic boat designs more than to the more usual product of the fiberglass production line. The first boat design with which I was smitten was a 36-foot ketch by Tom Colvin, "sheer beauty with a beautiful sheer." Alas, my finances would not begin to support a vessel of that size (and still won't).

So, over the next couple of years, I kept searching. Reading the writings of L. Francis Herreshoff and the Atkins did nothing to lighten the load of my "traditionitis." And so the dance continued, look for designs, write to some designer and find that what I liked was out of reach in terms of money. It should be pointed out that I am not talented in the manual arts. As a carpenter, I am probably a half decent guitar player. And, contrary to the TV personality who repeatedly notes that "If the women don't find you handsome, they at least should find you handy," I am not outstanding in either department. So we needed a boat that would be easy to build, so it could be economically built by someone who knew how.

Reading an article in a (then) current issue of *Rudder* back in 1969, I found mention of a design by a yacht designer whose work I liked. The writer mentioned a Ted Brewer design I'd not heard of, the "Grand Banks 22" ketch. I'd had a little correspondence with Mr. Brewer, but the study sheets he'd sent me were mostly larger vessels. I wrote and asked for the specific design information. I still recall the day the mail arrived with the letter from Ted in it. I tore the envelope open and unfolded the pages...and there was a very handsome little boat, clipper bow, sheer going the right way, the sort of short gaffs Herreshoff had advocated in *The Complete Cruiser* and the hull was a modified "dory", a type I'd learned to respect from talking with fishermen in Nova Scotia. The more I stared, mesmerized, the more I liked what I saw.

A few weeks later, my wife and I were on vacation, visiting with my parents in New Brunswick. We took a day and drove to Ted Brewer's home in Brooklin, Maine. I saw the complete plans for the "Grand Banks 22" as well as a new, larger design still on the drawing board, it went on to be Cheoy Lee's "Classic 42." The plans for the 22-footer bore out what I had begun to think, it may just be the best compromise of features, looks, safety, cost, sailing ability, that I'd ever seen. I bought a set of plans.

Over the next few years we borrowed some money from the friendly bank, engaged a builder (to save money, he agreed to build her in and around other jobs) and started what



became a long-term, extensive correspondence with Ted Brewer. I doubt if he expected to be gaining a pen pal as well as a customer, but Ted is a gracious, patient man and nicely answered a host of dumb questions over the years. And years it was. The old fellow who was to build the boat got a little bit done now and then, mostly then. It just should not take nine years to build a dory, even a sailing dory! In the end, I hauled the boat, uncompleted, to another builder's yard and he completed the task (as well as fixing a few mistakes made by the early builder). We finally got her launched and sailing.

For two years, she proved to be all I had expected and more. Under sail, she was fast and well balanced. On the first occasion we sailed her (and my first time to sail in command of a vessel), we beat out of the harbor and, dead to windward in light airs, gained considerably on a similar sized boat of a popular cruiser/racer class. Over that summer and the next, we cruised the area of Mahone Bay between Princes Inlet and Chester, and she was always a joy to sail. The only time she failed to place me correctly to pick up the mooring buoy on the first try was once when I lost concentration by trying to respond to a watcher's fulsome praise of her beauty (well, wouldn't that take your attention too)?

How does one assess a boat about which one cannot be objective? I'll try to keep within reason. The dory hull shape makes for simple and economical building. We chose to build her by the seam batten planking method, pine on oak, as it suited the builder better. She was handsome, as a dory can be. The clipper bow and well proportioned rig did nothing to detract from her appeal. Under sail, she carried a modest, steady weather helm on all points, when she was really overpressed, it could build up a bit of strength, but that only happened when she was pressed down and her rail was almost in the water. (I never was able, or brave, enough to get the lee rail under.)

The dory shape, even slightly modified, was almost double-ended and balanced, and there was no "rooting" or bad oscillations, no matter what direction the breeze or waves came from. Racing dinghies could show us a clean wake, but the usual run of cruiser/racers of anywhere near her size (and sometimes a bit larger) found that she stayed right with them, sometimes to their aggravation because she cost about 10% of what they had invested, and I was obviously having as much fun as they were.

The only aggravation was that I could not completely solve a nagging leak. It never threatened to sink her, but one had to pump a bit, most notably after a brisk sail. Something had not been fitted correctly.

In the autumn of the second year we had her, my wife lost her sight (a complication of her diabetes). Completely blind, she was not able to stay on her own for any period of time. And, because of lack of time to work on her (at a distance), the summer of 1981 saw the boat sitting on her cradle all season. She was too good a boat to just let deteriorate, so in 1982 we sold her to a schoolteacher who sailed her for years on the Northumberland Strait between New Brunswick and Prince Edward Island. A couple of years ago, he sold her again. I've lost track of her.

The year we sold the boat, our daughter was becoming more involved with horses and riding, as daughters do, and more convinced

that life was not complete without owning at least one horse. As I had been raised in farming country, in the era of the ubiquitous TV Western, it seemed not a strange idea. So, for the next thirteen years we were involved with the world of old type Morgan horses.

Our daughter's growing up and moving away to work added to a growing dissatisfaction with the "politics" and assorted causes for distrust of the executive of a horse club to which we belonged, made sailing seem again very attractive. Then, last summer (1995), while on vacation, I took my wife sailing on a friend's cat schooner rigged motorsailer St. Pierre dory. It all came back!

Immediately on returning home from vacation, we mentioned to a friend our intention to sell the horses, he and his brother-in-law now own them. Some of our gear has been sold, the rest will soon be advertised for sale. And the search begins again.

Over the years, a couple of things have happened. My wife has continued to learn skills in mobility and maintenance; she does not need the almost constant care of the first couple of years of her blindness. And over the same period, I kept talking with the man who had finished our boat for us; it gradually became apparent that I still had vestiges of "the boat bug." And it also became apparent that, when the time came, I'd like him to be the builder again. Also, whenever we talked about boats and designs, he kept commenting favorably on the dory we'd had, the Brewer "Grand Banks 22" ketch.

So, when we came to the conclusion to start again, I already had my design selected. It's not that there are not prettier, or faster, boats, but they all cost a lot more ("Rozinante" is one of my favorites, but we have seen what they cost these days.) There are cheaper boats, but they mostly do not excite me with their looks. And Phil Bolger has, in the interim, developed a fleet of "Instant Boats," but I don't get the same jolt of adrenaline from them, personal taste, for which there is no accounting, I guess. So I sent off to Ted Brewer, now living in Washington State, and bought a set of new, crisp plans.

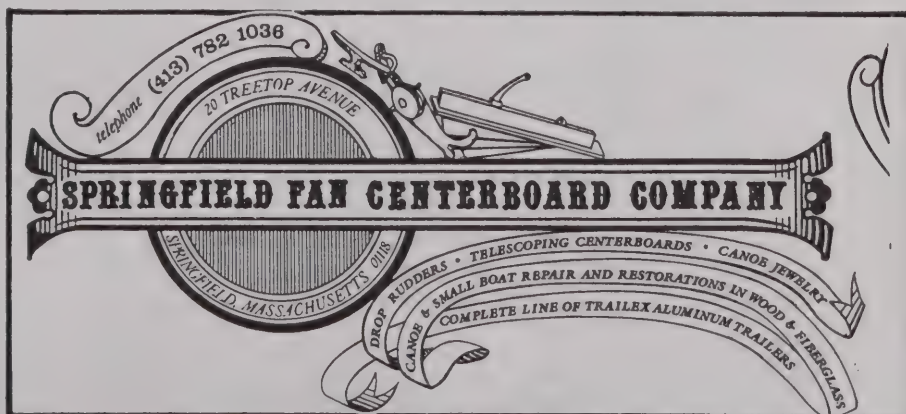
I dropped by to visit my friendly boat builder. The shop was filled with the 33-foot schooner he was building for himself, but the shop was silent. An inquiry at the house brought the devastating news that he was in the hospital, diagnosed with terminal cancer. I visited him there, but it was a sad visit. A few days later, talking with the man who had been instructor at a local boat building class, I found him retired and open to the idea of building a simple boat. Another builder, with a shop of suitable size, has agreed to rent it for a most modest sum. Eureka! We are in business!

In March 1996, we hope to lay the keel. The lines are already lofted (I am writing in February), patterns made for many parts and we are collecting materials. In regard to this latter, I am most fortunate in that the widow of the man who would have built her allowed me to buy material from her late husband's shop. We got some oak, pine, spruce and some absolutely gorgeous Brazilian mahogany! There will be something of my friend in this boat yet.

From the first boat, there are lessons learned. This boat will be built of plywood, sheathed in fiberglass. There are some modifications to the interior, made because our daughter is grown and will not be cruising with us, so we do not need the third berth. Other modifications are possible because of materials and items of equipment not available when she was designed in 1964. And, while *Karakal* (our first one, named after the mountain in James Hilton's book *The Lost Horizon* on which was found Shangri La, the place of tranquillity and peace) sailed very well indeed, this one should be even better. She's to be built with a new NACA foil keel just designed by Ted Brewer as an improvement over the old one. And, from Phil Bolger's design work, we'll borrow end plates for the keel and maybe the rudder.

She is to be named *Wings of the Morning*. Is love better the second time around? We'll see. Maybe...

Plans available at \$100.00 from: Ted Brewer, Brewer Designs Ltd., Box 187, Lyman, WA 98263.



Practical Watercraft Designs presents a catalogue of boat designs for builders with modest budgets, average skills and a limited selection of tools. The designs presented are based on proven engineering and construction techniques. Each design has its origin in working watercraft where the balance of cost, safety and performance is the result of generations of long practical experience. All of these boats are inexpensive to build for their size and performance.

These boats are designed to be built in wood and specifically in plywood. Each design can be completed using either a "stitch

Designs for Modest Budgets

By Adam Zielinski

and glue" method or a traditional set-up of bulkheads and stringers. A network of pre-cut and preassembled profiles makes the building process fast, efficient and effective. The resulting web of plywood elements increases the ultimate strength of the hull without significantly affecting its weight.

The use of solid wood in all designs is limited to the finishing elements and the boats are all-plywood boats using stock size material, epoxy resin, glass cloth and marine grade paint. Marine grade plywood can be replaced in many places with A-C or A-B grade plywood when the instructions for the use of epoxy resin are observed.

In general the boats were designed to be simple to build, affordable to use and require minimal maintenance. Designs for both motorboats and sailboats are for shoal draft hulls and this influenced the headroom. In boats with cabins there is always sitting height in the cabin, comfortable berths and permanent galley space. Numerous windows and hatches make the interior light and airy. The designs emphasize arrangements that will make an overnight stay on the boat a restful rather than a social event. The cockpit portion of the boat is relatively large. Installing a tent or an awning over the cockpit will greatly increase the sheltered space. The designs with cabin arrangements are provided with a lowered foredeck which creates a well for storage of mooring gear and comfortable place to work or just sit.

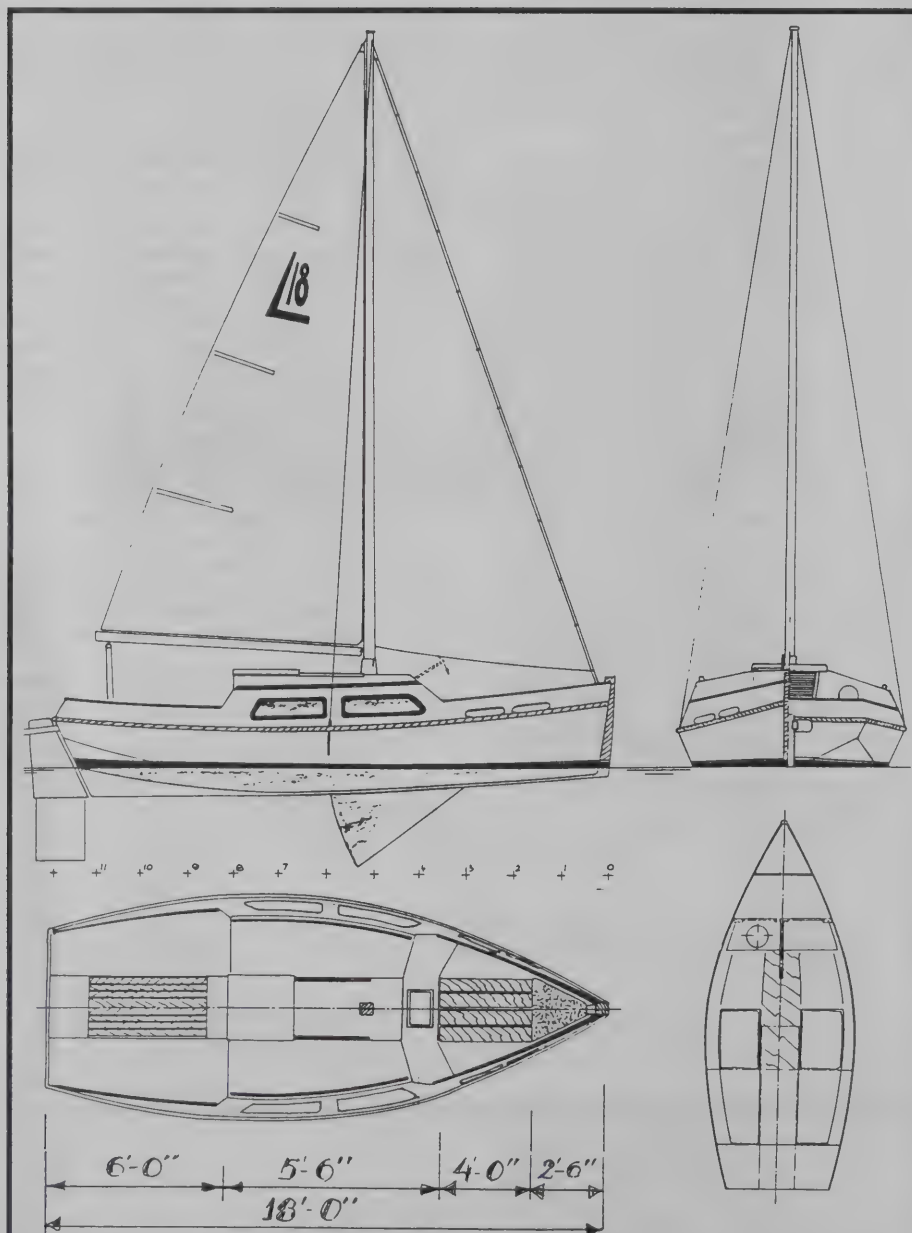
Finally, most of the designs can be re-arranged to meet individual specific requirements and may result in a boat even better than the one shown.

Labrador

Labrador Series of boats are sailing boats varying from an open deck 16-footer to a 24-foot long cruiser. All Labrador designs are shallow draft centerboard boats with a wide keel plank replacing the traditional keel. Labrador 18 and bigger models are cabin boats with the option of an open deck boat. The cabins are provided with comfortable berths, generous storage and permanent galley area. Each cabin arrangement has an option of an "open space" arrangement. Each model comes with a choice of sail rigs. A low power outboard can be installed on a transom bracket or if required, in a well. The hull is a plywood shell sheathed in fiberglass. It can be constructed according to the "stitch and glue" method or to follow the traditional method of bulkhead framing. Except for the finishing elements, no solid wood is used and all construction elements are made of plywood fiberglass composite. Labrador boats are shoal draft vessels designed primarily for cruising and camping. The self bailing cockpits are spacious and, with an awning or tent installed, the sheltered space increases substantially. The basic accommodation on the smallest of the models is for two and the biggest can house up to five persons. Their draft will allow the exploration of coastal waters often inaccessible to many boats.

Vagrant

Vagrant Series of designs represents motorboats suitable for long outings in all types of weather. Vagrant is a shallow draft vessel allowing the exploration of waters inaccessible to most of watercraft. The boat provides shelter with basic camping comforts and the cockpit has ample room for the designated size of crew. The large main hatch and a forward hatch provide good ventilation and allow foredeck work from the cabin. The foredeck is below the sheer and it makes a shallow well for storage of mooring gear and a small bow sitting place. The engine, an outboard motor, is



SHOAL DRAFT SAILBOAT LABRADOR - 18

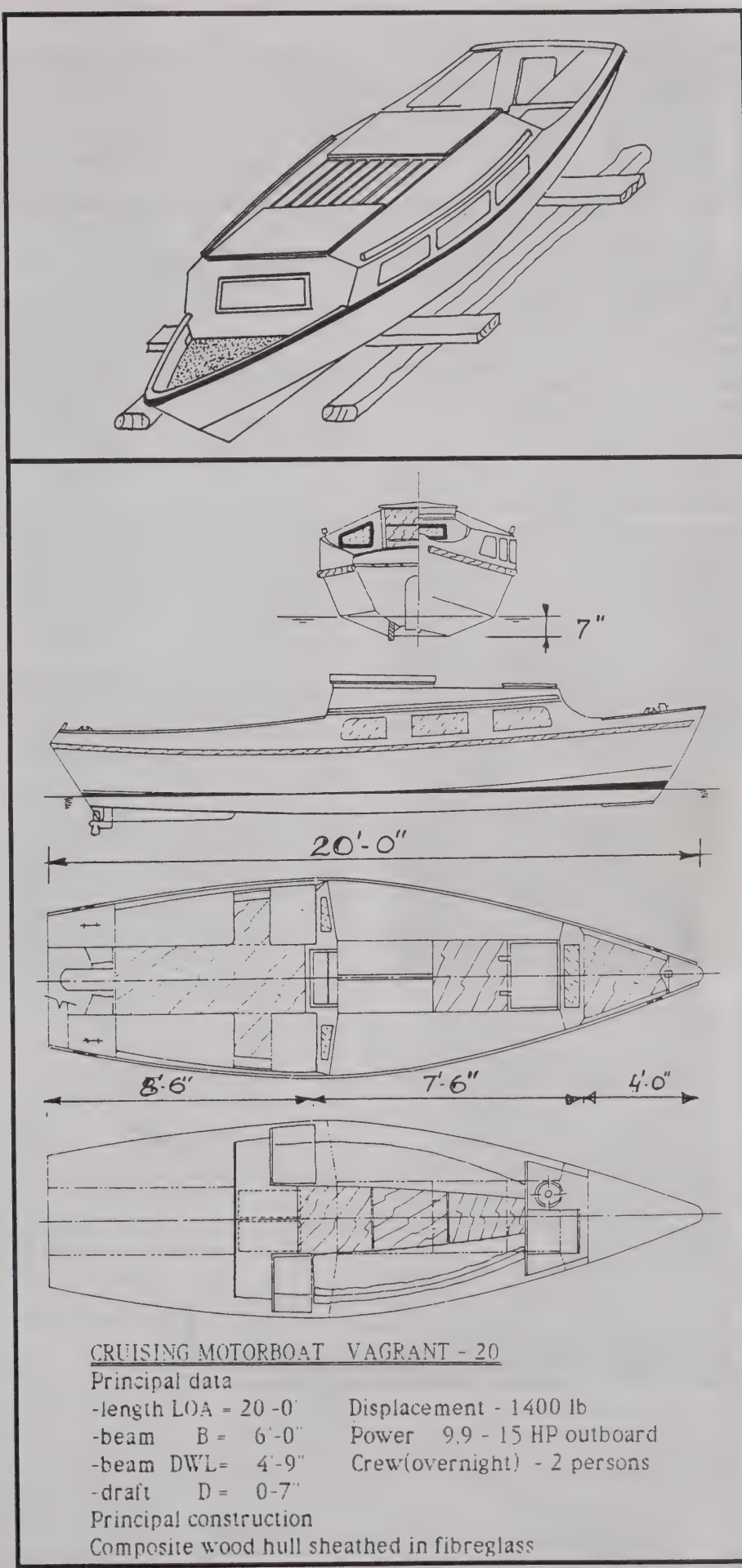
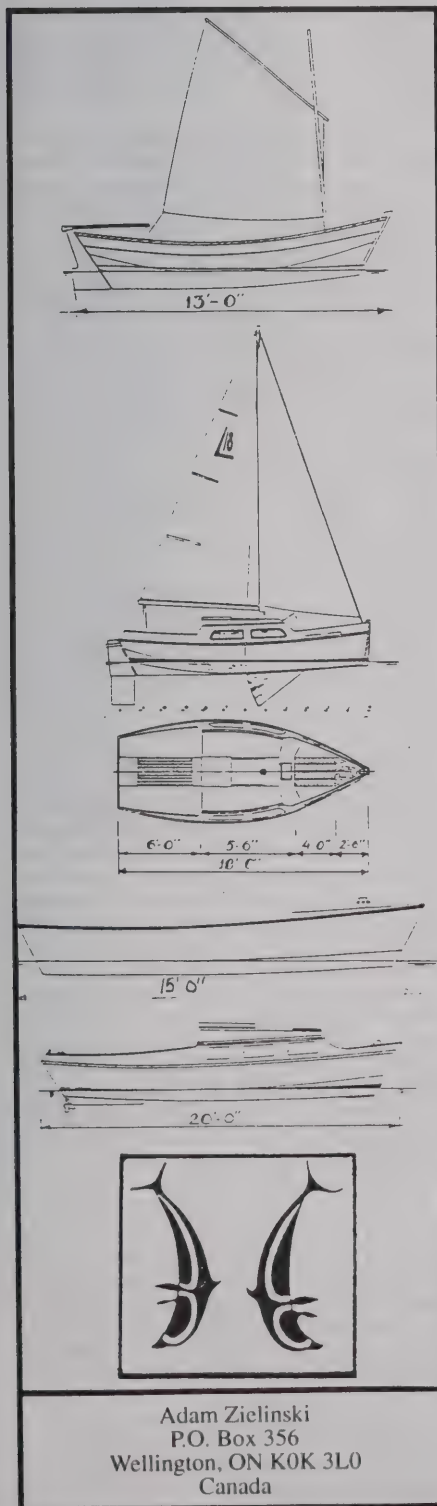
Principal data

-length LOA = 18'-0"	Displacement - 2200 lb
-length LWL = 16'-9"	Sail area 165 ft.sq
-beam B = 7'-4"	Crew(overnight) - 2 persons
-draft D = 0-10"	

Principal construction

Composite wood hull sheathed in fibreglass

housed in an engine well which can be covered to decrease the noise. The engine can be tilted when beaching and, in addition, the double skeg protects the propeller when venturing into very shallow waters. The craft is a plywood structure with most of its joinery made of epoxy resin reinforced with fiberglass. Use of solid wood is limited to the necessary minimum and it is mainly the decorative finish. Vagrant Series boats are based on the lines of a dory boat and the construction is correspondingly simple. The boat can be built as a "stitch and glue" hull or a "stringer and bulkhead" boat. Fiberglass sheathing of the plywood is recommended to increase the strength and ease the maintenance.



Trimarans...Sail Fast, Sail Flat

Part 11: Feeling free to modify a design is not exclusive to monohull builders. Jay Bliss undertook to build a trimaran using Sol-Cat catamaran amas fitted to a beamy center hull design from Phil Bolger, but that beamy hull became much narrower and other ad hoc design decisions were made before Jay got his trailerable 20' camper tri afloat.

In 1990 I wrote Phil Bolger who kindly sent me, for a small fee, plans for a center hull that he'd had as a commission from a Hobie owner. Probably all beach cat owners suffer the need sooner or later to carry a case of beer, brew a cup of coffee or just stay dryer longer. This is a short account of the good and the bad of a four-year project. Full construction details are omitted. Considerations and solutions for my trailerable 20' camper trimaran are what this is about.

Phil's design called for the main hull to be beamy with low freeboard. I lofted his design onto plywood, then read T. Firth Jones'



Trailerable 20' Camper Tri

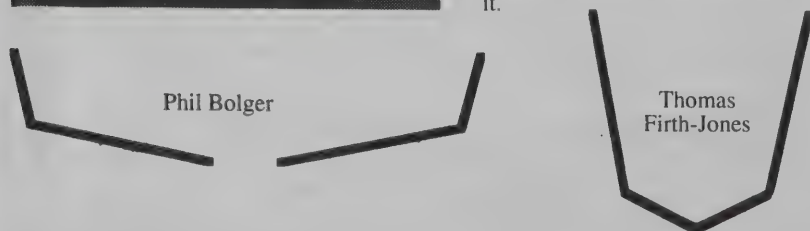
By Jay Bliss

formula (basically calling for a knife hull slicing through the water). The latter shape seemed more appealing. Reasoning that his bottom panel and side panel were a fair mate, I wired them together in T&T tradition, then transposed Phil's side and bottom to fit F-J's specs.

When I tortured the plywood keel edges together, the result was reasonable to this eye. Epoxy and plywood scraps brought the bottom of the stem together when further pulling on wires accomplished nothing. Thus I built the main hull, quarter-inch AC plywood, glassed on the outside, epoxy coated on the inside, 20 feet long with an approximate waterline beam of 42 inches.

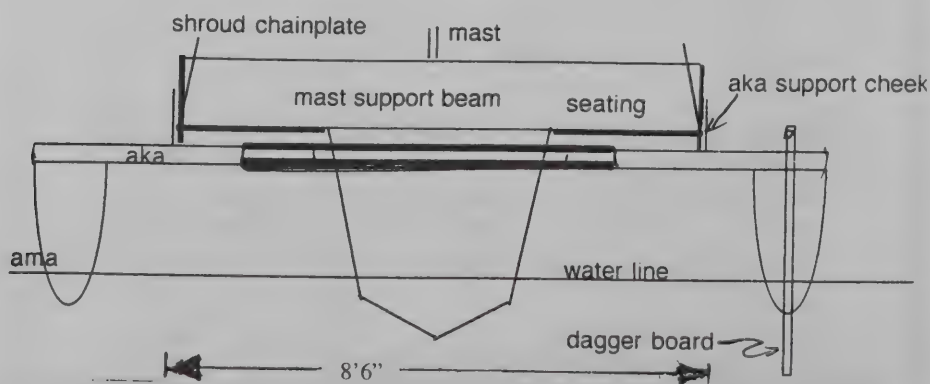
Knowing this tri would be trailered (lakes in droughty and drafty Colorado are far from her Grand Junction home port), I lay in multiple widths of seam tape, placed a half-inch ply bulkhead where the mast (31 feet long from the Sol-Cat) would rest.

I contemplated swinging arms to bring out the amas (the Sol-Cat hulls). But simpler is better: I sliced the aluminum tubes of the cat at centercat, propped the cut ends on either side of my ply hull at the visually proportional point, adjusted and eyeballed and adjusted some more, climbed onto the roof of the garage to get an overhead perspective, then marked the main hull where the akas touched it.



The bottom panels of the Bolger design became the side panels for the Jones version.

Cross Section Midship Area



Those ovals got cut out a half inch over-size, and two six-foot lengths of aluminum piping, shaped to contain the Sol-Cat aka, went through the ovals cuts in the main hull, one just aft of the masting bulkhead and another at the appropriate position by the stern. The tubes protrude beyond the hull and locate the akas. I epoxied the tubes to the hull with suitable plywood cheek reinforcements to distribute the load.

I telescoped the amas in and out of these tubes. Extended I have an eleven-foot beam. It's my contention that telescoping akas are the simplest, strongest and most cost effective for trailerable tris. In a heavy sea they sit low enough to be washed over, but so what? If extra strength is required, it's easy enough to fit a full length rigid beam within the telescope.

The last thing I wanted in this tri was a scramble of lines that required a pilot's checklist to keep the mast pointed skyward. Trailering has enough headaches and checklists. That meant that amas in or amas out, the mast had to be stayed to the main hull. So, atop the main hull I T&T'd half-inch plywood seats, 26 inches wide, through most of the length of the boat. To their outer perimeter, I affixed 10-inch sides. So I wound up with a narrow hull with a wide sitting platform atop. The combination is rigid. At approximately the same station as on the Sol-Cat, I fastened chainplates for the stays at the corner where seat meets back area. The mast remains vertical, amas in or out. The mastbearing bulkhead is a horizontal hollow beam 10 inches tall and 8'5" across. This adds strength to the chainplate area as well as providing the fore-aft strength necessary to ginpole a 31' mast up and down twice a day. At the outside ends of the beam I left 2x2 vertical ends dropping just in front of the akas. With plywood and pine-backed reinforcement cheek plates down from the sides, I have a structurally rigid surface to pull the extended aka up against. Obsolete cable ski bindings are low-cost, quick-release fasteners that work well here.

She sails flat. I am not wizard enough to calculate the percent of buoyancy provided by amas versus plain hull. Strong (30 mph est) gusts have sunk one ama and raised the other a foot or so. Heartclog. She'll come about and beat to windward with the Sol-Cat sails in light winds, but heavy winds affect my superstructure more than the sails. Add the drag of three hulls and I make little way to windward.

Were I to build her over, I'd follow some of Phil's lines more and make her lower. With the wind abaft of beam, I sneak up my custom Kely Sunshade sail, a three-cornered purple and yellow windstop that happily takes whatever shape best seems to fit conditions and runs \$150 at your local camping store (AND you can use it with its three collapsible glass poles for your picnic ashore).

A targa main-sheet traveler appealed to my sense of aesthetics and the sensibility of doing away with the boom. It allows ready tenting for overnights.



Kayoe comfortably accommodates her 6'5", 220-lb. designer.

Kayoe: 16 feet, 47 pounds, \$150

By Joe Reisner

From her little figurehead bird's beak to her sternpiece, Kayoe measures 16 feet with a beam of 28". Her 44" long cockpit allows plenty of room for changing position with extra footroom and cargo space below the tough, ultralight, nylon decks fore and aft. A dry weight of only 47 pounds but a designed displacement of 296 allows 249 pounds for paddler and cargo.

Kayoe is a star performer, fast, seaworthy, dry (even in the 25 knot wind and whitecapped seas of northern Lake Huron) and very easily driven. Her flat bottom provides great initial stability, generous flare maintains the reserve.

The design is a cross between kayak and canoe, but far easier to build than either one (and certainly far less intimidating to those of us who view compound curves with awe and alarm). There is no lofting, no steam bending, no high level of woodworking skill involved. Just lay out the sides and bottom on two sheets of grade 1/4" lauan underlayment plywood and start sawing. Bend around two pre-fab frames that also form the arches at the ends of the

cockpit and you're halfway home. Rubrail, cockpit inrails and moldings are sawed out, stem and sternpieces cut, miscellaneous small elements made and two layers of 3" glass tape applied to the inside chines. Do the cosmetic work and your Kayoe is on her way to the water.

I spent a little less than \$150 in Michigan in spring of 1995 to build the prototype Kayoe. Wood and cloth came from local stores, resin and tape from a favorite mail order supplier. But cheap doesn't mean compromised! Since finishing the prototype, I've hauled her over 1300 miles on the top of my car, launched and retrieved her on the gravel beaches we feature around the Great Lakes, and generally treated her as I think any good little boat can expect to be handled by anyone but a homicidal gorilla. She ended the season in great shape, needing only a little touching up of her paint to begin a new year in 1996.

Large size plans and accompanying step-by-step building guides and suggestions are available for \$25 from Mackinac Boatworks, 9600 Seventeen Mile Road, Marshall MI 49068.

PADDLES & OARS



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

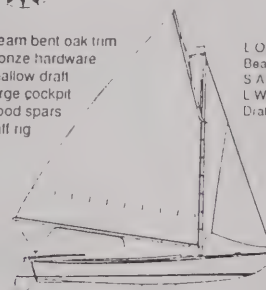
SHAW & TENNEY
Box 213MB
ORONO, ME 04473
(207) 866-4867



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

LOA 18' 0"
Beam 5' 6"
SA 145 ft²
LWL 16' 0"
Draft 0' 8"



BAYBIRD

A 1918 Burgess and Chamberlain design
Now in fiberglass



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

PLANKING BENCH, Plan #51

Extremely useful for working long members including keels, keelsons, shoes, skegs, planks, strips, clamps, wales, risers, strakes, carlings, ceilings, coamings, spars, oars, and paddles.

Complete Plans
and Instructions

\$44 TAX/SHIP
INCLUDED
Checks/Cash

Saves Many Manhours

Facilitates Quality

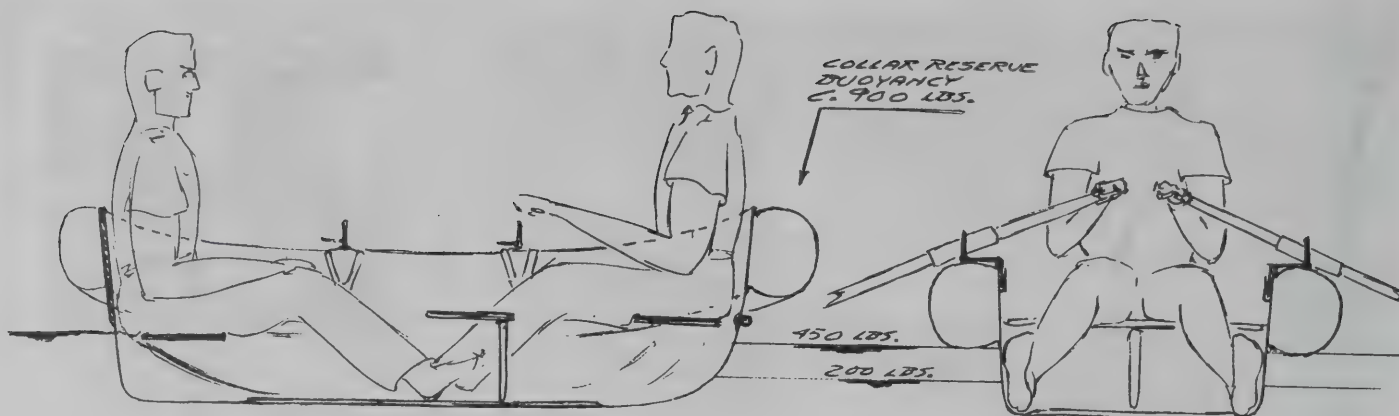
Knocks Down for Storage or Transport

Use Inside or Outside

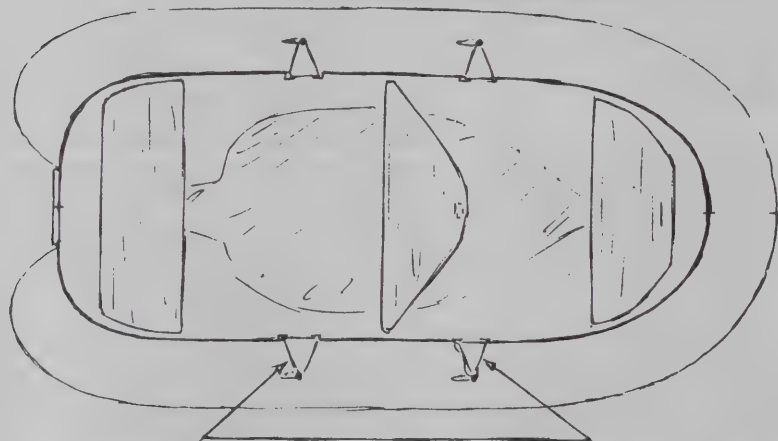
In use at the
Small Boat Shop
on Hyde St. Pier,
National Maritime
Museum

C.S.Kraft Shipbuilding & Drydock Co.
448 Throckmorton • Mill Valley, CA 94941 • 415-388-5969

PLANS ACCOMMODATE ANY LENGTH BENCH



ALL THREE THWARTS REMOVABLE



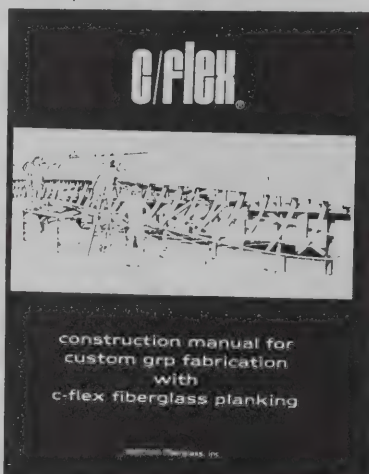
SPECIAL OUTRIGGERS FOR RONLOCKS OR THOLE PINS

Bolger on Design Hardbottom Inflatable Dinghy

7'6"/6'5" x 4'0"/2'9"

This was to have been a production fiberglass utility tender with some lifeboat capability, with a huge capacity for the deck space it would need and lots of reserve stability and buoyancy to be safe, if not dry, in rough water. A boat of this size and shape can be rowed at slightly more than two miles per hour. It won't go much faster with an outboard motor, 1-1/2 h.p. being as much as is useful even to buck a strong wind. A very short, fast stroke is the way to row something like this; with long powerful strokes you generate a massive wave on each stroke and the boat stops short between strokes.

**This
is the
book
that
started
it all.**



**You have known us as
the C/Flex® People, but our
expertise in custom one-off
construction goes far beyond...**

- C/Flex® Sheathing (Patented)
- C/Flex® New Construction
- Dura Kore® Planking
- PVC Foam Construction

**All the supplies and knowledge you need in one stop.
Kit boat suppliers rely on us. Shouldn't you do the same?**

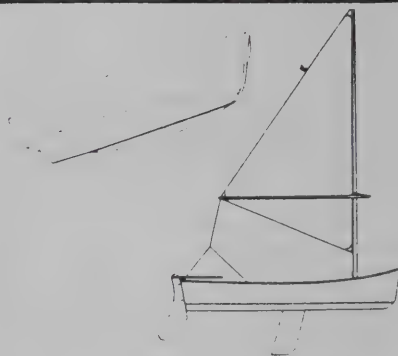
1-800-358-1666

Fax: 504-738-6014

Corporate office: Harahan, LA 70123



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

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

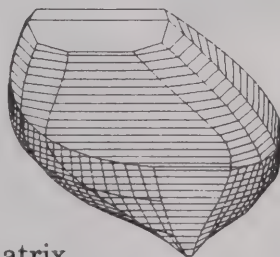
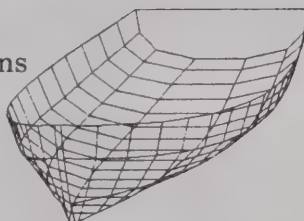
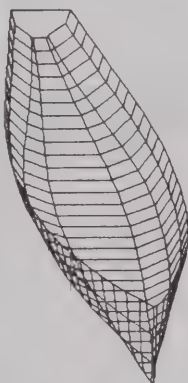
Retains All of the Features of PLYBOATS® 2.0

- **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 •**

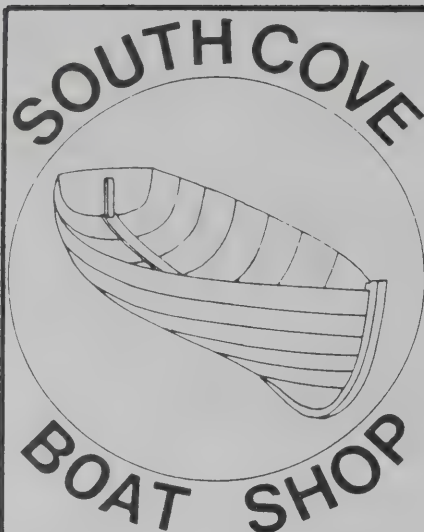


PLYBOATS® 2.01: \$145.00 • UPGRADES: 2.0 TO 2.01 \$5.00 • 1.0 TO 2.01 \$40.00 PLUS SHIPPING
SHIPPING: U.S. \$5.50, CANADA \$8.00, OTHERS \$12.00 (CA residents include tax)

RAY CLARK ENTERPRISES

5861 Woodboro Drive, Huntington Beach, CA 92649

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



TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS

ROB BARKER

65 Moyers Ln. Easton, PA 18042
(Phone/FAX (610) 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" x 3'10" 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.

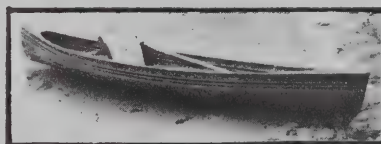
Builders

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 CATBOATS



Now offering a 15' cold molded trailerable catboat. Competitively priced with the fiberglass versions, with exquisite woodworking, handcast bronze, and built to the owner's specifications.

O'CONNELL'S WOODEN BOAT SHOP
303 Cannon Street
Chestertown, Maryland, 21620
(410) 778-3213 FAX (301) 293-1169

SUTHERLAND BOAT & COACH

4th Generation Boat Builder
Builds & Restores:

wooden sail/row boats, motor
launches & "windie" 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.

AREY'S POND

NEW ENGLAND
WOODEN BOAT CENTER

• Established 1945 •



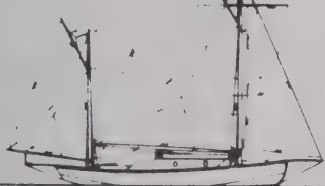
• AREY'S POND CATBOATS • The Arey's Pond 12', 14' & 16' Catboats

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.C. has specialized in custom built catboats since 1972.

ARNO DW 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

KRISTJANSON BOATWORKS

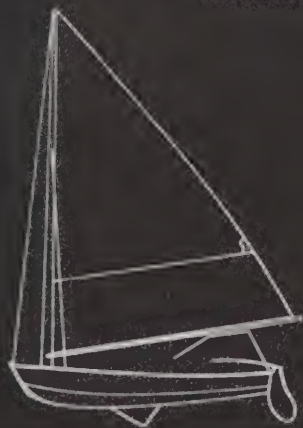
123 E. Edgar St. Seattle, WA 98102



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

AN OLD CLASSIC



This cat rigged sailboat was introduced in Marblehead in the early 1920's and has proved a great boat for training ever since. With its generous sail area it can fly through the water; but, its wide beam and hard chine make for very stable sailing. We can build this boat in traditional mahogany, or in Eastern pine.

Send for our brochure.

Pert Lowell, Co., Inc.

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

Custom wooden boats; mast hoops; authentic nautical furnishing.

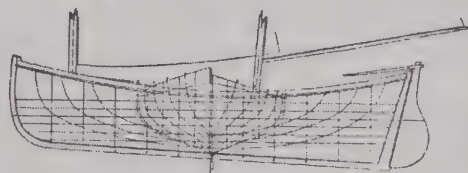
Wooden Boats for Sail, Oar & Power

Fine Restoration

NORTH RIVER BOATWORKS

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

*North River Sailing School
Send \$4 For Information*



NATHAN GREELEY

TRADITIONAL WOODEN BOAT
BUILDING AND REPAIR

P.O. Box 1618 PORTSMOUTH, N.H. 03802 603.431.6607

PARKER RIVER BOAT WORKS



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

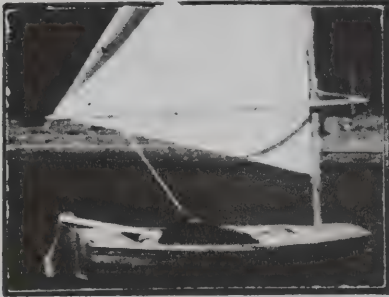
Douglas Scott

508-465-4095



**We build traditional rowing,
sailing or power skiffs and
dories, wooden kayaks and
other designs as per customer
demand.**

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 ample 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

Designs - Plans

Plans for Canoes, Seakayaks, and
Historic Decked Canoes.

Or, Sail your Canoe!



Send \$1 for Info to:

Island Canoe
3556-M West Blakely Ave.
Bainbridge Island, WA 98110

TOTO



13'x30" DOUBLE PADDLE CANOE
TAPED SEAM PLYWOOD
NO JIGS - NO LOFTING

\$15 PLANS

\$1 INFO ON 18 BOATS

JIM MICHALAK

118. E. Randall, Lebanon, IL 62254

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

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, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

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)

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



"I don't know how you can build more boating fun than this for under \$150."

Kayoe: fast, very stable, easy to paddle. 47 pounds, carries 250! No lofting, jigs, special skill to build. Plans \$25. Mackinac Boatworks, 9600 17 Mile Road, Marshall, MI 49068.

Kayoe. Little boat, big fun!

Model boat kits of Small Craft

Built like real boats

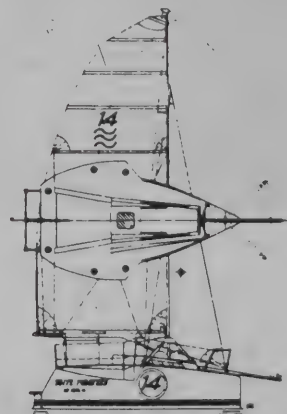


Good Little Skiff \$25 Seabird Yawl \$55
New Haven Sharpie \$45 Egret Sharpie \$50
Sherline Miniature Lathes
\$3 for shipping \$2 for catalog

Pleasant Cove Models

17 M Potter Rd Framingham MA 01701

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

Capt. Pete Culler's Plans

GEORGE B. KELLEY
20 LOOKOUT LANE
HYANNIS, MASS 02601
TEL (508) 775-2679

One hundred and one traditional designs
from a 9' pram to a 125' Tern schooner.
Send \$1 for price list.

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

EASY BEAUTY

The world's most complex multi-chine kit boat.
She can be "stitched" together in 15 hours.
That's Easy Beauty!



Ultra-light 14', 95 lbs., 6-chine rowing skiff, our Wineglass Wherry
is the ultimate in computer-produced kit technology.
Send \$2 for information packet to:

PYGMY BOAT CO.

P.O. Box 1529 * Dept. 9 * Port Townsend, WA 98368 * (360) 385-6143



WORKSKIFF 18' x 5'3"

Lobstering, clamming, musseling, fishing — whatever work
there is to be done, this big, rugged skiff does it all with a mini-
mum 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 WORKSKIFF 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

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 Rosecrans,
Box 1804/AMS, Bellflower, CA 90706-2138
PH. 310/630 6258 FAX 310/630 6280

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**



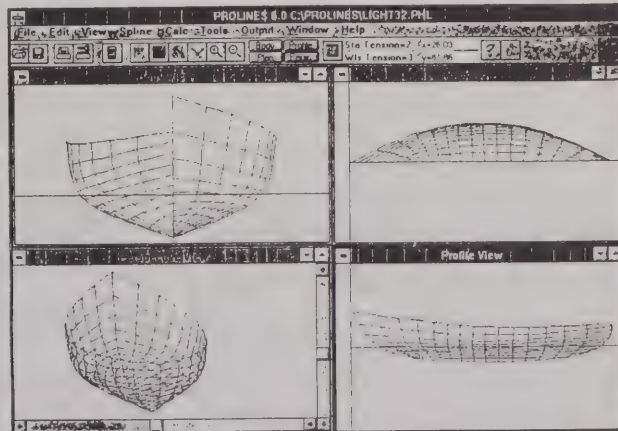
60 knot commuter

New Wave Systems, Inc.

79 Narragansett Ave., Jamestown, Rhode Island 02835
Tel: (401) 423-1852 Fax: (401) 423-1810

Inexpensive Yacht Design Software

NEW PROLINES BASIC for Windows	\$350.00
NEW PROLINES 6 for Windows	\$1500.00
PROLINES BASIC (DOS)	\$295.00
PROLINES 5 (DOS)	\$1100.00
CADKEY LIGHT \$99.00	CADKEY 7 \$795.00



Send or Call for Free Literature & Full Working Demo Disks

ALLEN WOODWORKING

Box 630 RR1, BLUE HILL, MAINE 04614

Phone 207-374-5097 Fax 207-374-5926

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

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



SOLID
and
HOLLOW

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;

J. M REINECK & SON
9 WILLOW STREET, HULL, MA 02045-1121
617-925-3312

Supplies

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 22579
PHONE OR FAX: (804) 580-8723



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 Orr's Island, ME 04066
1 (800) 339-6777 (207) 833-5852

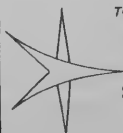
ENVIRONMENTALLY SOUND

SHIP-BOR Borate WOOD PRESERVATIVE

EFFECTIVE - KILLS ROT! COLORLESS - ODORLESS

\$19.95 per / lb box + \$2.00 S & H

TO GET MORE INFO OR TO ORDER CONTACT



FIVE POINTS Inc.

Shipwrights, Consultants & Supplies
6864 SODUM RD.
LITTLE VALLEY, NY 14755
716-938-6315

FLYING COLORS LTD.

THE FLAG SHOP ON THAMES ST.



FLAGS • BANNERS • WINDSOCKS

FOR YOUR BOAT - BUSINESS - HOME
OPEN MON-SAT 10-5 (401) 846-0418
468 THAMES ST., NEWPORT, RI 02840

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



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

(410) 639-2646

P.O. Box 546 Rock Hall, MD 21661

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	1 Gal.	4 or more	20 or more	4 pails or more
\$70.00 ea.	\$15.50 ea.	\$14.50 ea.	\$14.00 ea.	\$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

Classified Marketplace

BOATS FOR SALE

'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, Kalamazoo, MI, (616) 345-3377. (22)

'74 O'Day 20 FG Sloop, fully rigged, vy gd cond. 18hp Johnson w/electr start. Slps 4. Porta potti, trlr, relatively new. \$2,900.

ED GREENE, Duxbury, MA, (617) 934-2909. (23)

Westerly Chieftan, (aft cabin Centaur) w/wheel, diesel. Dry stored 5 seasons in VA. Mint. Partial trade for boat or help in building modest cabin in NC.

KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (23)

Baidarka Kayak, 16' 10" Aleut design, oak frame-skin constr. 40lbs, fast, responsive, '94 exc cond. Incl Aleut paddle, spray skirt, cockpit cover. \$3,100 value, asking \$1,600. Delivery negotiable.

HARRY WEIDMAN, Walworth, NY, (315) 524-9295, seayaker@vivanet.com. (23)

Herreshoff Dinghies, 2 available, 13'4" & 11'6". Cedar over oak, ready to sail or row.

DAN SECOR, Brewster, MA, (508) 255-5925. (23)

Dovekie, hull #001, Tlr, 2 10' oars, etc. Asking \$4,900. Also Dovekie Newsletters from 6/88.

ALAN MILLER, Bellvue, CO, (800) 517-2273. (23)

Gloucester Light Dory, blt '93. White, bright trim. oars incl. \$850.

S.L. GOODCHILD, Gloucester, MA, (508) 282-0604. (23)

14' O'Day Javelin, '71, w/sails, 3.5hp OB. '81 galv trlr. All exc cond. \$1,875 OBO.

WAYNE BARLOW, Raynham, MA, (508) 823-5562. (23)

'81 Dovekie, hull #41. Bolger designed, Edey & Duff blt, 21' shoal draft leeboard sharpie. Slps 2. Many upgrades incl bow CB, lg leebls, U-shape seat, new canvas, new enlarged tankbark mainsail ('94). Incl 2hp long shaft Suzuki OB in exc cond, compass, VHF, porta-potti, swing stove. Custom trlr has new wheels, bearings, tires, U-bolts & winch. Asking \$6,000 OBO.

PAUL FOLLANSBEE, 203 Summit st., Hightstown, NJ 08520, (609) 443-4028. (23)

17' Folbot Folding Kayak, 2 person model. Wood & aluminum frame, compl sail rig. Brand new, unused, skin, spray skirt, 2 dbl paddles, 3 carry bags, and air bags. Over \$1,400 invested. Offers. **14'9" Finn US505**, Olympic singlehander. Sailaway w/trlr. Most breathtaking sailer you can own. \$900.

LEE TRACHTENBERG, Glen Cove, NY, (516) 676-4752. (23)

Bolger/Payson Cartopper, West System epoxy, tankbark sail. Incl oars, car rack. No room for 2 boats. BO.

JOHN MEACHAM, Rowland Hts, CA, (818) 965-0553. (23)

16' Century Resorter, '55 w/6cyl Chrysler Ace Marine IB & trlr. \$4,800. **14' Jolle Fille Whitehall**, by Jim Thayer. Dark grn FG hull w/mahogany seats & trim, sprit sail rig, oars & trlr incl. Really sharp. \$1,500. **16' Great Canadian Canoe**, cedar strip & FG. \$650.

MARK NASH, 19 Ridgewoods Ct., St. Peters, MO 63376, (314) 926-0895. (23)

Alden Ocean Shell, incl oars & Oarmaster. \$500. W.H. RAWLS, Beverly, MA, (508) 927-1772. (23)

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.

16' Swampscott Dory, Roger Crawford FG, w/teak trim. Almost new, 40hrs use. Sail, row, motor. Incl sail, all rigging, custom 9' S&T oars. \$3,800 OBO. TODD WILLIAMS, 45 Country Way, Scituate, MA 02066-3747, (617) 545-6364. (23)

19' Cape Dory Typhoon Weekender, exc cond, w/ trlr, cradle, 4hp Mariner, main, jib, 150% genoa, drifter. Asking \$6,000. DON PRINCE, Shelter Island, NY, (516) 749-3346. (23)

Spring Clearance, cedar on oak traditional small boats. **15' Gardner Dory Skiff**, elegant & fast, vy special boat, nearly new. \$4,000. **14' Gardner Semi-Dory**, rows, sails, motors, brand new. Great beach cruiser. \$5,500. **12'6" Swampscott Dory Tender**, brand new a bargain. \$950. **9' Atkin Dinghy Skiff**, cute & fun, full sailing rig. \$1,200. Also, not built by us but still good: **GP-14 British Daysailer/Racer**, plywood, glassed hull, spinnaker, trlr. \$1,500. **19' E.M. White/Stelmok Main Guide Canoe**, exc shape, beautiful. \$2,000. **Selkie Sea Kayak**, by Valley Canoe, w/adjustable skeg. \$900. Bring cash & make offers.

ROB BARKER, South Cove Boat Shop, 615 Moyers Ln., Easton, PA 18042, (610) 253-9210. (23)

14' Sturdee Dory, FG, full buoyancy blt in. 15hp Johnson long shaft. Galv. trlr w/elec winch. Bought new in '87. \$2,000 or will take 12' Pelican in trade. JAMES WILKIE, Jamestown, RI, (401) 423-0249. (23)

17' Wittholz Catboat, exc cond, extensive renovation in '95. Fresh paint in & out, new spruce boom, epoxy sheathing in bilges, aluminum mast, much new hrdwre. Tandem trlr. \$4,750 ONO. PETER BALCZIUNAS, Carlisle, PA, (717) 249-6415 eves or <Balcziu@dickinson.edu>. (23)



Wooden Canoe, Great Canadian Huron 16' sq stem w/FG skin. '88. Fine sculling boat or fishing platform. Handsome, roomy & light. Nds minor repair \$500. (22)

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

'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)

Penguin Sailing Dinghy, wooden, w/trlr. \$700. **13' Privateer Daysailer**, w/trlr. \$800. STUART WIER, Boulder, CO, (303) 499-0991. (23)

10' Peterborough Canoe, FG reproduction of '39 pack canoe. Green hull, bright woodwork, 2 caned seats, portaging yoke/thwart. A beautiful pack canoe at only \$450.

GARD CALLANAN, Midand, PA, (412) 643-6001 eves. (23)

17' Swampscott Dory, '94, compl sailrig, 9' spruce oars, custom cover & trlr. All in exc cond. \$5,500. NED COSTELLO, Box 262, Middle Haddam, CT 06456, (860) 267-6847 eves, (203) 946-7263 days. (23)

'79 Melges MC Scow, 16' FG daysailer/racer for 1-3 people. Gd cond, vy fast, fun. \$850. **8' Dyer Dink**, w/mini-fish lateen rigged sail. Fair cond, nds minor FG work. \$150

F. BENNETT, Harrisburg, PA, (717) 599-7827. (23)

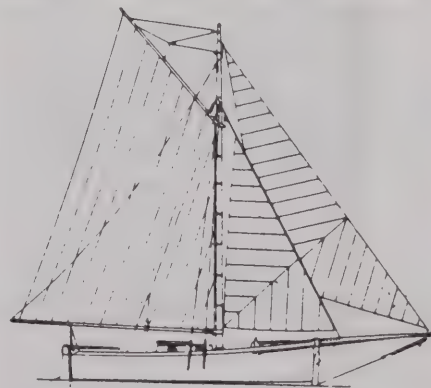
26' Van Dusen Olympic Single Shell, carbon fiber, composite oars. W/car rack. Exc cond. \$1,950. BRUCE THURSTON, New York, NY, (516) 324-7465. (23)

23' Folding Tremolino Trimaran, FG w/Hobie amas & rig, new mainsail, furling jib (CDI Furler w/larger jib available for \$500 extra). Enclosed cockpit w/hard seats, cockpit tent, lots of extra custom features, 4hp Mariner OB, modified trlr. A bargain @ \$7,500.

BILL MEREDITH, P.O. Box 1383, Concord, NH 03302-1383, (603) 224-0551. (23)

Bolger Cartopper, top quality, okoume & epoxy, red & tan poly paint, SS & bronze fittings, Bohndel sail, ash tiller & paddle, folding anchor & more. Used 1 season, nd bigger boat. \$1,295 delivered in NE or LI.

WESLEY EWELL, Teaticket, MA, (508) 759-8060. (23)



19' Itchen Ferry Cutter, 8'3" beam, 3'6" draft, 2-1/2 ton displ, cedar on oak. Replica of English fishing smack *Wonder in Wooden Boat* #14, but w/cabin & self-bailing cockpit. New, on trlr, could easily be finished for coming season. \$3,000 OBO. JOHN HUDSON, Stonington, CT, (203) 535-2234. (23)

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

Bolger New England Bobcat, pro-blt '95. Hull fiberglassed, sail tracked, Harken blocks, Thailand teak (delivered by submarine home from Viet Nam in late '60's) coaming & tiller, cockpit & boom covers. Roomy, FAST, ABLE, A BEAUTY! Free 300 mi delivery. \$2,950 firm. New galv trlr. \$175. J. GREGORY, Yorktown, VA, (804) 898-5329 eves. (23)



18' Swampscott Dory, Iain Oughtred design, gunter rigged, glued lap mahogany ply over oak frames, decked bow & stern, new trlr. \$4,000. **20' Sharpie Cat-Ketch**, sprit rigged, epoxy cloth sheathed, marine ply hull, dbl axle trlr. \$4,000. **14' Craig Marine Ski Boat**, '59 FG hull, exc cond w/rblt '68 Evinrude OB. A classic, red & white w/tailfins. Tlr incl. \$1,200. JACK MANLEY, Northville, NY, (518) 863-2100. (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)

Galaxy 32 Sloop, '63, rugged, fast, attractive, seaworthy classic FG cruiser. Diesel, fridge, Autohelm, Loran, stereo, EPIRB, Espar htr. 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/copious 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 Dovekie, used 3 times, stored under carport most of its life. Dark gm hull, new canvas (\$650), 1.5hp Sears OB stored in garage. Health forces sale. \$6767.67. KEN PAGANS, 13721 Cayo Gorda, Corpus Christi, TX 78418, (512) 949-9386. (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 jgoff@vivc.edu (22)

25' Bristol 24, shabby but functional, gd old boat. \$4,000. **Bolger Dovekie**, hull #23, SS galleys, 2 wooden leebeds, orig w/trlr. \$4,000 OBO. R.D. ZAHN, 320 Edsall 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)



Ranger 26, hull #23 designed by R.R. Richards. Trailerable, 28" draft x 8', miniyacht w/stdng hdm, 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)

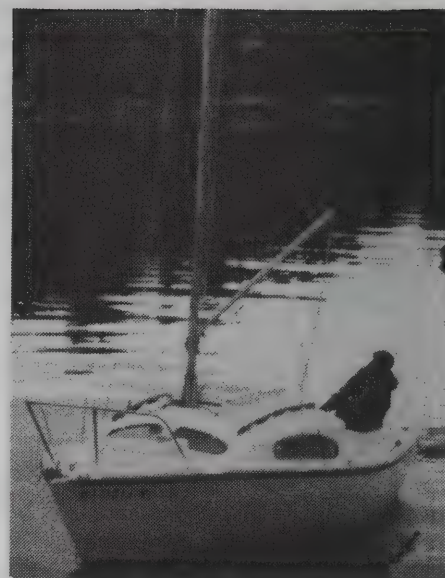


32' Chester J Class Sloop, blt J. Barkhouse, Chester NS '57. Pine on oak, refastened '91. 9.9 OB, head, stove, steel cradle. \$6,500.

ANDREW MAC INNIS, Frederickton, NB, (506) 357-2797 eves

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)

24' Rainbow, Sparkman Stephens. Like picture pg 28 Feb 15 issue. \$2,750. MATSON MARINE INC., Bucksport, ME, (207) 469-6886. (1P)



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)



32' Lock Crowther Trimaran "Twiggy", fast, serious cruising boat. In OSTAR, been to Mexico, Caribbean. Reconditioned in '94, ready to sail. Lightweight, beachable, 2' draft. Not trailerable. CHIP BREWER, Gloucester, MA, (508) 281-1240. (23)

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)

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)



32' Double Ended Sloop, Dutch built longleaf pine on oak, teak decks & cabin trunk. 6.5' draft, 9.5' beam, 6'2" hdm in traditional cabin layout, 44' mast. 31hp Graymarine gas IB, Aries windvane, dinghy. Must sell to fund master's degree. US \$10,000 OBO. TIM MINTER, 2114 Oak St., Palatka, FL 32177, (904) 328-3206. (23)

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)

20' Henley Sailboat, fin keel, stable, fast. \$5,900. MATSON MARINE INC., Bucksport, ME, (207) 469-6886. (1P)

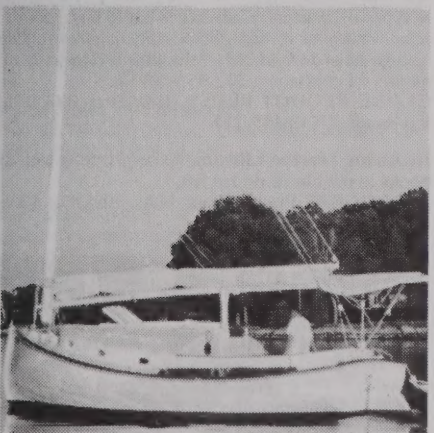
21' Bay Hen, '86, gaff rigged w/'93 4hp Mariner, bimini, dodger, summer cabin. Galv trlr. Exc gunkholer. Exceptional cond. Many extras. \$5,500. DARRELL YOUNG, China Grove, NC, (704) 855-1155. (23)

Norwegian Sailboat, 10', 80lbs. Solid African mahogany. Bought in '63. "Norsk Sprængstøfindustri a/s Oslo Model 750." \$2,500. ARLEN WESTBROOK, Voorheesville, NY, (518) 765-4453. (23P)

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)

Dovekie, fully equipped, gd shape, incl trlr. \$4,500 OBO. PIKE MESSENGER, Middleton, MA, (508) 774-1507 eves. (22)

14' Javelin, new. \$3,695. MATSON MARINE INC., Bucksport, ME, (207) 469-6886. (1P)



25' Cape Cod Catboat, Brewer design, custom blt '79. FG hull, SS CB, aluminum mast & gaff, varnished boom, new sail cover, propane oven, 10hp Yamaha in well. 25'x12'x3', 12,000lbs displ. Grt cruising boat w/surprising performance, has been liveaboard since blt. Beautiful boat in grt cond. Asking \$16,000. LEO NEWBERG, PO Box 652, Oxford, MD 21654, (410) 476-4493. (23)

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)



32' Historic 3-Log Canoe, blt Poquoson, VA 1890. Dacron main & jib w/covers, 1914 Grey Marine engine (runs well), 8' beam, 18" draft w/board up, 36" down. In water in vy gd cond. Truly "one of a kind". \$11,000. JOSEPH FEHRER, P.O. Box 68, Snow Hill, MD 21863, (410) 632-3746. (1)



16' Swampscott Dory, new, extra light constr. Fully rigged for sailing w/2 sets 9' oars. Compl w/trlr. Exc sailing & rowing boat. \$2,900. FRED DESMOND, Beverly, MA, (508) 922-7907, 6-9pm. (23)

26' MacGregor, '88. \$6,500. **26' MacGregor**, '90. \$9,950. MATSON MARINE INC., Bucksport, ME, (207) 469-6886. (1P)

BOATS WANTED

7'7" Nutshell Pram, used in gd cond. ARNE BRUN LIE, Ipswich, MA, (508) 356-1325. (23P)

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)

Klepper Aerius II Kayak. V. THOMPSON, Box 1644, Edgcomb, ME 04556, (207) 882-7637 eves. (23)

Klepper Double Folding Kayak, sailing rig a plus. BILL BROWN, 5367 Fair Oaks St., Pittsburgh, PA 15217, e-mail BROWN@Law.Pitt.edu., (412) 621-1011. (1)

SALES & RIGGING FOR SALE

Lee Boards, for sailing canoe. Varnished mahogany, brass handles. **Used Sails**, many sizes, cheap. Send yr requirements.

R.K. WILMES, 120 Warner Rd., E. Haddam, CT 06423, (860) 873-1051. (23)

59' Spruce Masts (2), one oval section, tapered, varnisheed, 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)

SALES & RIGGING WANTED

Spinnaker & Spinnaker Rigging, for Mirror Dinghy.

MARK NASH, 19 Ridgewoods Ct., St. Peters, MO 63376, (314) 926-0895. (23)

Mast, for Comet sailboat. RICHARD RUDIS, Mansfield Ctr. CT, (860) 456-1335. (23)

Sailing Rig, main, jib & sideboards for Klepper Aerius 2000 double kayak. MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (23)

GEAR FOR SALE



The WORKBOAT T-Shirt as Featured At The WoodenBoat Show. 100% heavyweight cotton available in garment dyed moss green or blue denim. Sizes: Medium, Large, XLarge & XXLarge. Item W-358 Moss Green \$19. Item W-360 Denim \$19. Add \$2 for XXLarge. 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.

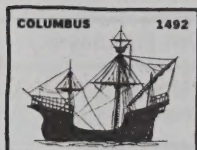
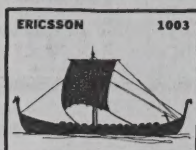
Yanmar SB12, cast iron, brand new, never run. In storage 12 yrs. Starter, generator, 1-1/2:1 reduction gear, panel, tools. 12hp. \$2,100. CHET GREENBERG, Lindenhurst, NY, (516) 226-0898. (23)

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)

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)

HISTORY MAKING WOODEN BOATS AND THEIR SKIPPERS



New! Wooden Boat History T-Shirt, heavyweight 100% cotton, natural color w/dark blue print. Short sleeve, M,L,XL. \$12. Shipping \$3.50.
FAUS DESIGNS, 81 White Dogwood Dr., Etters, PA 17319. (TFP)

8hp Johnson OB, '93 short shaft, used only 6 hrs. Winterized. \$1,000. **Shoreline Boat Trailer**, galv hvy duty for flat bottom boats. \$350.
TODD WILLIAMS, 45 Country Way, Scituate, MA 002066-3747, (617) 545-6364. (23)

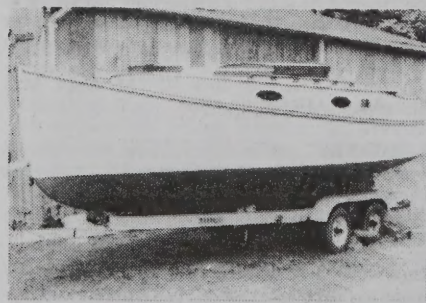
Petit Seaworthy Paint, 1 unopened gal of commercial red antifouling. Cost me \$28.70 from Hamilton's. 1st \$18 takes it if you pick it up.
LES GOULD, Exeter, NH, (603) 772-7890. (23)

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)



Precision Molds, full size lofting on 1/8" birch & plans for 20' Cape Cod catboat *Pandora*. Proven performer. Cabin trunk molds & full size deck patterns. Designed for cold molding but suitable for carvel or glued lap construction. Adaptable to raked transom like *Frances*. Will save you at least 200 hrs. I am not well & do not want these things to go to waste. **BO. West 5:1 Dispenser**, \$150. **Visual Building Record**, compl on slides or tape. \$200.
BERNIE HUDDLESTON, 14041 Triadelphia Rd., Glenelg, MD 21737 (nr Baltimore), (410) 489-5289. (23)

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)

GEAR WANTED

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)

Seagull OB, 5-8hp.
MARK NASH, 19 Ridgewoods Ct., St. Peters, MO 63376, (314) 926-0895. (23)

Good Trailer, for 16' CB catboat (Wayfarer). Prefer "A-frame" type.
MIKE MC CLUNG, High Falls, NY, (914) 687-9668. (23)

Klepper Goodies, solo seat & any others you may wish to sell.
MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (23)

Stanchions, 6 cheap.
KEN PAGANS, 13721 Cayo Gorda, Corpus christi, TX 78418, (512) 949-9386. (23)

BOOKS & PLANS FOR SALE

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

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

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

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 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)

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 blt 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)

Sailboat Chartering, by Ross & Duffy. Compl guide to types of charters, planning, what to take, how to select charterer & area, detailed description of 28 sailing areas around the world, plus world wide directory of charterers. \$13.95 + \$3 S&H.
GLOBE PEQUOT PRESS, P.O. Box 833, Old Saybrook, CT 06475. (1)

Reducing Marine Library, some prints as well as books available. Send for list.
JOE ROGERS, Framingham, MA, (508) 872-4206. (23)



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)

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)

1878 Manual of Yacht & Boat Sailing Photocopies. I have obtained a shredded copy. Individual pages in exc cond but binding is gone. Can be photocopied once. Contact me if you are interested in copies of individual chapters. Send business size (#10) SASE for chapter list.
CRAIG O'DONNELL, Box 232, Betterton, MD 21601. (23)

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)

24' Cat Ketch Sharpie Plans, plywood/epoxy constr. Hull plans & full size frame plans. \$65.
WAYNE BARLOW, Raynham, MA, (508) 823-5562. (23)



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

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

BOOKS & PLANS WANTED

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)

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 MC CANDLESS, Bardtown, 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)

OTHER MARINE RELATED ITEMS

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)

Summer Rental, house on Swan's Island, ME nr Acadia Nat Pk. 3br, bath, kitchen. View of hbr, hiking on property & many other places on island. Fresh water swimming in nrby quarry, grocery store on island, 2 sand beaches, launching sites for small boats. Access to island by ferry 6 times daily. \$550/wk, Sat-Sat.

IVER LOFVING, Box 366, Swan's Island ME 04685, (207) 526-4121 aft 4/10, or (207) 773-9505. (TF)

Master's Position Wanted, former capatin of the *Half Moon* desires full or part time position on either sail or power as Master. Experience on vessels to 135 U.S. tons. Delivery captain anywhere on the East Coast, Great Lakes or Caribbean. U.S. Coast guard license w/over 50,000 miles of trouble-free experience.
ARLINGTON KIRK, N. Arlington, NJ, (210) 991-6894. (23)



**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.**



**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



**CLARK'S
SAILMAKERS**

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



**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**

OUT-OF-PRINT
NAUTICAL BOOKS
 + SOME AVIATION AND ADVENTURE

Send for Listing
MILL CREEK BOOKS

P.O. Box 380, Topping, VA 23169 (804) 758-0858



**We Buy & Sell
 CANOES**

Wood/Canvas - Birchbark
 Any Condition

Howard's Antiques
 (508) 768-7282 Days

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



as simply messing about in boats.

Shirts featuring original
 drawing and quotation from
The Wind in the Willows.

Heavyweight 100% cotton
 Natural color T-shirts
 Short sleeve T \$15.50
 Long sleeve T-shirt \$21.00
 50/50 Gray Sweatshirt \$25.50
 Sizes M,L,XL - Shipping \$3.50

The Design Works
 Dept MA, P O Box 880
 Silver Spring, MD 20918



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

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

HULL COUPLING SYSTEMS

- Join any 2 or more canoes. Tip-proof. Easier to paddle or sail.
- Stable for motor cruising. Stand up safely for photography, fishing.
- Couple and uncouple afloat, without leaving your seat. No tools.

SOLO PORTAGING WHEELS

- Not a dolly! No modification of canoe! Nothing under the hull!
- Launch and land on wheels. Raise or remove wheels while afloat.
- Portage inverted or upright and fully loaded right into the water!
- Mount in seconds with hull on the ground! Anyone can do it easily.
- Strong, ultra-light, golden White Ash wood and galvanized steel.

Improve the performance and enjoyment of your canoe!

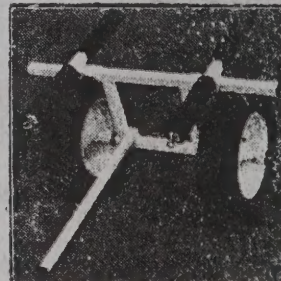
Call: (617)544-0105 or 1-800-309-0105

CataCanoe Inc. 711 First Parish Road, Scituate, MA 02066-3123

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 XIII-22

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

messing
about in
BOATS

29 BURLEY ST., WENHAM, MA 01984-1943

*****5-DIGIT 01970
S1 P6

PHILLIPS LIBRARY
PEABODY ESSEX MUSEUM
EAST INDIA SQUARE
SALEM MA 01970

