



messing about in BOATS

Volume 13 – Number 23

April 15, 1996

Special Features This Issue
Stormy Petrel...Cartop Hydrofoil Trimaran
You Can Return to Paradise - The Family, Me & the Catboat



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In Our Next Issue...

I'll lead off with a report on the Maine Boatbuilders' Show. Then I'll fit in the articles that fell out of this one, despite our increase to 40 pages. Bob Gerfy reports on "Stormalong's First Season", Kitty Button tells "How I Almost Drowned the Russian", Smiljka Fitzgerald chronicles her husband's "Rincon Sea Adventure", and John Conway will bring us part two of "The Family, Me & the Catboat".

The trimaran series goes on with Ron Johnson's discussion of his modification of his Sea Pearl 21 into a multihull in "Sea Pearl Tri-21", while Marc Pettengill presents his "Sweet Dream Folded Ply Canoe".

If room remains there'll be a couple of pages of "Your Ideas & Techniques", and maybe Alan Fitzgerald's "Building the KidKanu" and Bob Archibald's "Loose Moose #2 Project" reports.

If the classified pages keep on expanding (there are 5-1/2 pages of them in this issue) something will have to be done. Already I wonder how I got anything into 32 pages. And the next step is to 48, I'm not quite ready for that yet.

On the Cover...

David Keiper about to take off on San Francisco Bay years ago in his 14' *Stormy Petrel* hydrofoil trimaran. I thought conventional trimarans were pretty fast boats but David designed a tri and put hydrofoils on it so he could really fly, almost literally. The whole story is featured in this issue.

Commentary...

Our local on-the-water season got underway on March 24th when our two granddaughters, who live across the back field, took our Cockleshell kayaks out of the shed and launched them into "Orchard Pond", a vernal pond that forms every spring down behind our barn. They spent a couple of hours paddling around the small pond in the little ten foot plywood boats. With a maximum depth of maybe 24" there was little danger of hypothermia should either fall in. The standing up and poling technique favored by the older one could have led to that but she has the inherent balance and agility of 13 years going for her.

This always reminds me of my boyhood days around here. I was 13 in the midst of World War II, and at that time a neighborhood gravel pit operation had been revived and greatly enlarged to provide gravel for expansion of the local Bevely Airport by the U.S. Navy for aircraft carrier pilot training. A number of deep pits had been dug within the old workings to remove the gravel and these were full to the brim with water every spring.

My buddies and I would hasten to the pit when it was not working hours and gather together old planks and timbers that had accumulated there. The pit had a wooden structure holding a sifter for grading the gravel, where a conveyor belt powered by an old 1920's Packard sedan in a shed carried gravel to the top of the three story structure, dropped it into the end of an inclined rotating sleeve with gradations of holes in it, sorting the gravel as it descended the sleeve into three bins, beneath which dump trucks could load from. Lots of old timbers around this.

We'd lash these timbers together with boards, spikes, wire and rope, and then venture forth onto the deep ponds with decks awash and timbers shaky and wobbling. Once the thrill of being afloat passed, we turned to naval warfare, attempting to ram each other to force one another ashore. None of us were keen on falling into the cold spring waters. We didn't know about hypothermia but did know how cold the water was as it froze our bare hands when we attempted emergency raft repairs while afloat. My mother was unaware of all this, I knew she was very afraid of deep water.

The allure of the water when spring arrives still springs forth like the crocuses. I discussed in the last issue my indoor paddling exploits early in March, but now in late March as I drive on my local errands I'm watching the ice melt away on the several ponds within my purview. And one day on a backroad I crossed over the local Miles River and the tug to get out on this tiny little stream was immediate. It's at maximum flood and the usual impassable narrow brushy channel is way down under a broad sheet of water that floods adjacent wetlands.

It's the only time of the year one can actually navigate on this sort of water. Flooded

marshlands are accessible, with most of the hummocks under a foot or more of water. Ideal for my little kayaks, they draw only a couple of inches and are highly maneuverable. At each road crossing, the culverts are impassable but it's no trouble to beach the kayak at the road embankment and portage across to the other side.

The whole Miles River watershed is perhaps ten miles in length, and the upper sections are not navigable even at this spring flood, it's a brook really. Joel Thomas, proprietor of Cape Ann Small Craft, used to joke about someday mounting his "Great Miles River Expedition", an adventure he regarded as feasible because he could always get out and walk if the going got too tight to paddle.

The best way to do this trip I have found is to start downstream near where the Miles joins the much larger Ipswich River. I paddle upstream through open country owned by the area's landed gentry and a Catholic religious order. Crossing a couple of back roads I can continue on into my own town, where in places homeowners have mowed lawns right to the river's edge, getting into trouble with local wetlands protection ordinances. When I choose to quit, or can go no further, I return downstream. Not that the current is very strong, it's not, being pretty much drainage of connected wetlands, but I always try to do the hard part first when fresh, and coast home later.

Next after the Miles has been mastered is the upper section of the Parker River. The lower section of this river is a tidal estuary of several miles wandering through vast salt marshes, great paddling later in the season, after the water has warmed up and the greenhead flies have departed. The upper section is clearly separated from the salt water by a waterfall, above which are about six old colonial era dams. Above the furthest upstream dam the river is navigable, with several beaver dam portages, in a canoe or kayak several miles through state fish and game land to secluded Crane Pond. Here I can enjoy the illusion of being way back in the woods, maybe a mile from Interstate 95.

The Ipswich, closer to home, is canoe city on weekends, crowded with a fleet of aluminum canoes from a local livery and area canoeists. I will probably do the favored stretch on a weekday once in my kayak. This is long enough, and with more current, that we spot a car at our take out point. This river section is popular as it passes between treelined bankings and wanders along several miles of meandering channel in Wenham Swamp, 2,500 acres of wetlands owned by Audubon.

By Memorial Day these tentative first outings will be forgotten as we get onto the water, hopefully, on a larger scale on nearby coastal waters. But they do hark back to my childhood days when kid-built rafting in the gravel pit was not so small an adventure, but all we had. It's a nice feeling to still enjoy such outings 50 years later.

Small Boat SAFETY

Know Before You Go

By Tom Shaw, USCG Auxiliary

How did you learn your basic boating skills? Most of my generation gained them by osmosis, by hanging around the docks bailing out somebody's boat and hoping for a ride in exchange or being available as "crew" (often translated as moveable ballast). As kids, we spent every waking hour at the waterfront willing to do almost anything to be taken on board (somehow no one seemed to worry about insurance in those innocent days), and it didn't take us long to discover that the ones who knew the ropes got the most on-water time.

The combination of a kid's insatiable curiosity and enlightened self-interest turned quite a few of us into pretty good sailors who reacted instinctively to all sorts of boating situations. More than half the time we could not say "why" we did this or that, we just knew the right response to various combinations of boats wind and wave. After hundreds of hours around and actually in boats, we learned a lot and a good part of that knowledge was quite unconscious. We did the right thing without being able to explain why it was right and at that point we ceased to be moveable ballast and became useful crew members.

I don't see many youngsters hanging around the docks today partly, I suspect, because marina owners don't want to be responsible for them and chase them off the prop-

erty. A great national learning resource has largely disappeared. I live in a seaside community and teach the State Boating Course in the public high school and in the local branch of the state university. The very fact that these institutions offer a boating course says a great deal. What speaks even more loudly is the sad fact that these young people, growing up by the sea have, in most cases, absolutely no understanding of boating. They have never messed about.

And yet, there are more and more and more boats on the water. According to the 1994 "Boating Statistics" published by the Coast Guard, the total of state-registered boats in this country has almost doubled since 1974. You probably did not need statistics to appreciate that fact, not if you have tried to launch at a public ramp on a nice summer weekend.

The good news is that despite the incredible increase in the number of boats on the water, the percentage of boating fatalities has gone down a little in each of the past ten years from 11.6 per thousand boats in 1985 to 6.9 per thousand in 1994. The bad news is that 79% of those fatalities involved "operator controllable factors," 60% of which were "improper lookout" (968) and "carelessness" (1792). The third major cause of death was "speeding" (733), the fourth "rules of the road violation" (284).

It's a wonderful paradox that in these United States the fatality percentage rate is decreasing while the boating population is increasing and I think there are a number of reasons, among them far better law enforcement on the water. In addition to the Coast Guard, there are state, county and even municipal marine patrols, some using personal watercraft

to do their job. Second, our manufacturers are building safer boats with greater stability and flotation. The "capacity plate" showing the maximum horsepower for a given hull configuration has dramatically reduced the number of overpowered and therefore unsafe vessels.

Finally, all sorts of groups are working to replace the kind of boating education that was common a half century ago. In place of learning by hanging out at the waterfront, we have a variety of excellent boating courses starting with those offered in the schools. The U.S. Power Squadron, the American Red Cross, the Coast Guard Auxiliary and other groups offer safe boating courses on a year-round basis, often at little or no cost. Many insurance companies encourage this formal education by offering discounts to boating course graduates.

I am one of the generation that learned about boating by hanging around the docks, fetching and carrying and hoping to be taken aboard. I was away from the water for a number of years, and when I came back to the sea I took the Auxiliary "Boating Skills and Seamanship" course (newly revised for 1996.) I was astonished at how much I had forgotten. I was even more astonished about how much I had never learned. Now I am an Auxiliary Instructor and teach segments of that course to adults whose sea experience ranges from licensed C.G. Captain to total neophyte. I hope they learn something from me. I know I learn something from them. I also know that education "works." Eighty percent of those who died on the water in 1994 had never had a boating course of any kind. Think about that statistic and then call 1-800-336-BOAT for information on the next course in your area.

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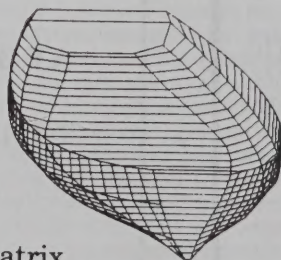
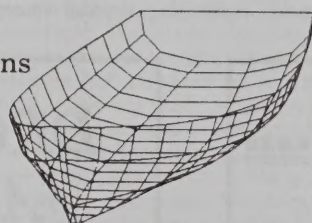
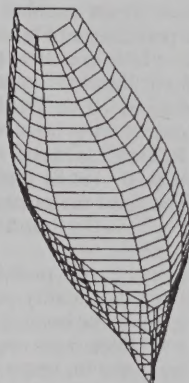
Displacement
Center of buoyancy
Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area

- **Prints out:**

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

- **Printer support:**

Laser or ink jet
Epson or IBM Proprinter dot matrix



- **Sail rig design:**

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

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

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

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You write to us about...

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Concerns About Safety at Sea

I'd like to thank Stephen Page for expressing in the February 15th issue even qualified enjoyment of my article "Harold and Chrissy" which appeared in the December 1st issue. He may be right about my "cavalier" attitude about seamanship, but as a New Englander, I've had to struggle to become as the dictionary says, "carefree and gay". Why, once my impatient spouse untied the boat and pushed it out of the slip while I was still programming the waypoints to get round to the fuel dock.

What I was trying to do was to tell a story about a man who thinks about boats and boating in a very refreshing way. I tried to tell it in the unfettered manner which has become a hallmark of this magazine, with the serializations of "Tom's Adventures in a Townie" and that memorable *New Yorker*-like issue of March 1, 1995. Anybody care to comment on the attitudes expressed in "Into the Swamp with Monte" or projected in "Pilgrimage of the Anchorite"? (I hope he's released soon.) These are people, I'd bet you, who don't continue reading Bowditch when "Beavis and Butthead" are on.

But it worries me that I sent the piece off while the ink was still wet. It was fresh alright, but not totally coherent. My great fear is that it did a disservice to Harold. You see, Harold does read Bowditch. I guess that the more competent you are, the more carefree and gay you can afford to be. Harold thinks about safety. He thinks about it relative to his duties concerning ships in the Sea of Japan, and sailing 100 year old workboats in the charter business out of Gloucester, Massachusetts.

Harold also thinks about what seamanship used to be, and what the old, highly-evolved workboats offered in partnership with a seaman's experience. Symbiosis if ever I saw it. And he wants to share this with others. That's probably why he invited me along: It's why he's in the charter business.

What I experienced was a trip with a few glitches, but a trip on which I felt absolutely secure, with a good boat, a builder/mariner/captain who was in control and a crew whose combined experience and ability helped make a whole which became a transforming experience for me. This was no theme park ride; it was the real deal. Somebody left the lid off the vat of history and I sat down on the edge. Harold looked at me and said "I either have to kill him or take him along." I jumped in and had a true virtual reality.

In writing about the experience I attempted to lighten my emotional reactions with a little hyperbole. I should have thought that Stephen would have recognized hyperbole. After all, he lives in Vermont. I wish I had honed the story more, but some things, including writing, are worth the risk of getting on with.

William Woodhead, Cambridge, MA

Summer Solstice Regatta

Our Melonseed Summer Solstice Regatta will take place this year on June 21-22 and we expect as many as 25 Melonseeds.

Things are really going well here with the Melonseed, orders just keep rolling in and I seem to be 3-5 boats back ordered all the time.

Roger Crawford, Crawford Boatbuilding, P.O. Box 486, Humarock, MA 02047.

Phil Weld & Trimarans

My wife Joy and I had the pleasure of spending a summer (Phil's last) with the Welds in Maine. In addition to an experimental catamaran he and Jim Brown had built, designed as a cargo and passenger carrier for remote third world places, to be built of materials easily found (e.g., a piece of a tire carcass for a gooseneck, aluminum pipe for spars) or fashion (e.g., vacuum formed constant camber plywood made from local materials) in out of the way places, he had a Tremolino moored off his dock on the Damariscotta River. Learning to master it gave us daily pleasure, taught me a great deal, and nearly lured me into the multihull world, where I may wind up yet.

Tom Halstead, Manchester, MA.

Let's Take Her Out

I have visited our local Long Island Maritime Museum a number of times over the past five years. They have a nice collection of small craft and enjoy support from a group of regular guys who work on the boats and in the workshop as well as the doctors, lawyers and CEO's who are on the board of directors.

I had the good fortune on one visit to go out on a sunset sail on the *Priscilla*, a 90 year old 37' oyster schooner. I was just hanging around with the regular guys and someone says, "Let's take her out." It was a great time.

Pete McComb, Sayville, NY.

Your Boats...

A Note About Fiji

I'd like to suggest that interested readers who try my trimaran model Fiji (January 15th issue) experiment with the placement, shape and number of components. Fiji is intended to be a springboard for studying performance. The risks from alterations are small and the opportunity for discovery is great.

Although Fiji's performance is good as drawn, her windward performance and ability to avoid a capsize in a gust seem to improve by moving her mast back 1". And if you are curious about proas, simply slide Fiji's main hull over to one side and see what she can do then. Try different rigs, add another mast and sail. Slip a daggerboard under one of her rubber bands. Mount a rudder or two. Widen her stance. Alter and observe.

The possible combinations of hull, rig and control surfaces are limitless. If you look at Fiji as a multihull designer's "Mr. Potato Head" you may find yourself having more fun than you bargained for.

Caution: The building and use of these

models in the company of children and others is extremely contagious and may permanently infect all those involved!

George Surgent, Seaworthy Small Ships, P.O. Box 2863, Prince Frederick, MD 20678-2863.

This Magazine...

How About a Forum?

Your commentary in the March 1st issue about publishing articles by boat designers of all types was right on the mark. I don't agree with everything Mr. Hall said about plywood boat design, for example, but his detailed discussion was really informative.

I recently bought Plyboats software, paying by far the most money I have ever paid for software. I selected Ray Clark's Plyboats because he was willing to pay for full page ads in your magazine to explain what it did. There was also a reference to someone else's use.

Being an engineer who works to pay for his boating habits and is a wannabe professional, I appreciate Mr. Hall's developing his BtDzn program and what it has taken both he and Ray Clark to develop them. Unfortunately for Mr. Hall, I can buy a lot of epoxy for the cost of another software program and I am unlikely to buy his.

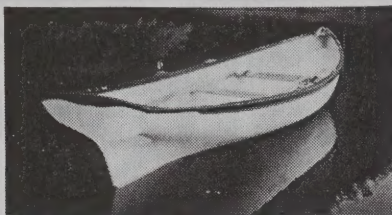
I found many things beyond my expectations with Plyboats and some which were less. I was impressed that Ray Clark responded immediately to my comments and even had made some revisions. I suspect that both of these programs are a labor of love rather than a way to make much money.

I would like to see a regular forum in this magazine, a forum where all of the comments on boatbuilding could be included. There are many of us who have had a variety of experiences and I would think we would all benefit from sharing. I'm thinking you could suggest a topic for a particular forum and then we can all write in with our thoughts. I'm sure there will be well thought out differences. For my own part, I have ideas to contribute but writing the long article on design and construction of a my latest boat will take time and I am tempted to do a professional job. On the other hand, short writeups on techniques or design ideas are easy to do. On the other side, I am planning my retirement boat in the 23 to 25 foot range and probably plywood. But I'd like to learn of others ideas and such a forum would be a great communication tool.

I think that anyone who has an inkling should at least build a boat and not be afraid to make one to their own design. The thrill of planning the boat and then building it to see it come to fruition is one of my greatest pleasures. I suspect it is greater than the actual use of the boat.

Tim Barnum, 601 Symphony Woods Dr., Silver Spring, MD 20901.

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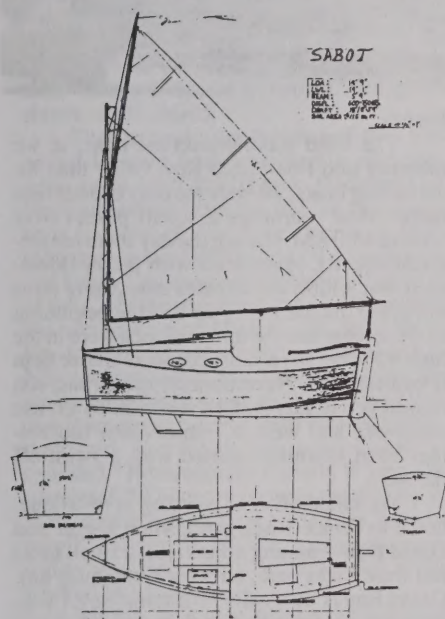
One of my customers recently sent me this photo of what has to be the quintessential rocking tugboat. The tug was built by her son in law, Jeff Winslow of North Harwich, Massachusetts, for his son Jonathan, age 2. It was designed to go to sea as soon as Jonathan is old enough for sea trials.

Dean Meledones, The Design Works, Silver Spring, MD.

Not Selling Plans

Here is a reduced copy of the plans for my *Sabot*, which you pictured in the November 1, 1994 issue Mid-Atlantic Small Craft Festival report. Thanks to this and to its appearance in the March/April, 1995 issue of *WoodenBoat*, I received over 60 inquiries about her. I am NOT in the business of selling plans but through correspondence with those who inquired I have made some new friends.

Fred Bennett, Harrisburg, PA.



Your Needs...

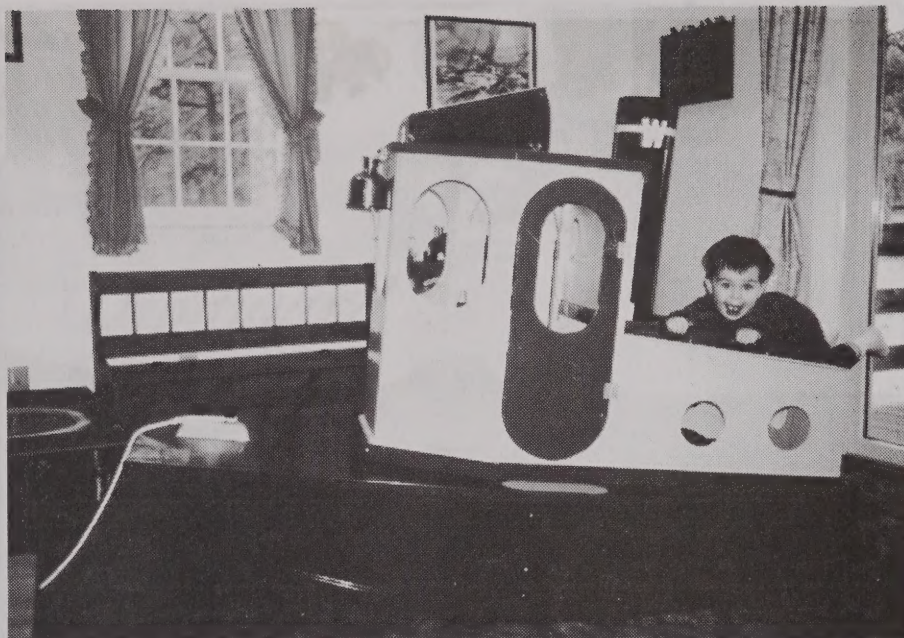
Standing Lug vs. Balanced Lug

I read with interest the article in the January 1st issue by Anne and Ryerson Clark on their cruise off Nova Scotia in their 15' open boat.

I note their boat had a balanced lug sail. I am building a similar boat and would welcome some comments from readers, including the Clarks, on the relative merits of the balanced lugs and the standing lug for such a boat.

The balanced lug is self-vanging but is more likely to dip the boom into the water and trip the boat. The standing lug is not self-vanging but the boom would stand higher and clear the water.

Clive Bennett, 1016 Aspen Ct., Sarnia, ON N7V 3A5, Canada.



Seabird 2.6 Dinghy

I recently purchased a Seabird 2.6 dinghy manufactured by Dinghy Developments Ltd. in New Zealand in 1984. Since the previous owner did not buy the sailing package (and I want a sailing dinghy) I need the following information:

Where can I get parts for this boat, is there a U.S. dealer?

Does anyone have specs on mast height, size and type of rudder, length of centerboard, boom length and how it is rigged, type and size of sail?

Richard Kinzey, 3014 Canal Dr., Stockton, CA 94204, (209) 462-3808.

Aircooled Inboards

I am in need of information, or sources of such information, relating to the inboard installation of small air cooled Briggs & Stratton type engines in small open skiffs. I have been intrigued with this idea for some time and would like to pursue it further.

Neil Carrigan, P.O. Box 478, Burgess, VA 22432, (804) 453-4710.

Double Paddle Canoe & Small Sailboat

I am looking to build a two-person double paddle canoe, and then maybe a 12'-16' sailboat. I am a windsurfer looking for a no/light wind alternative. Any suggestions for a beginner would be appreciated.

Paul Stackhouse, 102 Union Jack Ln., Cary, NC 27513.

Summer Messing About Week Hideaway Wanted

Husband and wife sick of winter of '96. We're looking to send someone a deposit check for a week's rental of a lake/shore front cottage this summer (within 400 mile radius of Harrisburg, PA). We're looking to spend a quiet, relaxing week "messaging about" in our canoe and sailing skiff.

Help us in our quest to thumb our noses at "Old Man Winter". Send information to:

Brad and Yvonne, 81 White Dogwood Drive, Eiters, PA 17319.

Sister Wishes a Boat

We have built two Bolger Tortoise boats. Now my five year old sister wishes a boat. What do you suggest?

Matt Dailey, 10220 S. Quebec St., Tulsa, OK 74137.

It's Hard to Choose

With so many intriguing and exciting boat designs available it is hard to choose the one which can best suit my needs. However, I am leaning toward a Bolger "Chebacco" sheet plywood tack and tape boat. I am looking for shallow draft, fairly easy trailerability, home buildability, substitute teacher budgeting, the reassurance of a sturdy Sea of Cortez coastal cruiser.

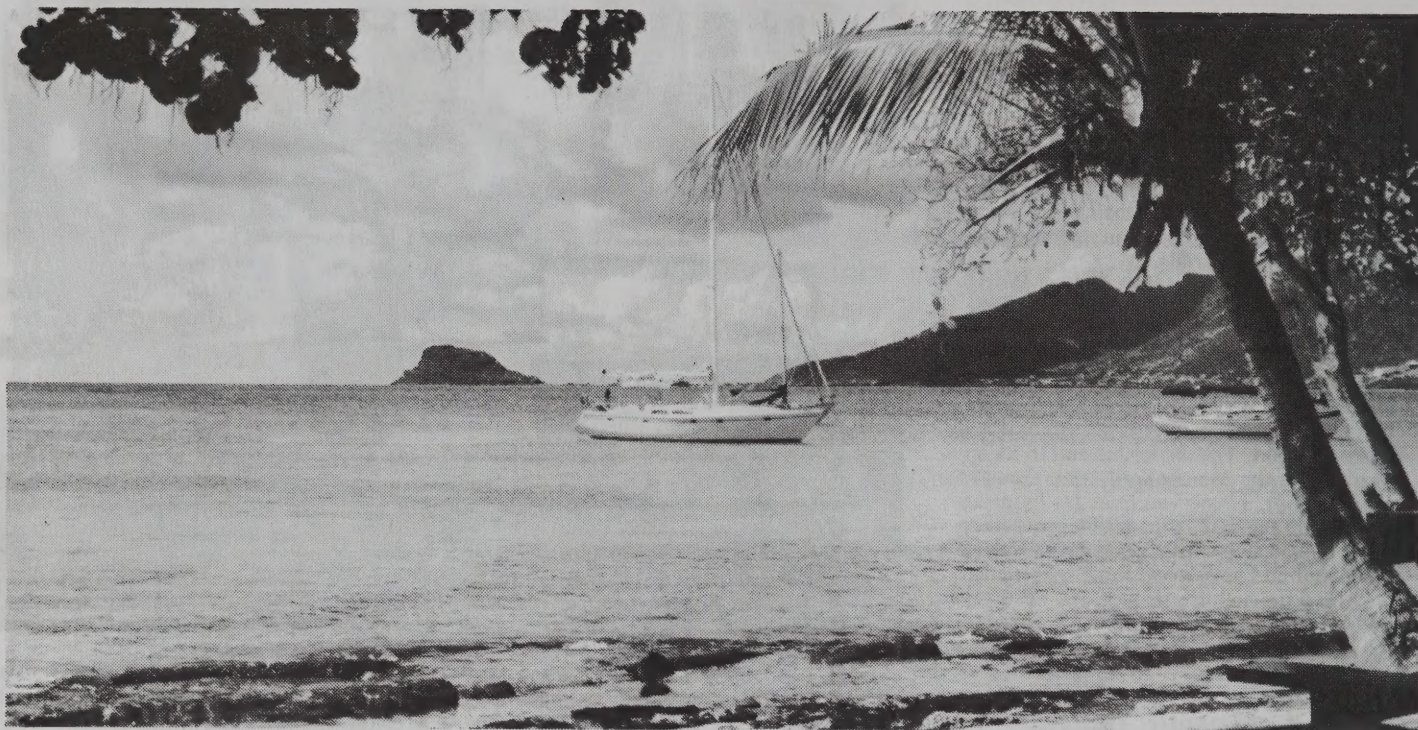
A cabin is desired with sleeping for two, a settee type arrangement for comfortable book reading plus a place for a two burner Coleman stove and pull-out bowl sink. Some overlap/double duty/compromise arrangements would be acceptable. If I had to fold up the bunks to get a settee that might be acceptable. A place for a portable head is a necessity.

To be honest I would like the look and feel of a little cabin. Okay, there, I said it! Perhaps the cabin could be safely lengthened a foot to open it up inside and the cockpit coaming made higher as well as having only a small footwell to better handle adverse conditions. The cockpit should have six feet of length for under the stars sleeping. The boat should have plenty of storage area for a two week cruise.

I expect to run the boat to the beach or anchor in shallow water for most nights because I would tend to camp on shore. However, I am concerned that the skeg would prevent the boat from drying out upright. Looks are important and I prefer this boat's looks over something like a "Martha Jane", also by Bolger.

I may be asking a great deal from this design and would like some input from people who might know about, built or sailed this boat, and could help me find some answers.

John McCarter, 154 Columbia Rd., Thousand Oaks, CA 91360.



My first trip to the Windward Islands was 20 years ago and then again two years later. So this was to be a return for me and a first for my British sailing buddies who, despite extensive sailing around the world, had never sailed in the Caribbean. Our plan was to sail from St. Vincent to Grenada and leave the boat in Grenada. The prevailing winds are NE-NNE, so a northbound passage entails a lot of beating and motoring.

We booked a 44-foot, center-cockpit Irwin sloop through Barefoot Yacht Charters based in Blue Lagoon, St. Vincent. *Georgia* was 43.6 LOA with a 13.4 beam, 6' draft and weighed 13 tons. True luxury, three heads with showers, a microwave, a tape deck with cockpit speakers and convenient cockpit table where all of our onboard meals were eaten.

After being briefed by the Barefoot manager, we decided to spend that day sightseeing in St. Vincent. We started with the colorful Saturday outdoor market where we bought various fruits and vegetables including golden apples, sort of a cross between an apple and a peach. Then our cab driver, Phyliss, took us to a restaurant for locals where we had delicious curried beef rotis. Our next stop was Fort Charlotte, built in 1793, for a panoramic view of Kingstown Harbor. The women's prison is just below it, along with the gallows where hanging still takes place.

We followed this up with a visit to the Botanical Gardens, the oldest in the hemisphere, where a very knowledgeable guide took us around and even showed us the descendant of the breadfruit tree Captain Bligh had brought there before the mutiny. The colorful wooden busses had been replaced by Japanese vans and the traffic cops in their white jackets and pith helmets were replaced by traffic lights. Our last stop was the supermarket for supplies and then back to *Georgia* for our first night aboard.

Early next morning we sailed north to Buccament Bay, where we anchored and snorkeled off the reef. Heading into the bay we went from a depth of 240 feet to 24 feet in just

You CAN Return to Paradise But It's Different

By Mel Ross

100 yards. Among the brain coral were schools of multi-colored fish, others bright blue, purple, cigar shaped and some translucent amongst large brown and mauve fan-shaped underwater plants. Noontime we headed south with reefed sails in 20+ mph winds for Bequi. With nothing between you and Africa, the Bequi Channel always has strong winds.

Arriving at Admiralty Bay, we anchored in the SE corner. As we were heading into the bay, Tim Wright came zooming out in an inflatable, one hand on the tiller and the other holding a camera. He takes photos of boats coming in, then sells the photos, a good photographer with a hell of a sense of balance. Many more buildings ringing the bay than on my last visit. The Frangapani Restaurant is still the social hub and serves delicious food, including pumpkin soup.

We went ashore next morning to buy additional supplies and strolled into Port Elizabeth. A local boat model maker, Seargent, makes beautiful models. Last time I was here I remember talking to his large-eyed, 4-year-old daughter. She's now a young lady of 22. We visited Athneal Ollivierre, who still goes out to hunt whales in an open boat with a hand-held harpoon, probably the last of his kind. Last year he harpooned a whale which then sounded. His crew dove overboard but Ollivierre went down with the boat and was able to save it by cutting the line. He spent many hours in the water before being rescued.

After lunch we sailed around the southern tip of Bequi to see Moon Hole, a natural arch cutting right through the island, where an enterprising ex-U.S. advertising exec built a home inside the arch. People admired it so much that he built additional homes for

friends.

The wind was right on the nose, so we motored into Friendship Bay. Other than local fishing boats, we were the only charter boat there. Most mornings a squall passes over around 4:00 AM. During the day there are frequent squalls, sometimes with heavy down-pour, but within ten minutes everything dries out in the intense sun. This was the beginning of December and the temperatures were in the high 80's, but the almost constant breeze kept it comfortable. Nevertheless, the strong sun caused you to stay under the bimini cover, use sunscreen and wear a T-shirt when snorkeling. Most mornings started with a swim off the stern.

We sailed SE next morning to Mustique, home to Princess Margaret, Mick Jagger and David Bowie among others (just a small hotel last time I was here, but now quite built up). Grand Bay is now called Britannia Bay. I suggested to my English sailing buddies that perhaps with the influx of all the Brits, the grandeur had worn off. Nothing like keeping the crew happy! We grabbed a free mooring and went snorkeling off a reef where I spotted a small ray.

Early next day we broad reached down to Charlestown Bay, Cannouan, and anchored in the NE corner. I couldn't believe my eyes. Last time I was here only 200 people lived on the island and in the bay there wasn't a sign of civilization. Now over 5,000 live on the island and the bay is surrounded by houses, stores and a hotel, with another 100-room hotel being built. An enterprising young fellow "bicycled" out to our boat to sell us ice, a bicycle mounted on two pontoons with a prop astern and a rudder forward. We had dinner at the Crystal Restaurant where I was surprised to find that the lady who owned the place had visited Croton-On-Hudson. Small world!

Next morning we left under genoa heading toward Mayaro. When we neared Catholic Island, we put it on our stern and our bow on the north end of Petit Rameau (121°) and headed into the Tobago Cays, one of the great

snorkeling areas in the world. With the sun high there was no problem "reading" the water and negotiating the reefs. We anchored in about three fathoms of beautiful green water. We took the dinghy over to Sandy Cay and snorkeled off the beach for an hour, then went over to World's End Reef where we snorkeled off the dinghy. Beyond the reef you could see the Atlantic waves breaking. There were many colorful fish and a lot of brain coral. However, much of the coral I had last seen is now dead. The large cruise ships bring hundreds of people into the Cays at a time without instructing them about the fragile nature of coral. Even the charter boats have increased dramatically, with at least 40 boats anchored compared to three last cruise.

A 50-footer came into the anchorage with a lovely young lady in the bow ready to drop the anchor. "It's a crewed boat," I said. Chris responded, "We're just a crude boat." Can't argue with that. Another boat came in with a flag of a kangaroo wearing boxing gloves; we agreed it must be an Aussie boat. "No wonder they're all standing on their heads," said Peter. If we're not a witty boat, we're at least halfway there. Chris, meanwhile, had sprawled out with his eyes closed and I told him he looked nice and relaxed. "I'm not totally laid back yet," he said. "Any more laid back," I said, "and you'd need a coroner." Respect is shown to all aboard.

That evening we purchased two four-pound lobsters from a fisherman and had a great meal with Beethoven, Dixieland and Verdi streaming from the cockpit speakers as an orange moon rose over the Cays. In the morning we went snorkeling off Jamesby Cay and Sandy Cay and early afternoon headed out of the Cays the way we came in. We rounded the northern tip of Mayo, left Salt Whistle Bay to port and late afternoon tucked into the NE corner of Saline Bay. James and John came out in a dinghy to invite us to the Island Paradise Restaurant. "A free meal for the captain," they said. The loyal crew immediately responded, "Here, take the captain. Where's our free meal?" Dinner was accompanied by calypso music, which soon turned to Christmas carols, calypso style. The anchorage was a little rolly, but setting out a second anchor worked like a charm.

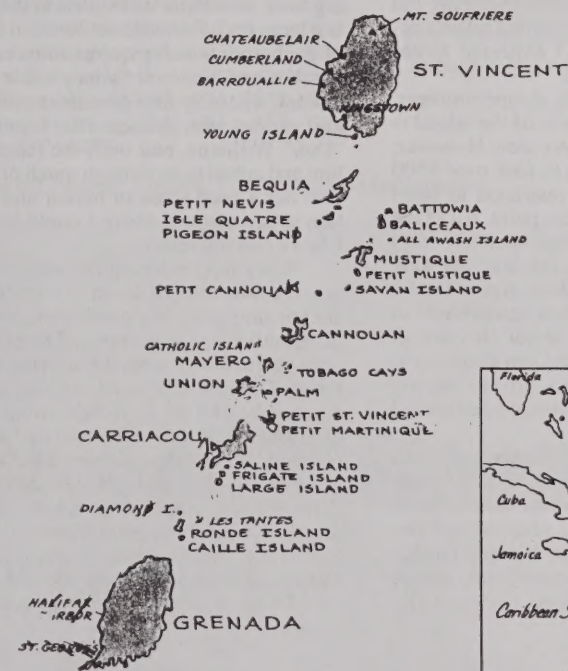
We left in a nice breeze the following morning and headed south to Palm Island where I was able to renew acquaintances with John Caldwell. John had written a book, *Desperate Voyage*, which is a classic adventure tale. Many years ago he had planted palm trees around the various islands. As a token of appreciation, the government granted him a 99-year lease on Prune Island. Renaming it Palm Island, John built a small hotel, several cottages and a restaurant. Now John has expanded the hotel grounds and is selling lots and houses (one just sold to an American for \$1 million). The hotel grounds are now restricted to guests, but the rest of the island, including all the beaches, are open to everyone. John has built a separate restaurant for cruisers. All of his children, grandchildren and two great-grandchildren (with a third on the way) now live on the island with him. A truly lovely spot with a nice host.

After lunch we left in a good breeze for Petit St. Vincent. We anchored and went for a swim off the reef, then prepared the lobster left over from the Cays. Sitting in the cockpit that evening was like a scene from a movie,

The Windward Islands

CARIBBEAN SEA

ATLANTIC OCEAN



The carenage in St. George, Grenada.





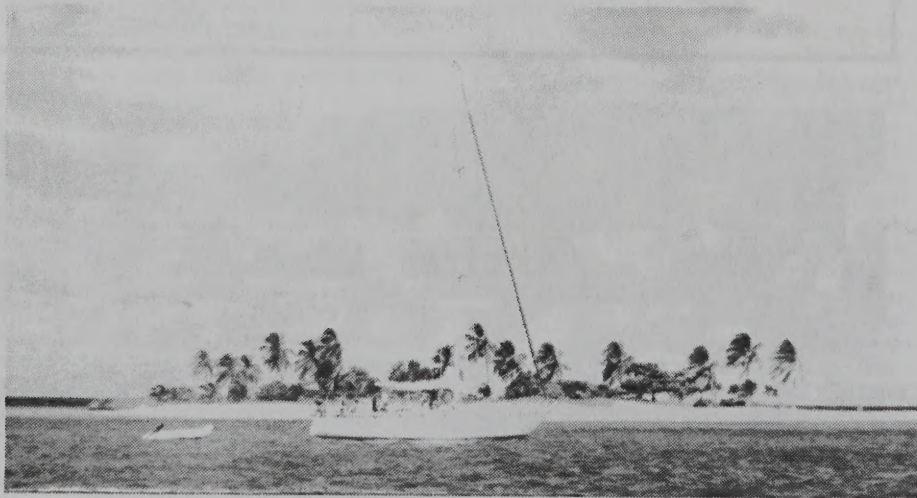
Atlantic side of Palm Island.

the moon rose looking like a fire coming out of the end of the island while hotel carts (the island is owned by a hotel) were flying around with their lights on and uniformed guards accompanied by large dogs. I expected James Bond to appear any minute.

Next morning was a big disappointment, the beach on the Atlantic side of the island is one of the prettiest I have ever seen. However, unless you are now willing to fork over \$500 a day, the entire island is restricted to hotel guests except for the southern point. All of the other islands have the beaches open to everyone. A much smarter policy, I believe. We took the dinghy over to the northern end of the island to snorkel off a reef, then headed over to Mopion, a round sand spit about 40 yards in diameter with only a thatched sun shade on it. A dinghy load of snorkelers arrived shortly after and seemed surprised when I demanded a landing tax. Well, I tried.

The energy level aboard *Georgia* was underwhelming, but late afternoon we managed to sail over to Clifton Harbor on Union Island. Clifton used to be a place where you went to check out of the St. Vincent Grenadines (or into, if heading north) but, except for a knife-like mountain range, not much else

Anchored off Sandy Island.



was there. Now it's a bustling little town. On previous visits there we were the only cruising boat; now there were close to thirty. There is a large reef, Roundabout Reef, in the center of the harbor which requires some care entering. We had dinner at Sydney's Bar and Restaurant, where Sydney prepares excellent food and potent rum drinks. His friend, Aldon "Dan" Williams, had built the restaurant for him and talked to us through much of the meal. Dan has a good sense of humor and an ambition to see snow, a desire I could have easily filled upon my return.

Early next morning the wind was howling, the rain coming down in torrents and the anchor dragging. We quickly started the engine, hauled up the anchor and reset it, only to drag again. So we went through the drill once more. The rain increased, driving us below. As soon as it let up, Chris and I went ashore to clear out of Customs. Then we had to look for *Georgia*, she had dragged again and Eddie and Peter had to shift again, Eddie had explained. (I never knew you could speak complete sentences in only four-letter words.) We sailed SW to Hillsboro, Carricou, with black clouds ahead and blue skies where we had been.

Of all the places we had been so far,

Hillsboro had changed the least, except it now had sidewalks. We went to Customs to check into the Grenadian Windwards. The customs agent said I was a lucky man to be back again; I said, "Not so lucky," and pointed to Peter, "Look at my daughter." This broke the ice and got us through Customs quickly. After buying some supplies and fuel for the outboard, we sailed further south to Tyrell Bay since the holding ground in Hillsboro is only fair. The last time I was in Tyrell Bay the only sign of life was two large fuel tanks. Now the bay is bordered by houses, supermarkets, banks and restaurants, but still very picturesque.

Next day we sailed over to Sandy Island, about which a controversy was raging in the islands. It is a tiny island with crushed coral for sand (feeling like talcum powder), a grove of palm trees, some scrub grass and a coral reef just offshore. Its picture-postcard beauty attracts tourists, and so brings economic benefits to Carricou. However, the large cruise boats drop 200 to 300 people off at a time and they have been trampling the grass, causing erosion of the sand. So the dilemma, put the island off-limits and discourage tourism, or they would be watching the island slowly disappear.

We headed back to Tyrell Bay for the evening and left early the next morning for Grenada. With the wind in the low 20's, we headed 220° past Diamond Island (locally known as "Kick 'em Jenny" due to the strong gusts often encountered there), past the Sisters (twin rocks) and down the western coast of Grenada. The channel between the islands was a great sail, and then the wind fluctuated as we periodically got in the lee of the enormous mountain range. Occasionally we would get a catabatic wind gust pouring down off the mountains. Grenada is only 24 by 11 miles, but the huge mountains make it appear much larger.

We averaged close to six knots, reaching St. George mid-afternoon. We had been outracing squalls all day, but the rains opened up just as we arrived. St. George is a beautiful harbor and a perfect hurricane hole. The outer harbor, The Carenage, is now open to the large cruise boats, so the anchorage for small boats is in the inner harbor, The Lagoon. This, too, had changed. Many more buildings were on the perimeter of the Lagoon as well as a busy road, and the large boatyard was gone. The entrance to St. George was now announced by houses along the western shoreline, whereas before you didn't see it until you were almost past it. After wandering around town for a few hours, we went to the Nutmeg, a restaurant on the second floor which I remembered provided a wonderful view of The Carenage and served great calaloo soup and conch.

The following morning we sailed down to the southern coast of Grenada in 20 knot winds. We passed Tara Island (Scarlet wasn't home) and threaded our way in a serpentine course through the shoals to an anchorage behind Hog Island. Despite the name, this is a beautiful spot, a mangrove ringed shoreline with a pretty little beach about 60 yards from where we anchored and several reefs to go snorkeling. The night was picture perfect, no sound in the anchorage, the water was so still it reflected all of the stars while overhead the Milky Way crowned it all. Every so often you could hear a fish jumping. Pretty close to Paradise.

After an early morning swim we took the dinghy to circumnavigate Hog Island, which turned out to be much larger than expected. It started to get a little hairy with shallows over rocks since we had left the oars and had only the outboard, but we managed to find a passage. On the east side of the island was a tiny one-room building, long in disuse, with "Hotel" painted on it. We decided on one last good sail and headed south on a beam reach for several hours, came about and headed into Prickly Bay. There were about 36 boats anchored there plus two monster, sleek cruise ships and a marina. We went to dinner at the Boatyard Restaurant which also provided a steel band for a "Jump Up."

Early next morning we headed back to St. George. With the wind on our nose we motored all the way. Since we were leaving the boat next morning, we decided to get a berth at Grenada Yacht Services in The Lagoon. On my first visit to Grenada I had met a taxi driver named George Benjamin. George is part guide, part philosopher, part political commentator and part humorist. Two years later he gave us a second tour of the island. Now, 18 years later, I didn't know if he was still around. The competitive cab drivers all grabbed at my arm but I asked for George. "He dead." "He don' drive no mo'." "Don' know him." But the very helpful Customs inspector said he knew him and would call him for me.

We recognized each other immediately and George gave us a nice tour up the coast to Gouyave, to the Concord Falls, through the rain forest and up to Grand Etang (a lake that is the filled in crater of a dormant volcano and where they get 160 inches of rain a year). Grenada is known as "The Spice Island" and along the way George showed us nutmeg with its outer covering of mace, coffee, bananas (many covered in plastic to evade the birds and monkeys), cocoa and various other spices and fruits. Really a lush island. Late afternoon we went to Fort Frederik for a great view of St. George.

Along the way I asked George how the Grenadians really felt about the U.S. "liberation." I was glad to hear that it was very positive. He told us that the Cubans and their Russian advisors hated each other. In order to strengthen their position, the Cubans started arming the young boys of 10 and 11. This scared the kids and got the adults angry. The Grenadians are a peace loving and independent people and, not being used to weapons, felt as if they were living in an armed camp. As a result, they were delighted when we came in and drove the Cubans and Russians out.

My three friends left early next morning for the UK. My flight wasn't until late afternoon, so I went to the airport to say goodbye. I had expected George to drop me off in town until it was time for my flight. Instead, he took me home, made a brandy and sea moss drink in a blender, loaded his van with cases of soda, beer and propane cylinders, then drove all over the island delivering the goods. A friend would jump on for a while and kibitz, then off to the next place. A great way to see many places I would not normally have known about. Then back to his house where George's wife made lunch and where he presented me with a bottle of guava wine which his wife had made. After inviting me to come back and stay with him for a week, he drove me to the airport. A great way to end a wonderful cruise.



The Iceman goeth.

Anyone wishing to duplicate this cruise can contact: Barefoot Yacht Charters, 21961 U.S. 19, N. Clearwater, FL 34625, (800) 677-3195. They provide bareboat, crewed and flotilla charters. The owner, Mary Barnard, is particularly helpful in arranging any special requests, such as one-way dropoffs.

Mel Ross is the author of *Sailboat Chartering*, a complete guide to types of charters, planning, what to take, how to select charterer and area, detailed description of 28 sailing areas around the world plus worldwide directory of charterers. \$13.95 + \$3 S&H. The Globe Pequot Press, P.O. Box 833, Old Saybrook, CT 06475.

At anchor off Petit St. Vincent, Union Island in background.



Concord Falls on Grenada.



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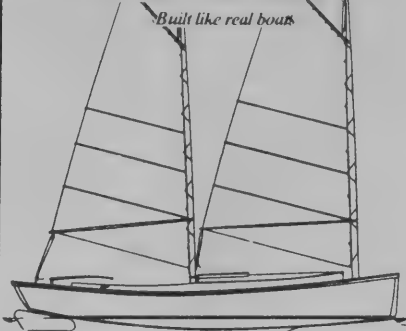
We found several advantages to using M.A.S. Most importantly, it doesn't form amine blush or film when it's used with the slow hardener, so sanding, painting, varnishing, and secondary bonding are much easier than with those better-known brands. M.A.S. epoxy also has a lower viscosity for easy fiberglass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

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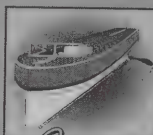
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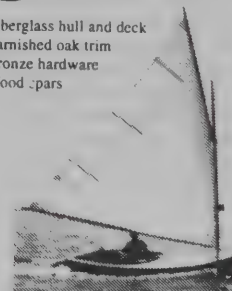
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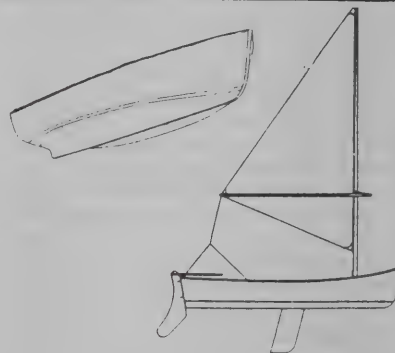
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"We are observers, Mr. Jones... merely passing *through* history. Ah, but the Ark...the Ark is history."

- Belloch to Indy: From *Raiders of the Lost Ark*

"Mr. Conway, this is Richard Earle, the Westport harbormaster, and I'm afraid we've got a problem."

Judeo-Christian genetics force me to believe that phone calls after 10 PM usually mean that someone or something has died.

"Problem?" I croaked.

Earle continued, "We noticed your catboat riding pretty low at her mooring earlier today and thought we'd keep an eye on her. After some supper, I took another look and saw that she was awash nearly to the coaming. I had to act fast 'cause I knew she was going down."

My heart felt like a tube of toothpaste in the grip of a small child.

"Luckily we got a pump into the old bucket...the pump that hauls 200 gallons a minute...and saved her. Took the better part of a half hour at full bore. Gawd, those cats know how to hold their water."

Talcum-mouthed I groaned, "What should I do?"

"Well," Earle paused. "It's your call, but I'd say you should come down right away. She doesn't seem to be shipping any sea at the moment...but you never know."

"Thanks," I squeaked. "I'll come right away."

Right away, in this case, meant tomorrow morning. Westport, Massachusetts is a good four-and-a-half hours drive from my winter home in Summit, New Jersey, and it had already been a long day well before the harbormaster's call. I wouldn't do myself or the *Buckrammer* any good racing up there without sleep, no matter how unsettled that sleep might be.

My mind reeled. What had gone wrong?

Just a few weeks before, *Buckrammer*, my 1908 vintage Charles Crosby catboat, had been stripped of cargo and gear for the winter. She awaited a November 8 hauling, only five days from now. At last sight she sat comfortably unburdened on good old town mooring No. 8, just off of the public dock.

Had she sprung a plank? Been holed by some reckless dolt? Vandalized? She did have a minor centerboard trunk leak, but that only amounted to less than a gallon a day. Her pumps, two automatic jobs backed up by three diesel-sized marine batteries, should have easily handled the load. Hell, they had handled this all summer like cake. What the heck had happened?

The night could not have passed more slowly. Wide awake by 5 AM, I dressed, packed the car with all of the tools I could think to bring and hit the road.

Would the remarkably wonderful '93 season end on the bottom of the Westport River? The 300-mile drive provided the space to ponder a lifetime of events that now had me racing north on Route 95 this cold, November Thursday.

A Lifetime in (Little) Boats

Small boats and tales of small boats have been a part of my family as long as I can remember. My maternal grandfather would often tuck me in at night as a child with a story or two of his misadventures off of Galway Bay

The Family, Me and the Catboat The Adventure Begins

By John E. Conway



Buckrammer in happier times... Was she now on the bottom?

with his father and the Green family carrack "fleet."

"... and just as we finished lunch, the land began to move. God only knows how we managed to spring into the boat and haul up the anchor before the whale, that we thought was a small island, dove to the ocean floor. Me pa said 'twas our campfire what's' spooked him."

My father grew up in a house right on Stony Beach, Hull, Massachusetts, on the southern approach to Boston Harbor and near the infamous Minot's Ledge. The Conway brothers and sisters can still recite dad's numerous tales as a teenage lobsterman in command of a flat-bottomed skiff powered by a cantankerous one-lunger. He was often accompanied by the legendary Captain Hatch, an octogenarian former Hull lifesaver who almost single-handedly rescued the captain and crew of the five-masted schooner *Nancy* when she grounded on Nantasket Beach in the Great February Gale of 1927. The melding of Captain Conway's and Captain Hatch's real and imagined adventures produced some amazing epics.

Little wonder then that dad thought it proper for my two brothers and I to master our own vessel by the time I, as oldest of the lot, had turned ten.

Bought from her builder, a part-time shipwright who worked out of his service station in Stoughton, Massachusetts, our 8', bronze-fastened, plywood wonder delivered Queen Mary-sized fun for many, many summers. My love for rowing with open-horned rowlocks (the only kind that 'Cap Hatch would allow) traces its roots to this little, no-named pram.

When Santa brought a Sears 3 hp outboard for the *No-Name*, we thought that we had truly died and gone to heaven. For over eight years we explored the tidal waters of West Dennis, Massachusetts...from the Bass

River to the Swan Pond River...in that wonderful rig.

High school brought larger aspirations. These materialized in the form of *Triton*, a battle-scarred Amesbury skiff, purchased from the Milton Yacht Club's (Milton, Massachusetts) Commodore George Klages for the princely sum of \$35. A '56 vintage, 25 hp Evinrude, acquired for \$100 from Gad-About Gaddis (TV's Flying Fisherman) rounded out the package.

Triton was put to immediate commercial use as the tender for the Conway brothers' latest brainchild, Diverturners, Ltd., a scuba-divers-for-hire operation. That amazingly resilient Amesbury helped us collect more golf balls from water hazards and clean more sailboat hulls (and wallets) than you could possibly imagine. The old education fund looked pretty decent after a fashion.

By the time college loomed, I had discovered the United States Government's Surplus Sales Operation, otherwise known as "Uncle Sam's boat (and everything else) auction department." A chance sealed bid of \$327.50, my non-education fund life's savings at the time, won me a diesel powered, fiberglass, 26' motor whale boat in running condition. Hauling her from the submarine base in New London to my folk's new summer place on Onset Island in Wareham, Massachusetts took a \$300 loan from my sympathetic parents. (It was a boat, after all.)

From her ultimate base at the Milton Yacht Club on the Nepsonet River, the *Diversions* would provide a remarkable ten-year education in everything from seamanship to diesel engine maintenance and repair. (Our childhood *No-Name* pram and the *Triton* both served as *Diversions*' tenders. The Conways almost never abandon their salty craft once possessed.) This little navy gig was remarkably seaworthy but equally unsprayworthy. Our first log entry, a little ditty fashioned after Gilbert & Sullivan, reads:

"Here's to the whaleboat *Diversions*,
She'll handle the wildest blow,
After her crew take an outing, They're covered with salt, head to toe."

With college completed, the ultimate adventures of entering the workforce, marriage, and children squeeze boating more and more into life's bilges. It would be almost 12 years before time, tide and fortune would re-ignite the flame.

Westport On the Run

"We don't get much call for marine batteries this time of year," the Sears sales clerk said doubtfully. "But I'll see what I can find down in the cellar."

My gut-wrenching drive from New Jersey to Westport had almost ended. Figuring that submersion had probably ruined the *Buckrammer*'s marine batteries, I felt it prudent to pick up a spare for the pumps. I hadn't counted on the change of seasons to mess up the plan. No matter, I'd just buy an auto battery and a carrying strap if worse came to worse.

"You lucked out, bud," the salesman clucked as he dropped 40 pounds of power on the countertop. "Last one in the larder and she's all set to go."

The trip from Sears to the Point would take less than 30 minutes.

The plan was simple:

First, drive down to the Horseneck Beach



No-Name, our plywood pram had lasted several generations.

Bridge. *Buckrammer* would be clearly visible from that vantage point either as a floating example of a Cape Cod catboat or as a mast truck sticking out of the river marking a catboat shipwreck.

Second; assuming the "old bucket" was still afloat, drive back to the dock where *Buckrammer's* tender was secured, climb in and ship out.

Third; row over to *Buckrammer*, secure the tender, go aboard and inspect the damage.

Fourth; make up the rest as I went along. Route 88 is a straight shot from civilization to the perpetually frozen past of historic Westport Point. Normally a drive south on this road has an almost magical transforming effect as you journey from the world of Internets and microchips to that of fishing nets and oil lamps. Maybe thoughts of Westport summers would help loosen the belly knot that seemed to tighten as the bridge got closer.

Westport On My Mind

We purchased a summer cottage on Westport Point in 1989. The Point is a registered historical village where time has come to a standstill somewhere in the 1920's. An



Triton and her *Diventurer's Ltd.* crew.

Diversion supported numerous underwater expeditions.



honest-to-goodness general store, a one-person post office, a "doesn't get any fresher" fish market and a working fishing dock share Main Street with numerous building and homes, many of which date back into the 1700's.

Our cottage, exposed to water on one side, sits in the middle of this Currier and Ives scene. Back in 1989, all that our new/old little house lacked was a boat. With dock space generously offered by my spouse's family, this would soon be remedied. The chosen craft turned out to be an 8' wooden sailing pram.

Splinter was built from a remarkable kit known as the Frog and sold by Merriman Boats of Lansing, Michigan. A clever jig system, coupled with the latest in epoxy construction, allows virtually anyone to build one of these lap-strake, sprit-sail-rigged sailing dinghies in a leisurely two or three weekends. Merriman even throws in all of the tools (includes screwdriver, saw and awl).

My three kids, their eight cousins and about a dozen neighborhood children all took a turn slathering glue, paint and varnish during the construction phase. In return, *Splinter* became one of the first wooden boats built on the Point since the whaling ship *Kate Cory* slid the ways in the 1800's. She is a perpetual part of summer for our Westport seasonal "turn-ups."

Splinter activated or reactivated the dreaded boating virus BIG TIME for the Conway clan (especially yours truly). Rowing abilities were developed or rediscovered. Sailing skills were learned and honed. (Nothing sharpens sailing skills more than tacking a sprit-sail pram against the current of the Westport River. You either learn to squeeze every fractional knot out of the wind or end up heading out to sea on a two knot ebb.) Sea legs (OK, marsh and river legs) were strengthened. Valuable experience, caution, confidence and sea sense were accumulated and filed away for later use.

Unfortunately, the *Splinter* seemed to shrink in size with each passing year. Before long it was difficult to believe that our family of five had ever been able to sail and picnic together in the little boat. The twitch to secure a bigger boat became almost unbearable.

One spring weekend, as my wife and I prepared the cottage for the summer ahead, our neighbor and sailor extraordinaire Dr. Kelly stopped by for a gam.

"Hey John," Kelly teased, "Did you see the ad for a Beetle Cat on the bulletin board at Lee's Market? You might be able to move up the boating food chain for a reasonable price."

I hadn't seen the ad but in less than an hour my wife and I were on our way to inspect *Hep Cat*, a 1963 vintage Beetle.

It was hard for me to imagine that I might actually own an authentic Beetle Cat. As a child spending summers on the Cape in West Dennis, I had always seen these wonderful, gaff-rigged beauties skimming along on what, at times, seemed like vapor deep water. With only one huge sail and a single "string" mainsheet, the little vessel exuded class and charm. Unfortunately, the cost of membership in Beetle-dom always seemed just beyond reach. Hell, my diesel whaleboat, *Diversion*, cost less than a Beetle Cat sail.

Hep Cat sat on the wreckage of a home-made trailer looking for all the world like a July bonfire waiting for a match. Every galvanized screw had long ago turned to dust. Most of her ribs had split crosswise and, in



Splinter originally came as a vessel of many parts.



A clever jig system allowed easy assembly.

Literally overnight, *Splinter* began to take shape.



Everyone took a turn slathering glue and helping out.



Caroline served as *Splinter's* gudgeonmaster.

Abby, Ned and Caroline and *Splinter* inspect the clam flats.





Paint and good intentions held *Hep Cat* together when we bought her.



Ned inserts one of the 1248 screws that went into *Driftwood*.

Resources Mentioned in TFMATC

1. U.S Government Surplus Sales Contact: Defense Reutilization and Marketing Service National Sales Office, P.O. Box 5275 DDRC, 2163 Airways Blvd., Memphis, TN 381145210, phone 800-222-DRMS. Ask for the booklet: *How to Buy Surplus Properly*

2. Horseneck Beach State Park, Route 88, Westport, MA 02791. Open April through October.

3. Merriman Boats, 4915 Delta River Rd., Lansing, MI 48906, phone 517-482-9333, fax 517-323-0132

4. Beetle, Inc., Charles Smith, Proprietor, 313 Smith Neck Rd., S. Dartmouth, MA 02748, phone 508-996-9971.

5. International Manne Publishers, The McGraw-Hill Companies, P.O. Box 182607, Columbus, OH 43218-2607, phone 800-822-8158, fax 614-759-3644.

6. Sika Corporation, 22211 Telegraph Rd., Southfield, MI 48034, phone 810-354-6555.

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some cases, lengthwise. A few planks were sprung out at angles that even Phil Bolger would find hard to design in. I felt what Joshua Slocum must have experienced as he first examined *Spray* pushing up daisies in her field on Poverty Point in Fairhaven.

However...

Hep Cat's sail, spars and rigging, having been stored indoors, were in excellent shape. The deck canvas, often a cracked or torn weak spot on a Beetle, was in pristine condition. The coaming was secure and the keel, skeg, rudder and centerboard seemed solid and true.

Her owner puffed on his pipe and hovered about us as we inspected the vessel.

"She won the Labor Day race last year, you know," he boasted.

The 12+ foot Beetles are always raced with two people aboard, a skipper and a mate. I remember wondering who the poor bugger of a mate was in that last race. He or she must have bailing bucket muscles like those of Schwarzenegger.

"We'll take her", I offered.

The Conways never saw a \$400 antique wooden boat they didn't like. *Hep Cat's* transformation totally consumed about six calendar weeks over June and July. Thanks to the availability of parts from the Beetle Cat Company in Padanarum, Massachusetts, we were able to replace most of the broken stuff in short order. Along the way I picked up a skill I had only read about...the art of steam bending white oak.

After studying countless steam box designs from sources as ancient as old bound copies of *Motorboating* and *The Rudder* to the state-of-the-art guidance of *MAIB* and *Wooden Boat Magazine*, we settled on our own version of the thing. The steam chamber consisted of a length of schedule-80 PVC plumbing pipe. The boiler was a metal gas can. A length of automobile hot water hose mated on one end to a fitting inserted into the PVC pipe. The other end connected to the flexible spout on the gas can. My white gas Wisperlite backpacking stove provided the source of heat.

In operation, we would boil up a gas can full of water on the kitchen stove. Once the boiling started, we would rush the can outside and place it atop of the Wisperlite and connect the heater hose. The camp stove would maintain the boiling point and steam would pour out into the steam box/pipe.

The kindly folks at the Beetle Company told me to cook the oak ribs for one hour at full steam (old rule of thumb, one hour for each 3/4" of thickness). At first I figured that if one hour was good enough; then two hours would be better. Several cracked ribs later I appreciated the windowy nature of the steaming art. Too little steam and the unsoftened natural lignum "glue" keeps the stick from bending. Too much steam and the lignum evaporates while the stick gets crisped. Properly steamed, the ribs went in like butter (well, cold butter).

Along with new ribs came the task of re-fastening. First we had to ream out the old rusty, dusty screws. Most of these came out in a puff of iron oxide smoke. However, some of the little devils still had their screwy bite. These came along on the business end of my needle-nosed pliers. The empty screw holes were further cleaned out with an ingenious, homebrewed wire brush widget made for use in an electric drill and described in the excellent book *The Boatwright's Companion* by Allen Taube (International Marine Publishers).

Over 1248 (counted 'em myself) slightly oversized stainless steel screws went back into the holes to keep the planks from falling off (a good idea in a boat).

Sikaflex caulking adhesive was used to keep things watertight yet flexible. I had read in *Wooden Boat* about the Quick and Dirty boatbuilding contest wherein the contestants need to build a functional boat from a few 2' x 4's, some plywood and all the Sikaflex they want. From the success stories of this contest, I figured if the screws ever let go, the Sikaflex alone would probably hold the whole boat together. Hmmm.

Slowly *Hep Cat* morphed into *Driftwood*...a name derived from my daughter's expressed opinion of the boat when she first saw it. The rebuilt and freshly painted *Driftwood* hit the water early in August and our love affair with catboats began.

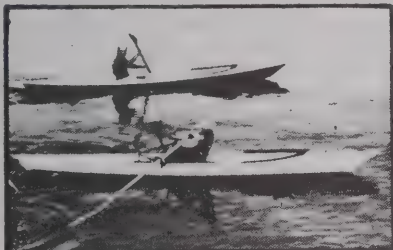
Now, as the *Horseneck Bridge* approached, fate was potentially about to change this love affair in a big way!

To Be Continued

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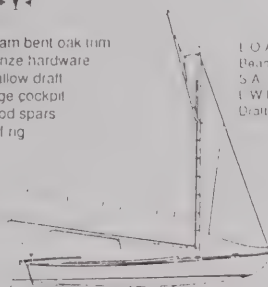


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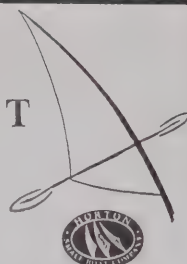
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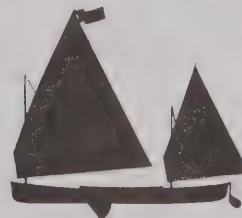


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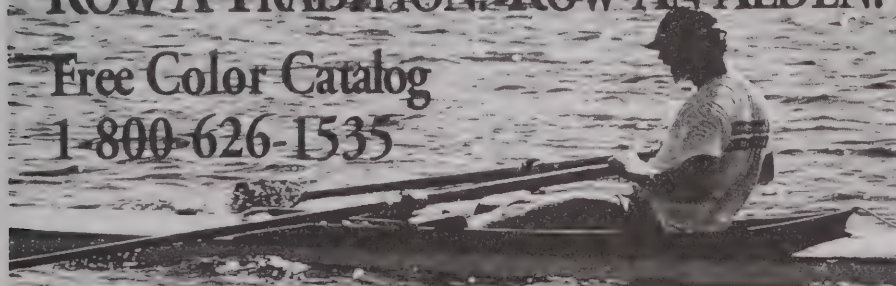
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I worked for a paper mill in Groveton, NH for many years but lived in the next town 10 miles south called Lancaster. The commute each day brought me by a house, near the road, where I noticed two old hulks of wooden canoes turned over against the side of a garage. Now I've been a "boater" all my life, mostly in Down East, ME, and my attention is always drawn to anything that looks like a boat, especially when what I see is a different boat and an older boat.

A traditional wooden boat person I am, and the proud possessor of a wooden 14-foot rowboat made by two old boat builders, the Whalen boys, down on the St. Croix River in Calais, ME about 1930. It was built without the use of power tools, as they didn't have any power, being a mile away from the main road at that time. They used to build schooners in their day but in near retirement they built what they pleased and designed their own. The row boat is built in the shape of a coastal schooner but rows and sails well and I have spent hundreds of hours camping, exploring and rowing this safe old boat, now 65 years old. It is heavy but when you stop pulling the momentum will carry you another four or five boat lengths, and it holds its course when going into the wind on the quarter, with a little more effort on the leeward oar.

Just before I retired from the mill and moved to Calais, my curiosity got the better of me and I stopped one day at the now vacant house with the two old boats still by the garage. What I saw was discouraging. The outer boat was badly wracked with many broken planks and ribs, beyond hope. But the second boat, although the stems were bad and some planks missing, pretty much held its shape. At least this canoe looked like it might be saved and it looked like a classic. Mind you, I bring no experience to this obvious lake fishing boat of about 17 feet, although as a kid I spent many happy hours in a 17-foot wooden, canvas-covered canoe on Mystic Lake in Winchester, MA. My eyes were looking at a grey colored, lap-straked, long, rugged work boat.

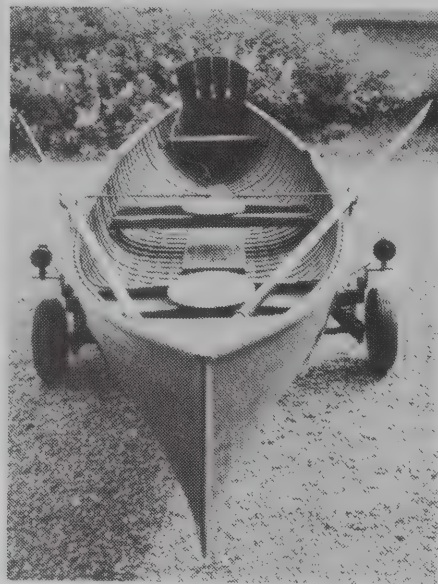
With my sympathy for the preserving of what was old and obviously built with skilled hands, I found out the house owner's name, Glenn Grant, and he offered to sell me two Rangeley rowboats for \$30 "as is." I went home and got my checkbook and trailer and with a smile on his face I loaded both of them and trailed them to Lancaster. When my wife saw the reality of my purchase she questioned both my vision and my sanity. But I was convinced that in my retirement in Maine I would be able to make one good canoe from the two.

So, after retirement in 1977, I cut the second canoe into workable sections with my chain saw, nested the pieces in the "good" canoe and made ready for the trek to Maine. I had not known the meaning of "Rangeley Rowing Canoe" when I bought them, but there was a nameplate still on the bow deck of the good one and it said, "H.N. ELLIS BUILDER - RANGELEY, MAINE." This aroused my curiosity, but I was much too busy then to investigate the boat's origin. I knew the boat was made in Maine and I was moving there, so maybe I could follow my instincts when I had more time available. So off we moved to Maine with one-and-a-half rowing canoes behind us.

On arrival, 300 miles later, they were covered and put behind the barn to await my free time. Well, the place that we moved into

Odyssey of a Rangeley Rowing Canoe Or The Long Road Home

By Brand Livingstone



was an 1825 family home that needed a lot of work and I did not have time to work on the canoes, so after eight years had passed from the date of their purchase, I felt something must be done or I should dispose of them. I remembered the smile on the face of the man who sold them to me and felt a nudge that maybe he was right, but my determination died hard.

In early 1981 I read an article in *Wooden Boat Magazine*, Edition 39, by Paul McGuire titled "The Rangeley Tradition," and it was here that I learned about Herbert Ellis, Rangeley Canoe builder in Rangeley, ME. The name on my bow plate read H.N. Ellis, Builder. This article gave his whole canoe building history, starting with his apprenticeship with Charles W. Barrett and his final purchase of the boat shop when Barrett was too sick to carry on. There they build double-ended sportsman's canoes for the sporting camps around the Rangeley Lakes.

The ones I had bought were both double-enders, which made them of early manufacture because after WW II and the coming of small outboard motors, fishermen and guides wanted the square stern models to get to the fishing holes faster. So it looked like mine might have predated those models. No wonder they were in tough shape, they were probably circa 1940, and now 44-year-old, over-worked, fishing canoes.

My interest aroused again with this new knowledge of my canoes' origin and now realizing that the skills needed to rejuvenate my boat were beyond my assessment of what was needed, I began casting about to find a local person who could do the job. The name Jim Hanna came to me from a source I do not remember, so after a phone call, I paid him a visit over in Marshfield, ME, not far from Machias.

Jim was building his own line of canoes and Wanagans (a practical, canoe-shaped car-

rier to fit inside your canoe) and also did repair work. After his visit to my barn to observe the scope of the project of restoration, he became enthusiastic about the project and allowed as how he could do it. So off went the two hulks again on their round about trip to their destiny. How often in life one thing (or person) is sacrificed so that another can carry on. Well, this was the case here, and Jim thought he could get enough material from the sacrificed hull to replace the missing or rotten parts of the best hull. In my opinion, this takes more skill than building new and although Jim was a relatively young man, I had the feeling from looking at his work that he could do the job of restoration.

Time and money proved me right. He began the work in March, repairing both stems, bending several new ribs, replacing some planking, refastening where needed, scraping and painting with original colors. On April 4, 1984, and \$1,037 dollars later, I took delivery and trailed my new Rangeley rowing canoe home to Calais.

At this point I still didn't have any means of propulsion, no oars. A 200-mile trip to Shaw & Tenney in Orono, ME bought a beautiful, light, pair of 7-1/2 foot spruce oars (seconds) with leathers attached, horn rowlocks, two pairs of angle mounts (for the two rowing positions) for \$80.85. So for \$1,147.85, plus mileage, I had a genuine maritime antique ready to row, in almost new condition. I wondered if Glenn Grant, who sold me the hulks, would smile again if he could see the tradition we had preserved, for surely there are not many of these old double ender rowing canoes still floating.

John Gardner, in his book, *Building Classic Small Craft*, lamented in 1977, "Unfortunately, today's limited demand for Rangeley pulling boats is not enough to support professional builders. The old boats are fast falling into disrepair or wearing out completely, and there are no replacements." He took the lines off an Ellis boat that has been reproduced since in some shops in New England, the Midwest and California, which proves some public support for this type of canoe that handles so well for traditional fishermen.

Now I was ready for my first trial on the St. Croix River in front of my house. We have 24-foot tides here so timing is all important. The launching down my boat ramp at almost high tide was easily done from the trailer, and with great expectation and a bailing can I pushed off into the currents on a lovely late April day. Yes there was a little leakage expected but any boat properly caulked would soon swell up once in the water. Placing the oars in their oarlocks and from the middle seat, taking the first stroke turned the canoe smoothly and quickly and forced it ahead at surprising speed on a very straight course. What a delight to row with so little resistance and so much carry whether into the wind or broadside.

As the wind came up and made a chop from the opposing tide the 17-foot Rangeley rode across the top of the waves and did not pitch or take on water. It would be a dry boat and a fast one. The breadth or midship width of 46 inches gives stability and comfort to the rower. One could row many miles, even against the tides, and not be fatigued. Although designed and developed for the Rangeley Lakes conditions, which can be quite rough at times with summer storms, this craft performs

admirably on salt water estuaries where tidal, windy conditions are frequent. The forward seating position provides balance when taking a passenger and the original back rest provides ample comfort.

In June my two sons and daughter and their spouses and children (six) planned a family camping trip to a campground at Lake Cupsuptic, a few miles northwest of Rangeley and Rangeley Lake, so all plans were made for them to bring their three canoes and I to trailer my Rangeley "back home." I had a vague but intense desire, while there, to see if I could locate the maker of my boat, Herb Ellis. After inquiries made in the town of Rangeley, I got directions to his house with the knowledge that he was not too well these days but would probably be able to talk with me. I pulled in off Route 16, with trailer and canoe attached, to his driveway and introduced myself and my mission.

Herb and his son were home and came out on the porch where he could look at the restoration of one of his boats with his name on the bow. He was pleased at the work we had done and said he could date the boat as being made in 1940 because that was the year they stopped using oval iron seat braces, flattened to bolt to the seat and sides because of the scarcity of metal due to the war effort. He also identified the 16" pine stool seats as being an early design that had to be changed due to the expense and scarcity of wide pine. So the old boat had come full circle and she was back home in good condition ready for another 50 years or so.

I don't use it as much as I should as I've been doing a lot of sailing these last few years, but when I get so I can't handle the jib sheets and anchor any more, I will still be on the water in my old friend, the Rangeley, bucking the waves and currents on the way to a fishing spot or just for the pure joy of rowing this traditional, versatile boat.

Daughter Tina on trial run.



Jim Hanna, boatbuilder, and Mary Livingstone, wife without vision enjoying mine on delivery day.

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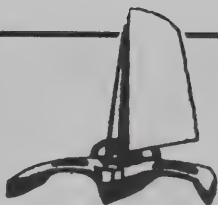
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Trimarans...Sail Fast, Sail Flat

Part 12: And now for something really fast! While trimarans sail fast by monohull standards, David Keiper took the trimaran concept as a starting point for his experiments with fitting hydrofoils so he could fly! Here's his story, and that of the present owner of David's prototype, Jim Montgomery, who learned to fly on his very first sailing experience.



While 5,000 miles away in upstate New York, I heard by telephone about *Williwaw* being wrecked in Hawaii. At the time, the loss didn't have much impact on me. I felt like I had had sufficient tests of the boat in 20,000 miles of cruising. I had the design of a 35-footer fairly well along in 1976. However, I had hoped to build the next hydrofoil sailing yacht with the proceeds of the sale of *Williwaw*. Unfortunately, I did not have hull insurance on *Williwaw*, and so ended up with nothing.

In 1982, my thoughts returned to hydrofoil sailing temporarily. For many years I had been carrying around in my head some ideas for the design of a small hydrofoil trimaran that could be carried on the roof of a car. Also, in 1982 I got married. During the summer of 1982, my wife and I had a race going on, to see who could launch a new creation first, me a 14-foot hydrofoil trimaran, or my wife a baby. My wife won, launching our son Steven on August 21. I didn't launch my boat, named *Stormy Petrel*, until September 18. I first flew the boat on October 27, the first day I'd gotten some good winds, but the third test day. Even though my wife won by launching Steven first, I noted that my boat seemed much better developed at launch time. I flew my boat successfully within weeks, but Steven couldn't even walk for a year.

Stormy Petrel could be carried on top of my car and set up and launched from a beach by one person. While sailing the boat in the Golden Gate region of San Francisco Bay, I got speeds of at least 30 knots in several longish runs. In more ideal conditions, greater speeds are possible.

Stormy Petrel Cartop Hydrofoil Trimaran

By David Keiper

The boat uses a three-foil system. There is no bow foil unit as on the offshore hydrofoils that I design. It is assumed that crew can shift weight around to assist in stability.

The boat's foils utilized 2" chord-length hydrofoil extrusions already on hand, which were remnants of the hydrofoil extrusions I had had manufactured ten years earlier for small sailing catamarans. While developing catamaran hydrofoils, I had become frustrated when the boats themselves tended to come apart after extensive tests with hydrofoils. On *Stormy Petrel*, I wanted structures that would hold up under rigorous testing in the Golden Gate Straits. I choose the trimaran form, with a single crossarm that could be rotated 180 degrees for setting or retraction of both lateral foils at once. With floats only five feet long, with a one-square-foot maximum cross-section, it was possible to rotate the floats as well as the foils. A lever next to the mainhull controls lateral foil setting and retraction. There are a number of adjustment holes for fixing the lever in place so that one can set the lateral foils at different angles of attack, allowing compensation for differing boat loaded weights and sailing conditions.

At the stern of the boat is a single wooden rudder blade which has two positions. One way, it gives a 10" deep rudder blade for launching and sailing in light airs. Swung upside down, the blade runs 24" deep and has a pair of hydrofoil stabilizing fins. There are

three different angle settings for the rudder foil.

The lateral (main) hydrofoil units, port and starboard, are of ladder form with six rungs, each with a 2" chord and a span of about 13". Dihedral alternates 30 and 45 degrees with adjacent rungs, thereby stiffening up the foil units. There is also a larger triangular foil (area: 84 square inches), mounted to the float, which assists during lift-off and also braces the main foil strut fore-and-aft.

Angles of attack on the lifters increase progressively as one goes up the rungs of the ladder. That way the lowest two rungs can have lift coefficients appropriate for high speed, and the upper rungs can assist lift off better and also provide more reserve lift for better longitudinal stability of the boat. At level trim excess lift is designed into the lateral foils, as compared to the stern foil. This causes the bow to lift as the boat picks up speed, thereby augmenting lift further (on both lateral and stern foils) through increased angles of attack and lift coefficients. At high speed, with most of the lateral foil rungs out of the water, the boat has roughly level trim.

Even though the boat has a 14-foot beam, it can be carried on a car roof rack by placing the crossarm unit parallel to the mainhull. The crossarm unit has an aluminum pipe (4" O.D., 1/8" wall thickness, 12 feet long) with float hulls and lateral hydrofoil units permanently attached to the ends. Mainhull and crossarm unit, each weighing about 70 pounds, are joined together on the beach with four wingnuts. With only one person, the boat can be taken off the car, be assembled on the beach and be ready for launching in perhaps 20 minutes, without rushing.

The boat has a 19.5-foot tall rotating mast, with a stay to the mainhull bow and a shroud to each end of the crossarm. The full-battened sail has an area of 95 square feet. The boom can be hauled in with two sheets, the primary one with a 3-to-1 mechanical advantage. A secondary sheet multiplies the advantage to 9-to-1 for fine trimming of the sail while foilborne. The lower mechanical advantage is used for sailing off the wind or in light winds. While the boat is going fast on its hydrofoils, the sail force becomes extremely large and the higher mechanical advantage is necessary to be able to haul in the sheet.

In case of a knockdown or capsize, neither of which have happened, the sealed mast will help keep the boat from going upside down. A float hull would fully submerge as long as the weight of one crew member is on the boat, and crew weight could leverage the boat back up.

In light airs, the boat is sailed with foils retracted. With no wind and/or adverse tides, the boat can be paddled as easily as a canoe. To keep the boom from flopping back and forth and hitting the person paddling, the boom is lifted out of the way with a topping lift.

Foil performance becomes interesting while close reaching with six or seven knots of wind in flattish water. It requires about ten knots of wind to get fully foilborne with one person aboard, but more wind is needed if the water is rough. With two people aboard the bottom of the mainhull can't get completely free of the wave tops, although the boat can still get to 20 knot speeds, with winds of 25 knots.

The highest speeds seen so far were at least 30 knots, on two occasions, sailing in the Golden Gate Straits with long, gentle sea swells coming in, plus about one foot of random chop, probably from assorted reflected waves. The foggy wind was gusting up to 20 knots but wasn't producing chop. On both runs, *Stormy Petrel* took off with wind just ahead of the beam, heading north parallel to the Golden Gate Bridge. After becoming foilborne doing 15 to 20 knots, I turned the helm so that the boat headed about 20° further off the wind. The boat immediately accelerated, but the apparent wind still came in a few points off the bow. I then turned the boat another 20° off the wind and the boat accelerated further. When I turned the helm even further off the wind we accelerated a third time, with the true wind on the quarter, as judged by the fact that we were now headed toward Angel Island. However, the apparent wind remained a few points off the bow. The boat was lifted high, the leeward lateral foil perhaps averaging eight inches in the water, the windward foil just out of the water, and the rudder stabilizing fin perhaps running ten inches deep. The water went by in a blur under the boat. The boat seemed to be in synchrony with the long swells some of the time, but the slopes were so low that the swells could not have contributed much to the speed. Both of these high-speed runs were interrupted after about a half-mile by the sheet automatically popping out of its cam-action cleat, an event that has never happened otherwise.

The boat's behavior in the fierce gusts of Hurricane Gulch, Sausalito, was awe-inspiring. When the gusts struck while stopped, with the sheet somewhat free, I leaned way aft on the boat yet still the mainhull bow deck was driven down to the water's surface as the boat



Getting airborne on San Francisco Bay.

Detail of ama hydrofoil "ladder" in the "park" position.





Knocked down for cartopping.

accelerated. Tremendous clouds of spray went up since the wind kicks up a one-foot chop almost instantly. The boat suddenly squirts out of the water fully foilborne and accelerates to about 25 knots. There is usually no chance to haul in the sheet and make the most of the gust before it dies.

Occasionally, the boat became completely airborne while passing across ferryboat wakes. When that happens, one must release the sheet before the sail forces can roll the boat over. The boat comes down to the water right

side up. There is another situation in which I've also had to release the sheet. In moderate wind conditions, Force 3 to 4, with flattish water, there is less foil drag and less sail forward pitching moment. Hydrofoiling with sail sheeted in, the boat can start to do a backward capsize, pivoting along the line joining leeward foil and rudder stabilizer. If I can get my weight forward (or to windward) quickly enough, the sheet doesn't need to be released. I believe the boat could be improved with a hiking board or a trapeze.

In these same moderate wind and wave conditions, *Stormy Petrel* is able to match the speed of windsurfers, yet the helmsman can sail in easy comfort on the hydrofoils. In other conditions, the windsurfers go faster. A lack of adequate hull clearance in rough waters seems to limit performance of *Stormy Petrel*. Foil draft at rest is 24" and mainhull draft is 8". Deeper foil draft would also allow the boat to fly better with two persons aboard.

Stormy Petrel was thoroughly tested in two seasons in the Golden Gate region of San Francisco Bay. The boat has never produced any gut-wrenching decelerations. If anything, the forward accelerations are more frightening as the total weight of boat and crew is only about 370 pounds. In strong wind gusts I've just hung on to the boat, terrified, but the boat behaved properly; that is, accelerated forwards and flew stably on its hydrofoils.

After the tests of *Stormy Petrel*, I felt that hydrofoils are extremely practical, as well as great fun, for daysailing. As of 1995, *Stormy Petrel* is still going strong. It is in the hands of Jim Montgomery who sails the boat on Lake Erie. He is planning to increase the sail area somewhat because of the generally lighter wind conditions around there. He will also be trying out a hiking board, which should increase the boat's performance.

As for me, I still think I prefer 30 or 40 feet of boat length under me for I'm basically a lazy cruising sailor. In these larger boats I always use a four-foil system to achieve stability in all sorts of seas encountered offshore.

Most sailors start out at an early age learning to sail on dinghies and other small boats. This is certainly traditional and a most proper way for anyone to get into the sport. On the other hand, some of us older folks (I hope I'm not the only one) jump right in and learn to sail on a multihull.

Last year I purchased a 14' x 14' (yes, that's the beam) trimaran with hydrofoils. Dave Keiper designed and built *Stormy Petrel* for San Francisco Bay conditions...windy and rough more often than not. The rotating mast sail is only 95 square feet because of those conditions and can't be reefed while sailing. This caused some worry but later proved to be a needless concern.

My first sail in Presque Isle Bay off of Erie, PA began with a dry mouth and nervous anticipation as I assembled the knock down style 180 lb. boat on the beach. After checking everything about five times (this was my very first sail ever) the boat was launched...and, my Lord, I was actually sailing and rather quickly at that! After clearing the shallows I rounded up into the wind to rotate the aluminum crossbeam 180 degrees so that the hydrofoils were in the water. *Stormy* bore off on a reach gathering speed and at about 12 knots it came out of the water with only the lateral hydrofoils and the rudder foil in the water. Dave told me what to expect when I first took *Stormy* out so all this seemed perfectly normal to this novice but yet a little scary! The "flight" was incredibly smooth with the foils cutting through the bay chop like a knife and a most delightful humming sound was coming from the foils. Lack of proper sail trim cut my ride short but, as the afternoon wore on, I started to learn how to sail this

Flying My First Sailboat

By Jim Montgomery



strange craft. Sometimes when a wind gust would hit, *Stormy* would get pushed down slightly and then just rise out of the water on the foils and accelerate very quickly with little heeling. Other small boats on the bay that day were heeled well over (and some all the way) but *Stormy* was flying level. Isn't this how sail boats should be?

When the foils are rotated up and out of the water the boat acts and sails like any other small trimaran...fast but sometimes with a quick, bouncy motion. I use it this way when the winds are light because the foils would create drag. Another nice feature when the foils are set is that they act as "flopper stoppers," even when the boat is not moving.

A short explanation of the hydrofoils may be needed at this point. Dave Keiper designed and built the first (and only so far) ocean going trimaran hydrofoil *Williwaw*, a 31-footer back in the early 1970's. His experience of sailing to New Zealand and back led to refinements and improvements on his next boat, *Stormy*. Extruded aluminum foils are screwed and epoxied together to form a ladder-like unit which is permanently attached to each float (ama). The foil section is in the shape of an airplane wing to provide lift in the water, and since water is approximately 800 times denser than air, the foil can be quite small compared to an airplane wing.

I am definitely spoiled now with my *Stormy*'s level sailing and am glad that this was my first sailboat. A few recent sails on small monohull sailboats had me climbing a vertical wall (so it seemed) to stay in the boat. A lot of people enjoy this though and to them this is sailing. I'll stay with my maximum 10% heel and sitting in the boat, thank you!

On a Larger Scale...

By David Keiper

As I said in the conclusion of the chapter about *Stormy Petrel* published in this issue, from my forthcoming book *Hydrofoil Voyager*, I prefer a larger boat.

Here are computer renderings of three larger trimaran designs of mine, and also a look at a hydrofoil adaptor for fitting to a typical beach catamaran.

My book, *Hydrofoil Voyager*, is to be published this July by Hinsdale Press.

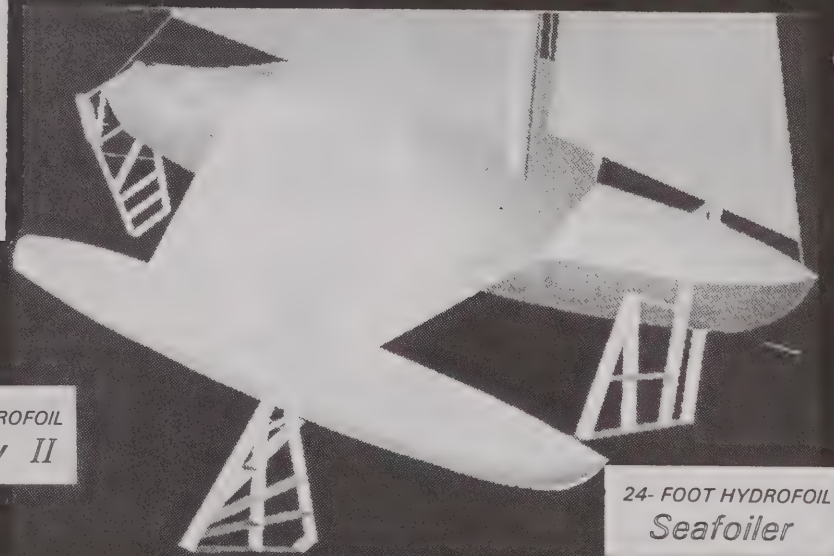
David Keiper, 123 S. Pacific St., Cape Girardeau, MO 63703.



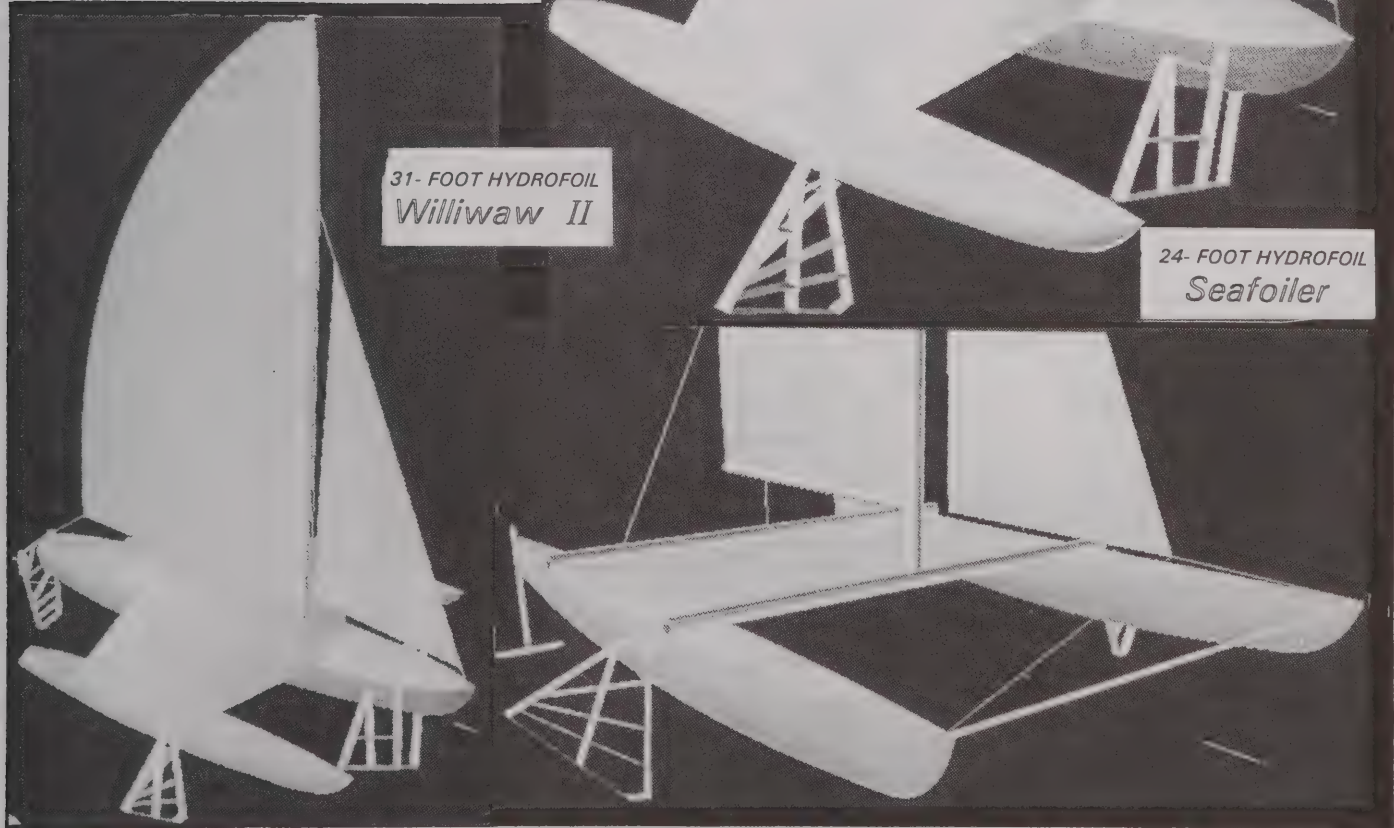
20- FOOT HYDROFOIL
Pocket Cruiser



31- FOOT HYDROFOIL
Williwaw II



24- FOOT HYDROFOIL
Seafoiler



We started working on our new house in October 1993 but did not move in until six months later. You could call it a fixer upper. It was built in 1906 and, with due respect to its grand, stately maturity, it needed a makeover. I would like to add "but its foundation was sound." Alas, I cannot.

I am not good with my hands and this I sincerely regret. One might say I am handicraft impaired. Since I do not have talents in the crafts, it is my great fortune that I can make a living doing other things. However, by necessity, I tried to do what I could to fix our new house. We spent a few days plastering its cracked walls, of which it had more than a few. Brimming with enthusiasm, my wife and I would hurry to the new place after work. Armed with spatula and sandpaper, we attacked the walls with the raw excitement of new homeowners. The work looked fine in the evening by the glare of a few bare incandescent light bulbs. Nevertheless, the true light of day revealed that we had replaced the latticed crevices of original plaster with an ill-defined bas relief of lumps and bumps of various shapes and heights. Like I said, I am not real good with my hands.

It was not with some small surprise and trepidation that my wife heard of my intention to build a sailboat. I assured her it would be from a kit and nothing could possibly go wrong. Though she seemed to take the news in stride, I did take umbrage when she questioned whether it would float if I made it. Frankly, I think she welcomed the thought that the project would take me away from working on the new house for a while. Since my handiwork was in the process of being covered with plasterboard by people who knew what they were doing, I had some time on my hands.

When the boat kit arrived, I cleared the garage and set up shop. I had all my power tools plugged in, a work table set up, and I had even read the instructions that came with the kit. For me, reading instructions is a sin-

Postscript to Poetry

By Kenneth R. Ong

My Father's Boat

My father's boat is stout and grand
Broad and majestic against the hot,
smooth sand
With its little sails, it is graceful and true.
Seeming large, it only fits a crew of two.
Made of wood, and five feet long.
My father's boat is tiny, yet strong.
Challenging nature as it tries to get by,
While cool, blue waves lap at its sides.
My father made it with screws and nails,
Needles and thread for its red sails.
My father looks on, while it stands tall.
Though, as you know, it's rather small.
It sleeps there, calmly, in my garage,
As if it were a petite mirage.
Oh, but wait, 'til winter's end,
And you will see it, out there my friend.
Waiting ... waiting for you and me.
To take it out into the great blue sea.
And you'll know ... finally ... what it's like to be free.

Kimberly Ong, Age 12

cere demonstration of commitment and fortitude. After all, it is a bother figuring out what to do with all the extra parts if I do not. There was the time I did not read the instructions to my son's tricycle and assembled a unicycle instead. As you will see, this actually proved fortuitous.

Like everyone else, I have made other kits. When my brother and I were kids in Detroit, we used to make plastic model airplanes

from kits. We would often celebrate their maiden flights by putting lit firecrackers in the cockpit or fuselage and throwing them off the balcony. Yes, I know display models are not meant to be flown or exploded. Call it a pre-scient act of re-engineering. I had no intention of blowing up my new boat, but there was a precedent in that general direction that had to be overcome.

The kit came together well. The manufacturer fit all the pieces together prior to disassembly and shipping. Though I had ruined a few shirts and pants with epoxy, it was well worth it. Finishing the boat took patience, epoxy, primer, two coats of white polyurethane, topped off with two coats of clear polyurethane. [A reminder: do not forget to wipe off the amine finish from the cured epoxy before applying the next coat.] Even my wife and children thought it was pretty.

The launch date drew near. My wife had but one question. She repeated the question many times but it was always the same question: "Will it float if capsized?" I bit my tongue and promised to call the manufacturer to get the answer. Wives have this uncanny ability for being right and never letting you forget it. This is to compensate for our ability for being wrong and never remembering it. I called the kit maker and he seemed a trifle miffed when I asked my wife's question. He had been extremely helpful over the phone while I was building the boat. So, when he said "Of course it'll float. It's made out of wood," I had no reason to think otherwise.

The day of the launch arrived and the weather was perfect. The sun was out. The mooring floats were being attached in the bay in preparation for the coming sailing season. Spring was definitely in the air. The wind was coming from the southwest at no more than 5 mph. All the portents promised a beautiful day on the water. I pulled on my trusty wet suit and PFD and walked my little boat on its homemade dolly down to the dock. Incidentally, the "extra" wheels from the aforementioned tricycle worked swell on the new boat dolly. A few curious neighbors looked on as I stepped the masts, ran the rigging and set the sails. The skeg keel made rigging on the beach easy. The little ketch made a handsome picture with its red sails, white hull and brightwork. The spectators made appreciative comments as my boat made ready to sail. The ultimate challenge had come: would the boat float?

After a couple of pleasant reaches across the bay, I lay down, set the sheets, and let the boat sail itself. As advertised, the little boat had neutral helm on a beam reach. Cormorants dove for their breakfast. Seagulls sang their greeting to the warming sun. I basked in the spring sunshine, dreaming of summer zephyrs to come as my boat gently sailed. The bay was completely clear of other watercraft. They were still safely tucked away in boatyards and backyards. In another month, the moorings would all be attached to boats several times the size of the one I sailed now. Sailing off-season has its own attractions. Even the busiest venues are tranquil and serene.

I was proud that I had made something with my own two hands that actually floated. Well, pride before the fall. A puff heeled us over just a tad and water started to come over the rail. No problem, I thought, just shift my weight and straighten up. Dinghy sailors are nothing if not agile ballast. Before I could put

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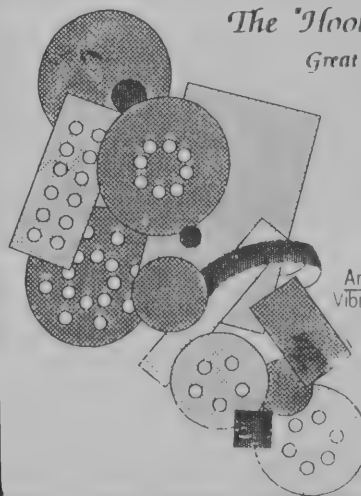
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thought to action, water was up to the gunwales. I suddenly wondered why bathtubs usually take forever to fill, especially in mid-winter while our feet freeze to the tiles and we haven't a stitch on in contrast to the instantaneous deluge that flooded my boat. No problem, I thought. I will just get my handy bailer and we will be back on, rather than in, the water in no time.

The manufacturer was right in one respect: the boat did float when swamped. What he neglected to mention was that the hull would be totally submerged. The deck was a half foot beneath the surface. It was impossible to bail the boat without having to empty all of the bay and Long Island Sound first. I had my PFD on and would have eventually hand paddled to shore, hopefully sometime before the end of the coming sailing season. Luckily, my friend Lou was out there setting the mooring floats and he towed me back in.

I recounted the story to my family who quickly christened the boat "Little Brick," not because of any resemblance to the popular, time-honored Phil Bolger design but because of its less than optimal flotation characteristics. I called the manufacturer who responded that there was nothing wrong with the boat and that I should: (1) never sail out of swimming distance from shore; (2) always sail with a chase boat nearby; and, (3) always sail wearing a PFD. I personally believe that everyone who sails should wear a PFD, but the other two suggestions were nothing short of outrageous. Firstly, staying within a couple of pool lengths from shore did not sound like much fun. Secondly, my friendship with Lou or any of my other neighbors would have been sorely tested if I asked them to chaperone me in a chase boat. If I had been forewarned that the boat could not be bailed if swamped, I would not have bought it.

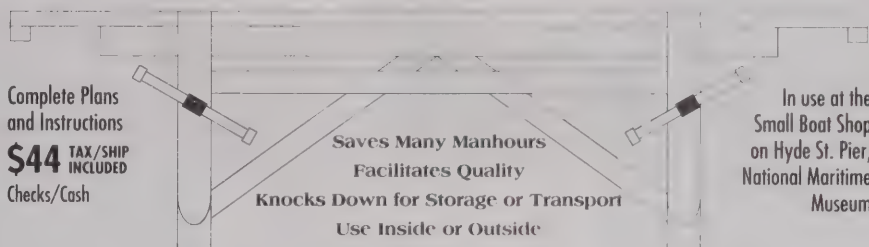
What to do? "Little Brick" was too cute to discard and too big to hang above the fireplace. I had to devise a means to give it more flotation. I asked other like-minded boating enthusiasts, conversed with comrades on-line in the Sailing Forum and generally poked around for any and all ideas. The addition of almost minuscule styrofoam-filled chambers to the bow and transom would make the boat's interior even smaller without any guarantee of working. Putting enough styrofoam in the boat to work would have destroyed it aesthetically. Removing one of the masts and spars might lighten the load above the waterline but would seriously compromise speed. I tried sailing cat-rigged with one sail and the results were uninspiring.

Learning from the Optimists in our junior yacht squadron, I experimented with flotation bags. One inside on port, another on starboard and the last inside the transom did the trick. Even when the boat is completely filled with water, the gunwales are a few inches above the surface and the boat will still sail. The bags also make excellent back rests. Ironically, after I successfully field tested the boat with the new flotation bags by capsizing then bailing or sailing, the query I got upon returning to shore from one young observer was, "Gee, mister, that's a great looking boat, but why does it keep filling with water?"

So, the story does have a happy ending. The little boat that sank became the little boat that could. Our new house was made a home. Last and probably least, the "extra" tricycle wheels helped make a great boat dolly.

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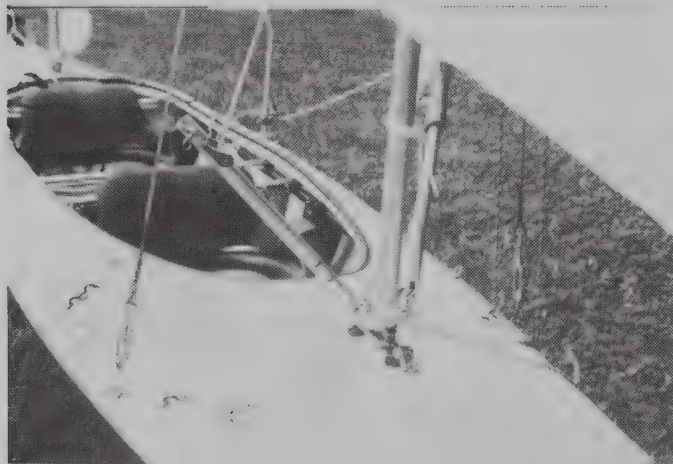
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Ready to go, waiting for a breeze. Note pontoon stabilizer.



Breezing up, Alcatraz ahead to starboard. Closeup of jib foot bungee cord control.



Rig details: Outboard mount, aluminum traveler and outrigger arm.

The Kayak Ketch

By William H. Longyard

Sea kayaking, to some, is an ultimate test of physical strength and endurance to see whether or not they can paddle 80 miles offshore against gale winds to a remote island camp site. But that is not what sea kayaking is for everyone. In fact, the father of western sea kayaking, John MacGregor, saw it as a perfect way to go cruising.

I had always dreamed of sailing on the West Coast, especially San Francisco Bay, but getting a full-size boat from North Carolina out there was cost prohibitive. I built the kayak ketch *Lucky Town II* as an inexpensive alternative.

Technically, it is a outrigger ketch with a gaff main, sprit mizzen and foot-controlled roller jib. It has a balanced kick-up rudder, navigation lights and full flotation. The kayak hull is an Aquaterra Jocassee. The best part was that all this was car-toppable, thanks to some special assistance from the folks at Yakima who rushed into production the adapter clips for the late model rental car I used to haul it on what became an 8,800 mile trip. In it, my wife and I sailed Lake Coeur d'Alene, the Strait of Juan de Fuca between Washington State and Vancouver and, joyously, San Francisco Bay.

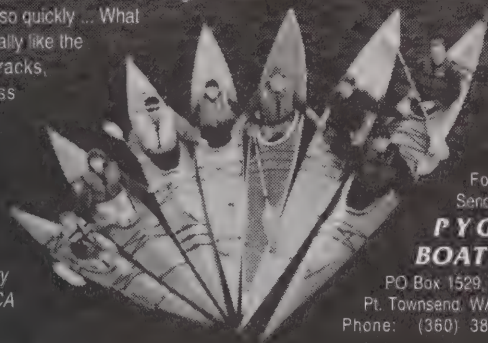
Is there any limit to what can be done with kayaks?

Notes on Ketch Sailing

A ketch kayak can be perfectly balanced so that it self-steers. The gaff main allows for easy rear cockpit sail handling if you use peak and throat halyards. The rear sprit can be set for exhilarating wing and wing runs down wind, or for riding during high wind if you carry a small drogue, which I did. Use cam cleats for easy sheeting. A roller furler jib is a must and makes for great windward performance. The unique hinged jibfoot control was pulled to the left by bungee chord and to the right by a line led through a small block. It hinged on a fairlead. The main sheet was lead to a simple "car" on the upside-down U-shaped traveler made from 3/8 aluminum bar. Main and mizzen masts were hardware store 1-1/4" aluminum tubes. It sailed beautifully in light and heavy winds.

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

— Michael Bengry
Santa Barbara, CA



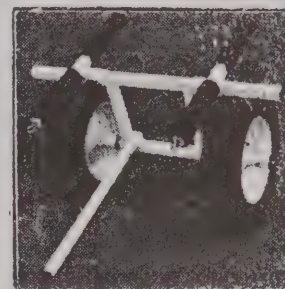
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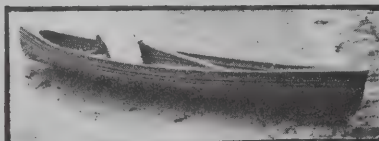


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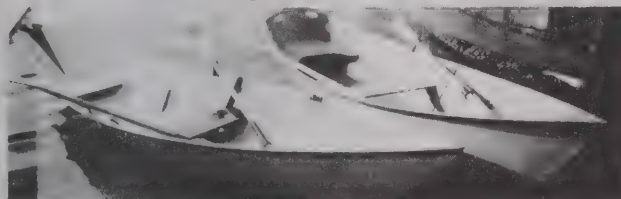
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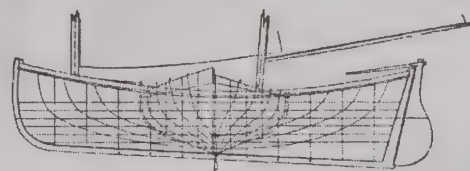
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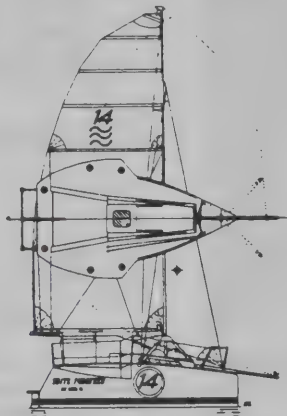
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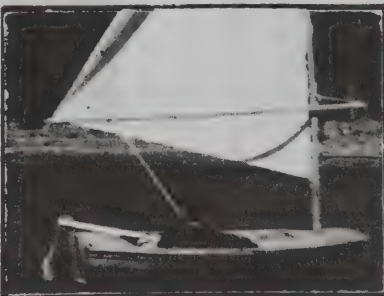
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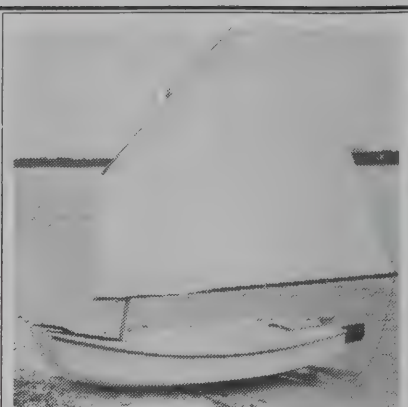
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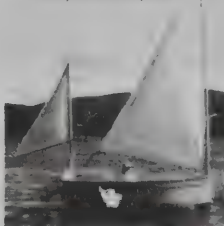


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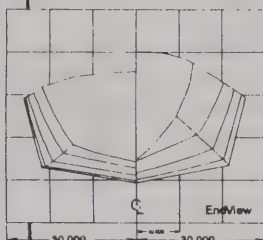
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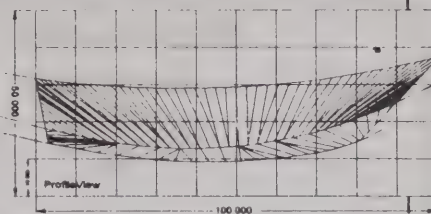
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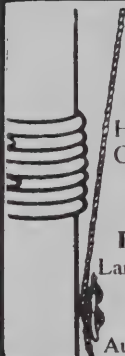


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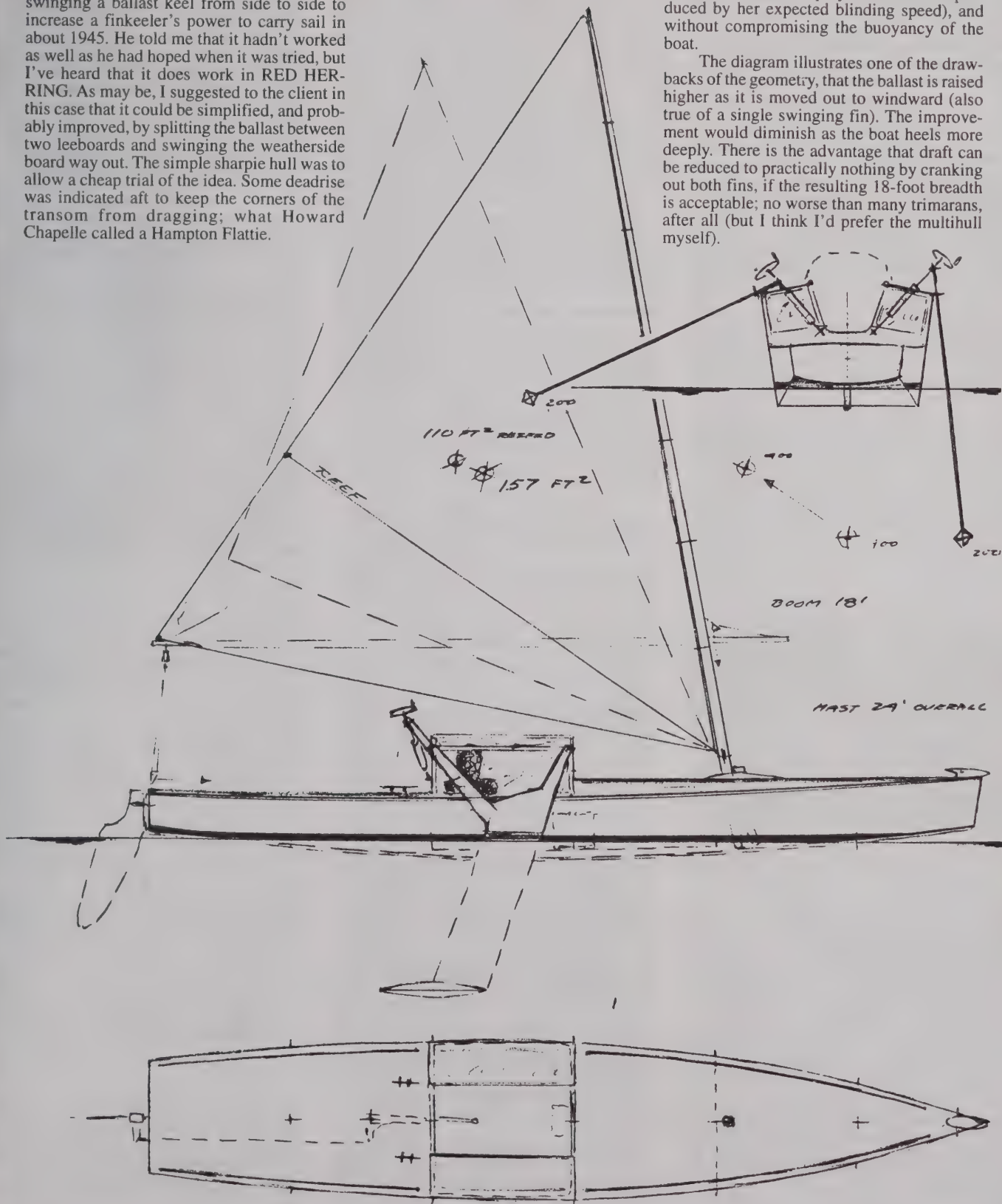
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Penguin Sailing Dinghy, wooden, w/trlr. \$700. **13' Privateer Daysailer**, w/trlr. \$800.
STUART WIER, Boulder, CO, (303) 499-0991. (23)

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)

'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)



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)

25' Albin Aft Cabin Diesel Cruiser, 36hp Volvo 986hrs, 4 berths, encl head, VHF, LOR/DS/Km. Fresh water use. Gd cond. \$11,950 BO.
W. MURPHY, Kingston, NH, (603) 642-7489. (24)

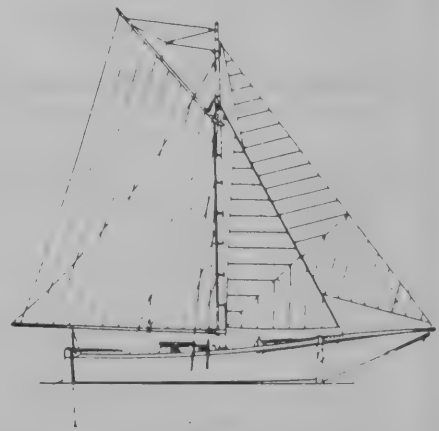
RKL 14' Rangeley Guideboat, white FG lapstrake w/teak gunwales & thwarts. Fast solo rowing skiff or use w/small OB/trolling motor. Incl Cox trlr. \$1,650.
LARRY PRITCHETT, Rockland, ME, (207) 594-8806. (24)

Gloucester Light Dory, blt '93. White, bright trim, oars incl. \$850.
S.L. GOODCHILD, Gloucester, MA, (508) 282-0604. (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)

Bolger/Payson Cartopper, West System epoxy, tanbark sail. Incl oars, car rack. No room for 2 boats. BO.
JOHN MEACHAM, Rowland Hts, CA, (818) 965-0553. (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)



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' 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/taillfins. Tlr incl. \$1,200. JACK MANLEY, Northville, NY, (518) 863-2100. (23)

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)

Hauthaway Fleet Sale: Bart Hauthaway Greenland Kayak, never used, in storage for yrs. New, w/extras. \$1,500. Bart Hauthaway Woods Canoe, never used, in storage for yrs. New. \$1,200. Bart Hauthaway Rob Roy, used but vy gd cond. \$850. Will sell all for \$3,250 OBO. CAPT. HARVEY BENNETT, P.O. Box 7033, Amagansett, NY 11930, (516) 548-8443 (lv message), (516) 324-3853 aft 4/15/96. (24)

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

Small Boat & Canoe Sale: 15' Old Town Trapper in gd useable cond. \$950. 15' Penn Yann Hunter Canoe, recanvassed. \$1,150. 18' Old Town, nds compl restoration. \$150. 13'6" Penn Yann OB, center deck added, FG outside, fair cond. \$900. 13' Decked SaiLing Dory. \$1,200. 17' Charles River Canoe, Bluebell. Will sell only if I restore it for you. 2' decks, blue w/white border & gold striping, shield w/bluebell flowers on bow. Nds recanvas, trim refinishing & other minor repairs. \$2,450 restored. KEVIN MARTIN, Boatbuilder, 16 Windsor Ln. Epping, NH 03042, (603) 679-5153. (24)

Stonington Pulling Boat, beautiful lines, solid, teak seat, rub rail & trim, compl w/Shaw & Tenney oars, sliding seat & trlr. Boat in exc cond, trlr okay. \$1,100. JIM FOX, Westport, CT, (203) 762-5511. (24)

"Little Cat" Strip Planked Hull, 14' sailing dinghy. Bead & cove white cedar strips, bi-axial cloth set in epoxy. Compl plans & spec booklet. \$1,950. TONY DIAS, 193 Tillson Lake Rd., Wallkill, NY 12589, (914) 895-9165. (24)

Fleet Sale: Bolger Micro w/sails, trlr, motor. \$1,800 OBO. Saroca, FG, sail/oar, w/trlr. \$1,200 OBO. 12' Wee Lassie Strip Canoe. \$500 OBO. Bolger Double Paddle Canoe. \$100. All can use some TLC but are useable as is. I might be interested in trading for gear, what do you have? BOB ARCHIBALD, Chattanooga, TN, (423) 855-6966. (24)

Too Many Boats, must thin my fleet. 10-1/2' & 12' Nesting Canoes, easy cartopping, lwt FG hulls by Bart Hauthaway w/wood trim by me. \$950 for matched set. 12' FG Canoe, w/wood trim. \$450. 16' Gloucester Gull Rowing Dory, plywood hull, gd cond w/7' S&T spruce oars. \$650. N.E. delivery can be arranged. BOB WOLFERTZ, P.O. Box 75, Rosemont, NJ 08556, (609) 397-0141 eves. (24)

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

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

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)



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

19' O'Day Mariner, '69 Fg sloop keel version, "No Trailer". Main, jib fair cond, genoa & spinnaker like new. '72 4hp Evinrude OB, anchor & gear, compass, life jackets. Slps 2, marine head, nice open cockpit. \$1,300 as is. Will consider local delivery by "Sail" Long Island Sound area. KERRY LANGE, 4 Howd Ave., Stony Creek, CT 06405, (203) 4880-2004. (24)

Small Boats: Sailing Dinghy, Nutshell pram type, 10'2", Norway '61. Hot molded mahogany, lug rig & oars. One owner, exc cond. \$1,500. O'Day 11' Mini-Scow, Topper clone, FG 90lbs. Fast. \$550. 15' Canoe, FG w/mahog coaming, yellow gelcoat, alum keel strip. 80lbs, exc. \$350. 8' Wave Ski. \$175. JIM ALEXANDER, Philadelphia, PA, (610) 667-5961. (24)

Herreshoff Meadowlark, '60, in water. Cedar & long leaf pine on oak. Sound. \$6,000. ROBERT SWEENEY, Waretown, NJ, (609) 971-1342. (24)

18' Tripp Anglex Center Console, FG '70, '92 70hp Force OB w/power tilt, '75 tandem axle trlr. Transom rblt '93, nice running, solid, gd looking boat w/raised fwd deck & bow rail. Exc fishing or family boat. \$6,000 OBO. Will consider trade for 14'-16' skiff & cash. PETE PERRIGO, Essex, MA, (508) 768-7813. (24)

'70 Tripp/Seafarer FG Sloop, 31'x 8'9"x 4'7". Nice lines, sound deck, hull & spars. Renovation in progress. Buy now, finish renovation yourself this spring, go cruising this summer. Asking \$8,500. MATT LYFORD, Exeter, NH, (603) 778-7844. (24)

18-1/2' FG Sloop, on new trlr. Anodized mast & boom, many extras, gd sails. \$2,000 as is in Hudson, NY. Call for details. DOUGLAS BUCHANEN, Andover, MA, (508) 474-0332 eves. (24)

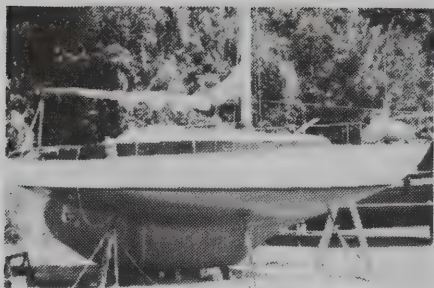
FG Star #5995, Bachnam hull, Sportech mast & boom, Harken hrdwre, North sails, galv trlr. Nds nothing. \$1,500. RON SILLIMAN, New London, NH, (603) 526-9363. (24)

Recent Trades, 14' Precision, 16' ComPac, 16' Newport, 16' Crawford dory, 17' Bristol skiff, 21' Precision. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (24)



Jabberwock, 23' pocket cruiser designed '33 by W. Starling Burgess & Wm. Atkin. Restored over past 7 yrs. Slps 2, big cockpit, galley, sink, head, VHF, 6hp Farymann diesel IB. Shoulder injury has kept me off the water but *Jabberwock* nds to get back in. A true classic, a delight to sail. Asking \$3,500. TOM HALSTEAD, 5 Ocean St., Manchester, MA 01944, (508) 526-4548. (24)

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)



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)



31' Pacemaker, Pelican. Sell @ \$9,750 or will take smaller boat towards price or trade even if value approx same. '66 classic FB SF solid mahogany/oak in gd cond w/well cared for 260hp V8 installed new '83. Slps 4, galley, dual controls, encl head, VHF's, CB, Faths, solar pnls. Seeking sailboat abt 20'-30' or small powerboat w/cuddy. Nd to sell, was grt fun, too big for current nds. Bldg new house inland. 3rd owner. ED CASS, 122 Stacy Ln., Eliot, ME 03903, (207) 748-0929. (24)

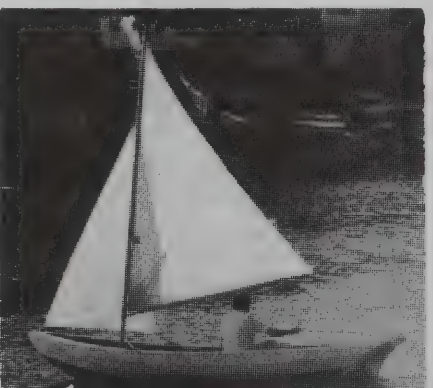


25' Cape Cod Catboat, Brewer design, custom blt '79. FG hull, SS CB, aluminum mast & gaff, varnished boom, new sail cover, propane oven, 10hp Yamaha in well. 25'x12'x3', 12,000lbs displ. Grt cruising boat w/surprising performance, has been liveaboard since blt. Beautiful boat in grt cond. Asking \$16,000.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

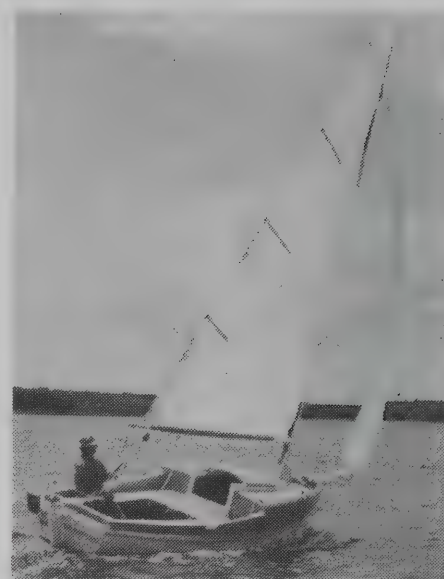


32' Historic 3-Log Canoe, blt Poquoson, VA 1890. Dacron main & jib w/covers, 1914 Grey Marine engine (runs well), 8' beam, 18" draft w/board up, 36" down. In water in vy gd cond. Truly "one of a kind". \$11,000. JOSEPH FEHRER, P.O. Box 68, Snow Hill, MD 21863, (410) 632-3746. (1)



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)

'81 Dovekie, hull #41. Bolger designed, Edey & Duff blt, 21' shoal draft leeboard sharpie. Slps 2. Many upgrades incl bow CB, lg leebs, U-shape seat, new canvas, new enlarged tanbark 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)

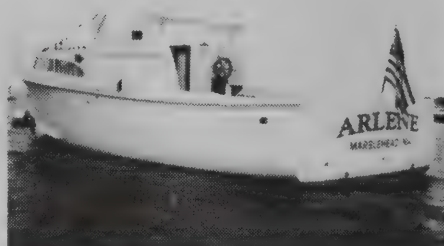


Gaff Sloop, 21'x 7'3", blt '92. McIntosh hull design. Pine on oak, copper fastened. Tabernacle mast, shallow keel. Slps 2, daysails 5. Ruggedly handsome boat w/solid feel. On trlr. Asking \$5,500. MATT LYFORD, Exeter, NH, (603) 778-7844. (24)

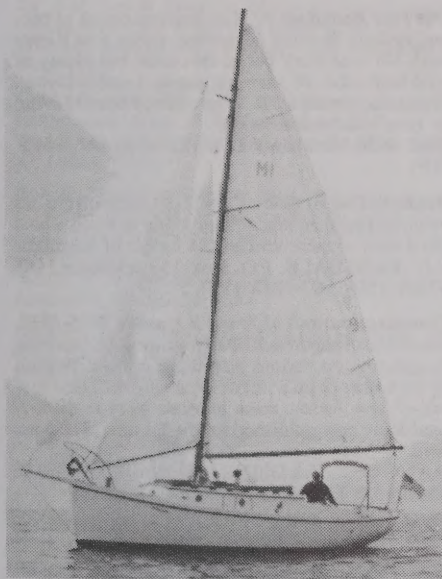


25' Van Dine Tancook Whaler, '74, w/trlr. 8hp Evinrude in well. \$6,700. Located in central MA. HENRY KOHN JR., Hardwick, MA, (413) 967-7391. (24)

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



30' Classic Robert Rich Trunk Cabin Sport Fisherman, blt '54. Mahogany on oak, bronze fastened, much restoration work has been done to hull & interior teak decks. Power is V8 Chevy gas engine boatyard maintained in gd running order. Slps 3, SS galley & icebox, VHF radio, most original hrdwre for outriggers, etc., orig fighting chair, gin pole, much more. Price reduced from \$12,500 to \$5,500 for quick sale. STEVE WILLARD, 64 Orne St., Marblehead, MA 01945, (617) 631-8462. (24)



Mystic Island Cutter #9, '49. 27' LOD. Compl restored '95. New sails, new 18hp Yanmar diesel. Slps 4. Incl marine radio, loran, Skippy stove, ice box, etc. Located in ME.
HENRY KOHN, Hardwick, MA, (413) 967-7391. (24)

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

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

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)

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' Nahant Dory, from Gardner book. Blt '91, modern constr, 130lbs empty, sailing rig. \$2,000.
S.A. MITCHELL, 200 Millstone Dr., Frogmore, SC 29920, (803) 838-3742. (24)

BOATS WANTED

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

28' Sea Pearl.
NANCY THOMPSON, Sherwood, MI, (616) 432-2814. (24)

Bolger Micro, Long Micro or AS-19.
GEORGE HAECKER, Omaha, NE, (402) 558-6479. (24)

Haven 12-1/2, in any cond. Looking for sound boat in nd of TLC.
JOHN PAGE, Arlington, MA, (617) 860-8106, please lv message. (24)

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)

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

23'-26' Power Boat, w/cuddy. Gd to repairable cond. Bass boat type would be nice, but not required.
NED COSTELLO, Middle Haddam, CT, (860) 267-6847. (24)

25' Van Dine Tancook Whaler, or 21' Crotch Island Pinky, blt by Peter Van Dine.
MIKE O'BRIEN, P.O. Box 98, Brooklin, ME 04616, (207) 359-4651. (24)

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

Klepper M1 Drift Sail, 14sf, 6lbs, 4'6" in bag. Used 1 season, brand new cond. Compl w/alum mast in 2 sections, boom & blue canvas sail bag. Cost \$390, will consider \$250 negotiable.
MARK REVEAUX, Stony Creek, CT, (203) 488-1914. (24)

Sails & Spars: New Main, luff 13'7", foot 10'. Asking \$250. New Main, luff 20'6", foot 9'9". Asking \$350. New Jib, luff 18', foot 7', leech 15'8". Asking \$100. 6-1/2" Spinnaker/Whisker Pole, spruce, gd cond. Asking \$75. Alum Mast, dent in bottom, could be cut down or sleeved. Incl SS rigging & turnbuckles. Asking \$100. Schaeffer Blocks, 2 traveler end double blocks, for 1" track. \$20.
RON SILLIMAN, New London, NH, (603) 526-9363. (24)

Balanced Lugsails, main 74sf, mizzen 20sf. 8.5 Egyptian dacron used only few hrs. Re-cut once. \$290 plus shipping.
HARRY BROADY, Harrison, OH, (513) 367-5528. (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)

Pearson Electra Mainsail, gd used cond, 23.5' luff, 9'9" foot.
KENT ALLYN, 110-B Raynes Neck Rd, York, ME 03909, (207) 363-1625. (24)

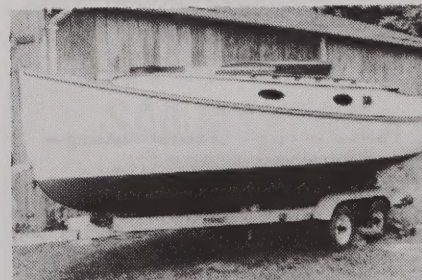
Sea Eagle Sail Rig, for SE-8 inflatable.
NEIL FOLSOM, Old Orchard Beach, ME, (207) 934-2309. (24)

GEAR FOR SALE

Tools: 9" Dual Disc Sander, on stand. Asking \$85. Precision Vise & Dewalt Combo Grinder & Wire Wheel, w/slow speed top mounted wheel, on Small Bench. Asking \$150. New Combo Wet Grinder. Half price at \$125.
RON SILLIMAN, New London, NH, (603) 526-9363. (24)



New! The Ultimate Rowing & Sailing Cap! Come rain, shine or monsoon, our U.S. made, long billed WORKBOAT cap offers max protection. The navy, stain & water resistant 100% wax cotton fabric breathes. Embroidered logo & adjustable leather strap. One size fits all. Item W-362 \$25, 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



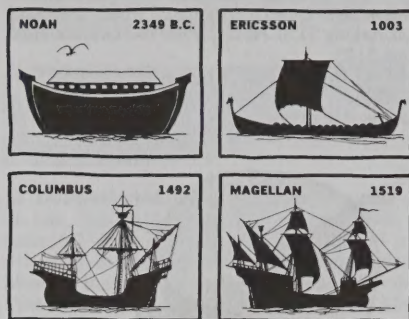
Precision Molds, full size lofting on 1/8" birch & plans for 20' Cape Cod catboat *Pandora*. Proven performer. Cabin trunk molds & full size deck patterns. Designed for cold molding but suitable for carvel or glued lap construction. Adaptable to raked transom like *Frances*. Will save you at least 200 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)

All New Gear: Woven manilla fenders (2) \$20. Knot Stick \$25. Wind speed \$15. Screen kit \$6. Roll of non-skid locker \$5. Tempo elec or mech fuel gauge tank unit \$10. Kasko marine thermostat for deicer Teak & brass overhead light \$10. 12v vacuum \$15. Brass grab rails (2) \$20. White nylon ant. base \$5. Sail easy fender \$5. Brass boathook fitting \$10. 15"x15" teak louvered door w/ screen asking \$30.
RON SILLIMAN, New London, NH, (603) 526-9363. (24)

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)

Yanmar 3QM 30H, compl w/extra parts & manuals, no running stand. \$2,400 OBO.
GEOFF RICHON, Gloucester, MA, (508) 283-4736 home, (508) 283-6063 work. (24)

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. (23P)

Pre-Cut Planking, for "Little Cat" 14' sailing dinghy. Bruynzeel "Regina" 6mm marine plywood. Compl plans & spec booklet. \$1,425. TONY DIAS, 193 Tillson Lake Rd., Wallkill, NY 12589, (914) 895-9165. (24)

Constant Camber Dinghy Mold, for John Marples designed 10' & 12' dinghies. Exc cond. Located Annapolis, MD. \$300 OBO. D. CARRIGAN, Burgess, VA, (410) 263-5915. (24)

Canoe Cart, transports canoe & gear on roadway, trail or path any walking distance. Write for free information. APPROPRIATE TECHNOLOGY ASSOCIATES, P.O. Box 241, Taunton, MA 02780. "Promoting Paddling Since 1989" (24P)

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)

Used Gear: Loran C handbook & video \$10. 14"x 15"x 1" 3-blade bronze prop \$75. 13"x 11"x 7/8" 3-blade bronze prop \$50. Bronze intake strainer thru hull \$5. Chrome runabout step pads (4) \$25. Antique bronze twin lever engine controls \$20. Small Harken style vents (2) \$20. Chrome shift handle \$10. Chris Craft chrome chocks (2) \$15. Runabout steering wheel, column, box, drag link w/on-wheel controls \$40. Group 24 battery box \$5. Numerous small hrdwre items. RON SILLIMAN, New London, NH, (603) 526-9363. (24)

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)

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)

GEAR WANTED

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)

Companionway Ladder, for Pearson Electra (or detailed drawings). KENT ALLYN, 110-B Raynes Neck Rd., York, ME 03909, (207) 363-1625. (24)

BOOKS & PLANS FOR SALE

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)

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)

"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)

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)



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

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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)

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 post-paid. NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)

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

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)



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)

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

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)



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)

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

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

Binders, 11 for *WoodenBoat* magazine, used, gd cond. \$55 plus shipping.

HARRY BROADY, Harrison, OH, (513) 367-5528. (24)



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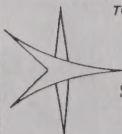


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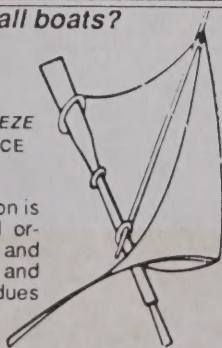
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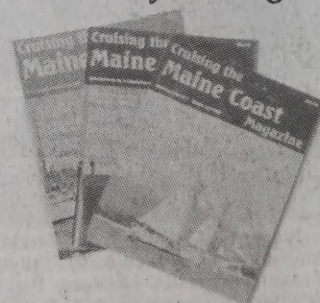
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