



messing about in BOATS

Volume 14 - Number 1

May 15, 1996

Special Features This Issue
"The Orca 10 Junior Sail Trainer"
"A Day on the Lake" - "The Herring Skiff"



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In Our Next Issue...

Walter Fullam provides some photos and notes from "The Mt. Dora Antique Boat Festival", Bunny Fernald reminisces about "The Life & Times of *Cantioe*", Max Henke asks a key question in "The Cruise...Are We Having Fun Yet?", and John Conway carries on with the family saga in "The Family, Me and the Catboat".

Pete Stevenson reveals to us all about "Solar Sailing", David Gilroy describes a unique summer spent boatbuilding in "Inner City Chamberlains", and Garry Cerrone tells us about saving an old fiberglass relic in "The Saga of *Artist's Choice*".

We'll have a look at "Stefan Kristjanson's Affordable Designs", "Allan Bridges' Canoe Designs", and the charms of the catamaran will be revealed to us by Dock Shuter in "Why Not Two Hulls?" Phil Bolger will bring us his concept for a "40' Lake Launch".

More on rowing will surface in Neil Wilson's "Brace Yourself, It's About Oars Again", Gardner Callanan's "Brie Craft Oars", and Dan Drath's "More on Mirrors". Sam Overman discusses "Boat Launch Recovery Aids" and Jim Thayer describes "A Budget Dust Mask".

On the Cover...

The essence of the summer pleasures enjoyed by John Conway's family and their friends in his ongoing serial "The Family, Me & the Catboat" is caught in our cover photo of some of his gang and their Beetle Cat. Do such summers still happen?

Commentary...

"Volume 14, Number 1", it says on the cover of this issue. Thirteen years have passed since our May 15, 1983, introductory 16 page black & white issue featuring Loring Wordell's Bay Bird sloop on the cover. Thirteen years times 24 issues adds up to 312 issues. A substantial portion of what has become my "life's work".

As the issues of *Messing About in Boats* continued to pile up, I finally got around to buying some binders to store my own copies in, and while I was at it I figured I should do the same for the accumulated issues of my previous two publications, most of which were on some shelves in the barn attic. My first effort, *Cycle Sport*, ran for 20 years, 1959-1978, totaling up 240 issues, it was a monthly that grew to be 120 pages or more in size. The subsequent *Trail Rider* ran for 14 years, 1970-1983, totalling 168. Both were concerned with motorcycling, my enthusiasm for over 30 years, 1949-1983.

This year the row of binders will come to 48 when I'm done, and occupy a long, long shelf. I look at this racking up of my magazines as something of a history of my life's work, but I don't know whether it all might be a bit too unwieldy for my children and their children to find room for to preserve as a memento of how our lives were lived. I know I often wish I knew more about my grandparent's lives as they saw them. Maybe our offspring will too.

Looking through the stuff I did in the '60's and '70's is a nostalgic trip, a monthly chronicle about the subject of my interest in those years is also a chronicle of what we were doing, and also brought back to mind many, many people who figured in our lives in those years.

But that was then and this is now. I still see and hear from some of my old friends of twenty-thirty years ago, and learn that too many are now living in the past, savoring those good old days, but bereft today of any new consuming interests to make their todays equally engrossing and absorbing. I don't have that problem, for seizing upon my growing interest in small boats in the mid-'70's led to launching this magazine when I'd just about lost all relevance to the world of motorcycle sport in the early '80's.

With *Messing About in Boats* I found what I believe will be my final publishing venture, focussed on an activity that not only offers me an enduring fascination but that can be carried on as long as the brain keeps functioning adequately. The broad appeal of messing about in boats spreads over several generations and is encouraged by the opportunity it presents to keep on messing about right to the end. The end, when you get to "retirement age", has come into view up ahead and the time left in life to do what one wants becomes a finite concept.

I hear plenty about retirement for I am of retirement age and contemporaries I know who were lucky enough to not be forced out in early retirement by corporate downsizing or other age discrimination business practices

are now concluding their lifetimes of performing the work of their choice. For too many this is a long anticipated escape from something they spent a life doing to survive economically, too often not an occupation also enjoyed for its own rewards.

I had no life plan at age 30 when I quit working for others, and didn't worry much about security as I figured the only true security in life was in what I knew how to do that people would pay for. A shot at being my own boss doing something really trivial like publishing a small magazine for the sport that had caught my enthusiasm seemed worth a try. I could always get a job again if it failed. So I took the chance and it didn't fail and now it's 35 years later and here I am still doing what I want to with my life.

When *Messing About in Boats* began to take shape in my imagination, I could see my years in motorcycling were drawing to a close. I had done everything I had wanted to in that sport and as I entered my 50's I was in danger of becoming one of those tiresome "old guys" going on about the "good old days", no longer relevant to the here and now. So I sold *Trail Rider* to younger people (the present owner still publishes it even though he now is graying) and was off on this new effort.

What I hadn't envisioned in May, 1983, was how much your involvement would grow and how this would transform this magazine from a chronicle of what I found interesting and worth writing about to one in which I am able to publish the broader perspective of what you collectively find interesting and worth writing about. Bringing all of you onto these pages has become my real function, and this enables us to bring something truly of value to one another.

Messing about in boats is hardly a major issue in life, but it is a very important minor one, providing us with some of that "quality of life" that today's aspiring achievers seem to long for, to find the time for. Enhancing our quality of life through sharing our enthusiasms and experiences in this subject we love is a worthwhile thing to be doing.

It has not escaped my notice that retirement for many becomes an empty place where pursuit of long wished for recreational activities palls in time and is replaced by boredom. I find that having a purpose larger than one's own self-absorbed enjoyment of no longer having to work carries with it the greatest satisfaction. Combining this purpose with the longed for recreation cannot be beat for inspiring one on arising each new day. That's where I'm at now.

About the only drawback to this working retirement is that Uncle Sam not only will not give me much of that Social Security I've been paying into for a half century but still requires me to continue paying him 15% of my self-employment income because I choose to work. In four more years he's supposed to relent but, who knows, he may change the rules again as the money runs out.

Better to be on my own making a living, with your help. Thanks for your support and participation in this wonderful adventure.

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Small Boat SAFETY

The Danger Zone

By Tom Shaw, U.S.C.G.A.

Collisions between vessels are a major cause of boating accidents, and almost all of them are totally unnecessary. According to the Coast Guard, most vessel collisions are caused by "improper lookout" and "operator inattention or carelessness." One reason seems to be that too many skippers are not aware of the "danger zone" concept. The "danger zone" concept is not specifically mentioned in the Navigation Rules, but it is an easy way to remember who has the right of way in a crossing situation.

The "danger zone" is located from dead ahead to 112.5 degrees aft on the starboard side (22.5 degrees aft of the beam), the area in which your vessel's green side light is visible. When you are underway, any boat you see in that arc almost certainly has the right of way. You must alter course (usually to starboard) and/or speed and pass astern. (The exceptions are for two vessels under sail where direction of the wind and the vessel's tack may determine which boat is "stand on" and which is "give way".)

In most power boats, the helm station is located on the starboard side to give the skipper a clear view of his "danger zone." Unfor-

tunately, the operators of many small outboards must sit on the starboard side to reach the tiller/throttle, and they tend to look ahead and to port rather than ahead and to starboard, but the boat's configuration does NOT relieve the skipper of responsibility. The Navigation Rules require a proper lookout at all times. As one senior member of the Auxiliary commented, "That's what crew members are for."

To which I would add, "Let's not have 'just passengers.' let's have trained crew on our boats." As skippers, we can and should do the training.

The statistics for collisions involving sailboats underway provide real food for thought. Five times more collisions are attributed to "improper lookout" than to weather or sea conditions, the second most frequent cause of sailboat accidents.

When two power driven vessels are meeting head on, neither has the right of way. The Navigation Rules state that **both** shall alter course to starboard and pass port-to-port. The rules apply to vessels of all sizes, including personal watercraft. Those of us who "mess about" in more conventional vessels need to do whatever we can to educate this brand new group of boaters and to talk to those who rent

PWCs and stress their responsibility to provide a little basic education on "rules of the road" before they hand over the ignition key. After all, it's in their best interest as well as in ours.

Vermont Canoe Day For All Ages

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1996 BOAT BUILDING SCHOOL SCHEDULE

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JULY 26TH - 28TH

Mike Mahoney & Bill Smithers, Instructors
Fee \$150.00

Fundamentals of boat restoration: Surveying your wooden boat, plank replacement, joinery, laminated and steam bent rib/frame replacement plus condensed basic refinishing.

(see "Refinishing" below)

REFINISHING

AUGUST 24TH & 25TH

Mike Mahoney, Instructor
Fee: \$100.00

Learn the basics of traditional wooden boat refinishing: Finish removal, surface preparation, staining, application of sealers and varnish, painting systems, seam compounds and post restoration care.

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SEPTEMBER 21ST - 28TH

Dan Sutherland & Bill Smithers, Instructors
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RESTORATION

OCTOBER 11TH - 13TH

Mike Mahoney & Dan Sutherland, Instructors
Fee \$150.00

(see "Restoration" above)

RESTORATION

FEBRUARY 7TH - 9TH, 1997

Bill Smithers & Mike Mahoney, Instructors
Fee \$150.00

(see "Restoration" above)



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Getting Models Out of the Museums

George Surgent's Polliwog and other simple model boats and the serious model yachting accounts by John Snow last year recall to me my attempts to get model sailing yachts out of the museum glass cases and onto the water to see how they sail.

This has involved my first sketching the lines and rig by eye. Then I'd find a block of wood from an industrial crate or even firewood, split it and shape a hull with a hatchet. Then clamping this in a vise I'd saw out the deck, hollow out the inside with gouge and mallet and glue a deck back on. I'd gouge a groove for the keel, drive two nails into it and then carefully pour molten lead from old wheel weights into it. I'd make up a rudder and tiller with a rubber band half to the mast so the main sheet can pull this line sideways so as not to head up so much in the puffs.

The square rigs are the most fun. You'd think they'd run true before the wind but I had one actually work slightly to windward because, I think, the sails sheeted in formed an airfoil. It sailed halfway across the river before being picked up by a fireboat crew from their low transom platform. I felt a bit like having called out the fire department to rescue a treed cat.

If a model built like this doesn't come up by itself if knocked down by a puff of wind or accidental blow from an oar, put a piece of a tin can into the keel mold to lower the ballast and then bend over the sheet metal and nail it to the hull.

I'm usually impatient to see how a new model will sail so I smear model cement as a sealer over the hull, paint it with one coat, and hang it out to dry by the mast on a clothesline. For rigging line I use old handkerchief cloth threads and set all the knots in glue as water unravels them. It's pretty easy to drill small holes along the hull for small pegs to fasten the lines to with two half hitches. (Those models with too many details are still stuck in glass cases).

After having models kicked around in the bottom of the boat I think the best place to carry them when retrieved is on a deck, like a duck decoy, with a low rail so they don't slide off or get blown off. Such a deck can be fashioned from planks laid across rail to rail.

James Hodges, 1304 Radford Rd., Wilmington, DE 19803.

About Amateur Designers

In your commentary of February 15, you mention the misgivings Dick Newick has regarding amateur boatbuilders who design their own boats. You mention "free spirits" who "rush ahead to create and cobble together whatever they see in their imagination, apparently without wondering why there are people out there who spent a lot of time and money studying naval architecture so they could build proper boats.

I realize you have a proper respect for those of us who choose to design our own boats, but for those who might share Mr. Newick's view that "experts" should always

be consulted, I must vehemently disagree. Carried to its logical extreme, no one but a farmer would grow a vegetable, no one but a carpenter would build a shelf, and no one but a chef would cook a meal. We have become so specialized in our vocations, that we seem to feel we should carry that specialization into our avocations as well. It's truly a pity that a majority of us feel the need to call an expert for something as simple as fixing a leaky faucet.

We sometimes justify this with the "time is money" rationalization. I've talked to many who argue that paying to have work done makes sense because they can earn more money in the time it would take them to do the task than the task costs them to have done. I find it disturbing that we often measure success by the degree to which we can buy ourselves out of performing certain necessary tasks. As Thoreau once stated, it's like paying someone to live our lives for us.

In addition, paying to have work done doesn't allow for the satisfaction of a job well done, and there is also something fundamentally satisfying that comes with the understanding of a problem and fixing it. As humans, we developed with the need and capacity to do for ourselves. With increased specialization this isn't always possible, an ideal to be striven for.

Those amateurs who choose to design a boat do so because they feel challenged by a problem and aren't put off by the idea of personal responsibility or even failure. The easiest path, in a very real sense, is consulting the experts.

After all, if one has a boat designed that doesn't quite work out, there is someone to blame. We've become, in this society, afraid of failing, or worse, convinced that if we do fail, it must be someone else's fault. It's a shortcoming we should all be concerned about.

I love seeing a boat built by its owner. If that person also designed the boat, all the better. I know from the reaction I get when I'm out in one of my designs that there are others who feel the same. There seems to be certain level of respect people hold for those of us who are willing to put ourselves on the line in this manner.

Why? I think maybe because they recognize that we weren't afraid to try. Describing the designing and building of a boat as a celebration of the human spirit might be a bit grandiose, but I think it fits.

Ira Goldstein, Miller Place, NY.

Editor Comments: Dick Newick's concerns are about the safety of those venturing forth in possibly dangerous boat designs. He admires and encourages home builders.

Now I Am a Boatbuilder

At a time when I should be readying my final resting spot by mowing the grass on it, I have turned my back on the inevitable and gone canoeing. Why, I don't know; for other than the ferries to the mainland I've never been near a boat since the navy gave me an all expense paid cruise during the last big conflict. I guess it was one of those whims one gets when they are pregnant or when they haven't had a drink in hours. Probably because it was a whim it was not entered into too logically.

The madness seized me and I resolved to learn a little about it before I took the plunge. I took a "learn to canoe" course put on by Elderhostel. I didn't realize these were more entertainment than educational. However it whetted my appetite. I had to get a canoe. I'm not sure if I'm a cheapskate (actually I know I am) or if this is the condition of all people who are not flush with filthy lucre.

At least I could not contemplate spending the thousands required to purchase a new canoe so I took to scanning the used boats columns and ended up buying for a few hundred bucks an Equinox canoe made in Ontario. It was a battered old barge but it still floated. Actually we complimented one another, both nearing the end.

Some time went by before I got to use it though, because I couldn't entice anyone to be my partner. I believe everyone I approached took one look at my antiquity and declined for fear that if I had a coronary at the extreme end of the trip they'd have to paddle home alone. Finally I enticed a damsel to be my partner. This came about because she was also from Ontario and was so besotted with the thought of paddling in an Ontario canoe that she neglected to notice I was a museum piece.

We joined a canoe club and on subsequent outings were informed that our Ontario canoe might have been picturesque on an Ontario lake but it didn't have enough freeboard to handle paddling on the Pacific Ocean. From there on we were uneasy paddling in this picturesque red canoe.

One of the club members is into building cedar strip canoes, he has eight of them in various locations around his house. Any more and he would have to move from a city lot to country acreage. Through talking to him I became intrigued with the idea of building a safer boat, a red cedar canoe called the Prospector. You no doubt have heard of them as they were the favourite of early explorers and trappers. John refers to them as the "truck" of the canoe world. They can carry huge loads plus people safely.

The construction began. I had neglected to remind myself that a carpenter I am not. In fact talent of any kind I don't have. I soon needed help. No one volunteered. Finally I used logic on my partner; that her life was endangered with every trip she made in that picturesque red canoe. She began to help me. She almost dissolved the partnership when she got fiberglass resin in her hair. Even her hairdresser complained. I couldn't see what the fuss was all about but for once I showed some smarts and kept my mouth shut.

The boat finally was made, and launched, and didn't sink, and didn't turn over so we drank the champagne instead of smashing it over the bow. Since then we've had many a paddle in it. I still know little about paddling and I don't contribute much to the propulsion, but as my partner sits in the bow with her back to me she is unaware of my inadequacies, (actually she is one smart lady and is aware of them but graciously ignores them). Her name is Joy and she is a joy to me the way she paddles without complaint about my lack of contribution.

Now I'm a boat builder (actually I'm not, but as it hasn't sunk yet I try to convince people

I am, and it does look like a boat if you're forty paces back and can't see the flaws). I went from my smashing success of building the sixteen foot Prospector to building a 15-1/2 foot kayak which I gave to my daughter Yvette who is crazy about kayaking. I had to build the kayak myself for my partner refused to help me because her hairdresser refused to help her if she showed up with resin in her hair again.

Undaunted by this lack of enthusiasm, I am now part way along with a 16-1/2 foot kayak. I'm not sure what I'll do with it when I get it finished. In fact I don't even know why I'm building it. I've found boat building is full of challenges, and I hate challenges. My response to them usually is to bury my head in the sand and hope they'll go away.

Theo Botfield, Vancouver, BC.

Nobska Restoration Funding is In!

Recently President David Pritchard of our New England Steamship Foundation signed the contract for the first million dollars of our ISTE grant! The contract signed with the Commonwealth of Massachusetts now allows us to send *Nobska* to drydock and so begins our long-held vision of *Nobska's* complete restoration. What a wait... what an effort.

NESF's goal to dry-dock *Nobska* is targeted for this spring, most likely in Boston at the site of the restoration of the USS *Constitution* in the former Charlestown Navy Yard. The yard, now a National Park, will be open to visitors as the work is in progress, giving the public a chance to see first hand how America's last coastal steamer is reborn.

Nobska received added strengthening in New Bedford as welders replaced bulkheads and closed up deck openings prior to her trip to Boston through the Cape Cod Canal, her first in 25 years. In a blinding snowstorm both of her lifeboats were removed and taken to the New Bedford Regional Vocational Technical High School where they will be refurbished by students there under a program whereby students at the school will become involved in *Nobska's* restoration.

Robert C. Cleasby, New England Steamship Foundation, Providence, RI.

Your Boats...

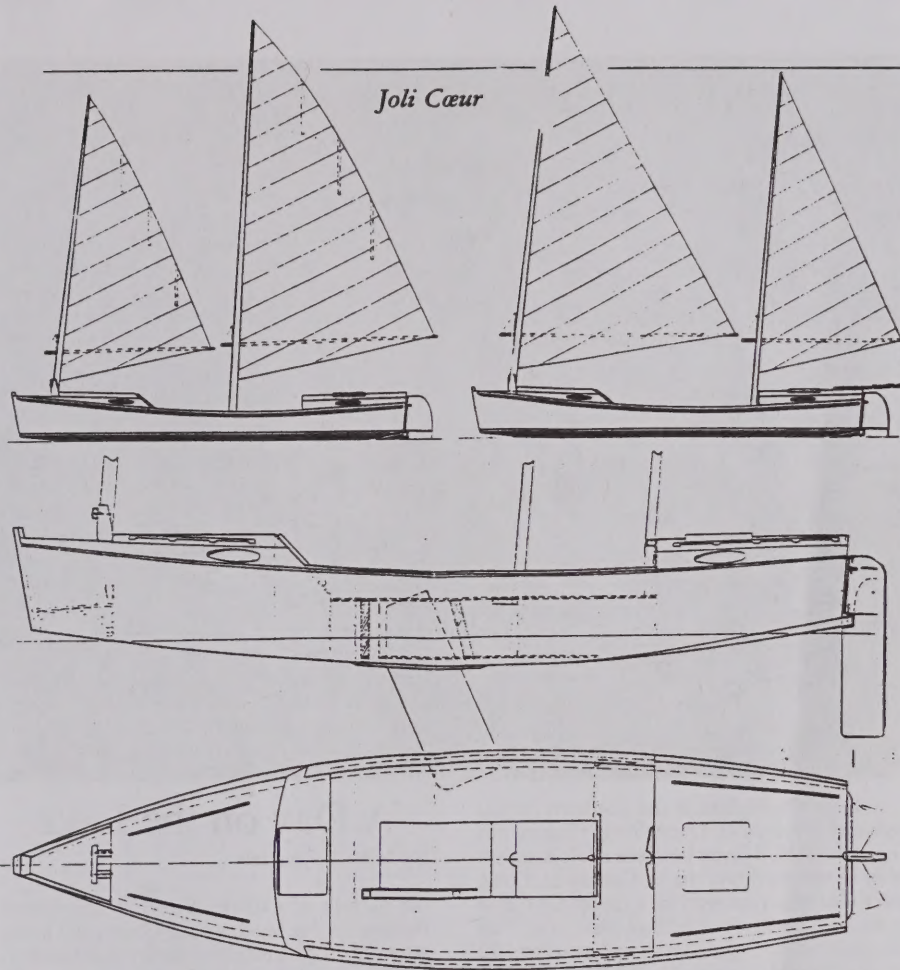
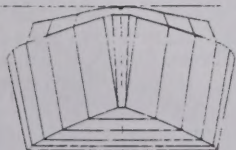
Joli Couer

Joli Couer is to be a self-righting sailing dinghy. She has a big central cockpit between two cabins, watertight so that the cabin tops provide buoyancy to help right the boat in case of capsize.

The model I made did the trick, but I don't yet know if the full size *Joli Couer* will be as able. Anyway, separate cabins are good to relieve personality strains on a cruise.

Joli Couer also has several mast steps along the keel so that different rigs can be used.

Luc Casaer, Putstraat 5, Meldetr 9310, Belgium.



Giving Away Mahli

It is in sorrow that I'd like to inform you that I would like to give away our *Mahli*. I got her free about six years ago, and put a boomless tarp sprit rig on her. She was an open boat with leeboards. I then gave her to a friend, for his birthday.

A year later she was filled with rainwater, and looked a mess. I got her back for my birthday. My boat building buddy and I rebuilt her, we added a tall bow, and a small cabin and a shaftlog for an inboard lawnmower engine. The engine never came to be. We also at one time added an A-frame mast, so we could get in and out of the cabin easier. That broke off at Port Townsend at the boat festival. So now she has a stout mast in the center, a raked one at that. What drives her is a large jib, made of Tyvek.

Her last adventure was in Port Townsend, and she is now collecting moss and neglect. I feel bad for her appearance, but all our funds, time and energy are going into another boat, a Microtrawler.

If you live in Washington or Oregon and love sailing something 14' or so and would like to be *Mahli's* new owner, give me a call.

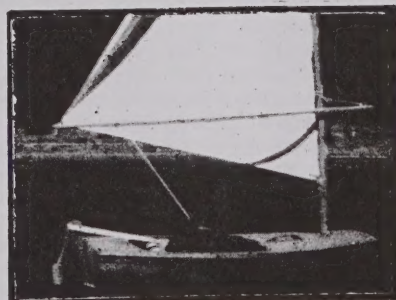
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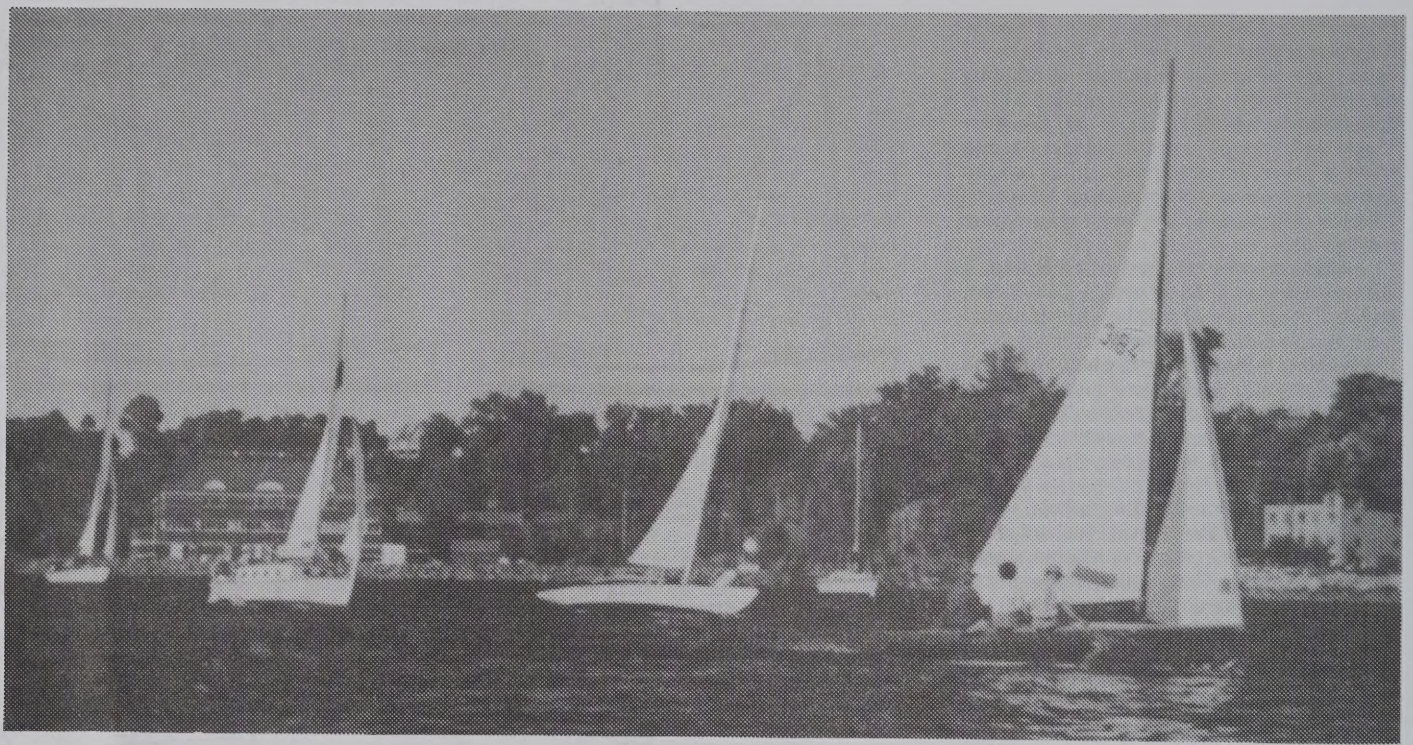
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Lake Champlain is the northern border between Vermont and New York. Contrary to popular belief, it is not landlocked. It is accessible to the north via the St Lawrence River, and to the south through the Champlain Canal to the Hudson River near Troy, New York. The lake itself is 120 miles long, and measures 12 miles at its widest point. On the Vermont side, Lake Champlain is shadowed by the Green Mountains. The Adirondack Mountains rise up on the New York side, making for splendid scenery. It is a great spot for cruising. Both shorelines twist and turn and there are lots of beautiful protected anchorages. There are boat accesses scattered around both sides of the lake and plenty of small towns and marinas with restaurants and facilities.

Since I have been living here on the lake, one of my favorite things to do is to wander around all of the different shipyards and marinas in the area. In these shipyards there are lots of awesome wooden boats. Some, tucked back in corners, may never have water lapping at their hulls again, but that's OK. Wooden boats are built from living things, they remain alive forever, even after their sailing days are gone. Their hulls slowly turn into the earth from which they were born.

Still, there are lot of wooden boats in great shape. cruising boats, racing boats, classics and homebuilts. Every spring their owners spend weekends down by the water, sanding, painting and varnishing. Many people find us wooden boat enthusiasts crazy. They ask, why do they spend all that time working on their boats when they could be sailing in a lower maintenance boat? Well, to me, sailing is more than being out on the lake with the sails full. Sailing is hanging out in shipyards, working on boats, reading old sailing stories and relaxing on the dock watching the seagulls fly by. It's all sailing. If it's sunny and warm, you'll find me down by the water. Boat or no boat, I'm sailing.

I work in the summers as a sailboat captain with a charter company based out of the Burlington Community Boathouse. Located at

A Day on the Lake

By Mike LaVecchia

the bottom of College Street in downtown Burlington, the boathouse is where I and many other Burlington residents hang out in the summer. The front of the boathouse faces due west and is perfectly situated to watch the sunset over the Adirondacks across the lake. The boathouse itself is modeled after the original building that housed the Burlington Yacht Club back in the 1920's. It is the centerpiece of the Burlington waterfront, so it was the obvious choice for the gathering.

It was getting late in the season. In a few weeks the weather would turn cold and nasty, forcing people to haul their boats out of the icy cold water. The event had to happen soon. So the date was set for October 1, 1995, our first of hopefully many Wooden Boat Gatherings on Lake Champlain.

There are other wooden boat shows in the area. The Classic and Antique Boat Society, which has a chapter on the lake, holds an annual wooden boat show. It attracts mostly powerboats, however, and has a somewhat competitive atmosphere. In contrast, the Wooden Boat Gathering was going to be mostly sailboats and there was no contest involved. The purpose was simply to gather as many wooden boat enthusiasts as possible together at one place and on one beautiful day. Well, it worked.

The day was sunny and warm with a nice 10 to 15 knot breeze. I ran up to the sub shop to pick up the six-foot sub and drinks to feed the people who came down. When I returned, three boats had already showed up. It was great to see. I had an arrangement with the city to keep the face of the boathouse clear for the boats to tie up. It was actually a great time of year to hold the event, because normally the boathouse is packed and today the harbor was slightly quieter. I set up the food and got organized and the boats kept sailing in. It was an awesome feeling. Before the end we had about

15 boats, ranging from 34 feet to about six feet. The boats attracted a lot of attention from the many people that wandered around the park and boathouse that day.

From the nearby Lake Champlain Yacht Club was a 1950 Hinckly 34' Sou'wester, a classic setup for family cruising, you could tell this boat gets a lot of use. Then we have *Ouisquabae*, a gorgeous molded mahogany plywood Thistle that we later learned was actually a mold used to make up other Thistle. A few weeks before the gathering, a friend of mine and I were out sailing when we spotted this boat. We asked the owner to come to the gathering and he did. This boat is a beauty.

We had three locally built Cod Rib 12 skin-on-frame canoes. The owner of one of the boats at the gathering teaches classes on building these fine boats. They are light enough for one person to carry to the water by themselves, but stable enough for a good sized person to paddle comfortably. Also, there was a sailing canoe with leeboards named *Kermi*. It was the smallest sailing vessel of the day. There was *South Wind*, a 31' Alden designed Malibar Jr. that sailed down from Mallets Bay that morning. The locally anchored *Kraaken* was one of the early arrivals. This boat is a 25-foot centerboard double-ender built in Yugoslavia in 1947. It was rapidly deteriorating while sitting in a field for seven years, but was found in time, restored and put back in the water two summers ago. *Sinclair Bay* was another early arrival. She is a heavily built 2-1/2 tonner built in Essex, England in 1940. This boat, brought up from Connecticut earlier in the summer, had sailed up from Charlotte where she is moored.

Baba Louie also showed up. She is a Barnegat Bay 20 that was saved only days before the previous owner had planned to saw her up with a chainsaw. We had a Nordic 5.5 meter come down. This boat, which was built in Holland in 1950, is 33 feet long and less than seven feet wide with a sweet overhanging stern. Then there was the only power boat to show up, a 1957 Chris Craft 22' Sea Skiff,

owned by one of the greatest guys to hang out at the boathouse. Before the end of the day, he would have taken a lot of the spectators and photographers out for cruises in his boat. He was a hero. Finally there was my boat, *Sam Patch*. She is a 1938 Yankee 30 built for racing in the short steep waves of Buzzards Bay. This boat might have been designed for racing, but I find it's pretty comfortable for what I use her for, a liveaboard cruising boat.

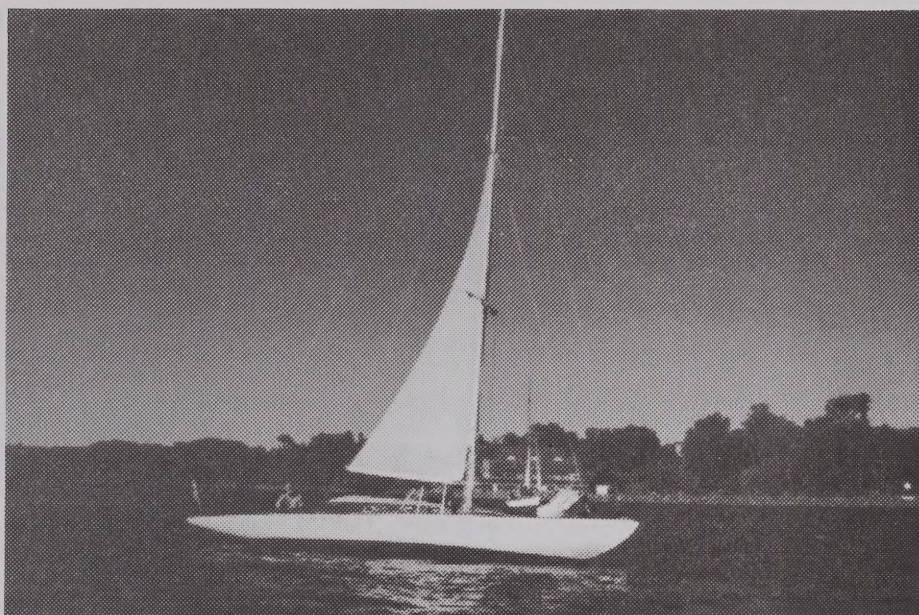
By one o'clock in the afternoon all the boats had arrived. The face of the boathouse was covered, along with three slips on both ends. It was inspiring to see the interest we generated that day. It was the first time I had seen so many wooden boats at the boathouse at one time. The food was out and the boats were tied up. It was time to enjoy what the day was all about. Boat owners and visitors walked the docks, admiring each others' boats. There was a great variety. The owner of the *Thistle* was taking people out for sails around the harbor. This boat is a rocket, especially in light winds. We spent a few hours socializing and meeting new friends. Looking over each other's boats, we learned new and different ways to take care of our own boats, swapped cruising stories and enjoyed the sunshine.

At 3:00 the food was gone, the wind was blowing and we all started getting restless. So we decided to raise sail and cruise around the harbor and out onto the broad lake. The scene brought us back to a time when wooden boats dominated the waters. Wooden sailboats, big and small, sloops, cutters, ketches were all tacking around each other. We were in the *Yankee 30*, in my opinion, the nicest boat there that day. She is a bit faster than some of the others, so we doubled back now and again to keep the group together. The *Sea Skiff*, with a crowd of people, was running around with us. It was a glorious day, the sun was out and the sails were full. Each boat tacked effortlessly around the others, throwing out big smiles to the camera and each other. The smiles came naturally, we were sailing.

After a few hours of some great sailing, most of the boats started heading off to their home ports and a bunch of us locals headed back to the boathouse to relax and watch one of the last sunsets of the summer. It's a bold statement, but I think all would agree, this had been one of the best sailing days of the year.

Opposite page: Tacking up the harbor, from left a *Malibar Jr.*, *Kraaken*, a *Nordic 5.5* and a *Thistle*.

A perfect day for sailing a *Thistle*.



A *Nordic 5.5* sailing along under main alone.



Sam Patch (right) and *Kraaken* tacking, the Adirondacks forming a spectacular background.

Right: *Kraaken* hustling to windward.

Sam Patch easing along alone.



"I hear the old bucket almost went down?!"

I nearly leaped out of my skin at the unexpected sound of Mr. Bevis' voice just behind me.

"Whoa! Don't do that," I gasped back.

Bevis, the Harbormaster's Assistant, had somehow motored his patrol boat right up next to *Buckrammer* without making a sound...at least to my crisis-focused ears.

"Sorry," he shot back as he advanced the throttles of his launch and pulled away.

Alone once again, my attention returned to the task of removing the engine hatch covers in order to assess the damage. With new diesels of this horsepower running in the \$6000+ range, I sure hoped the water had not reached the intake manifold.

The covers came off without a hitch, exposing the little red Westerbeke 4-60 in all of its glory.

Right off I could see that two batteries were gonzo. A great believer in redundant systems (from my long-ago NASA days), I had rigged the electrical system to accommodate three large marine batteries. A Guest electronic battery switch directed the charging current from the alternator to the appropriate places. It also provided solid state monitoring of voltage and charge condition.

Two of the batteries were used for starting the engine and provided main power for *Buckrammer's* principal electronics systems (such as the radio, depth sounder, etc.). One of the automatic bilge pumps was also driven by one or both of these two electrical brutes.

A third, more mobile, marine battery was connected directly to the forward bilge pump in the cabin. This is the pump that I had earlier discovered stuck in the ON position. Through a series of more conventional power switches, this one could also be used as an emergency source of starting or electronics power. For an additional margin of safety, this third battery was mounted in a remote spill-proof box under a cockpit seat. It sat well away from its brothers and at a much higher altitude.

I had gone through all of this rigmarole to assure that even a catastrophic flooding of the cockpit would not knock me off the air. So much for that idea.

The built-in charge indicator of this remote battery showed complete discharge. Obviously the stuck switch of the forward pump had drained the power to zero.

Yet even with a stone dead battery, the main pump should have kicked in. It operated on an entirely separate system.

I directed my attention to the main pump. More powerful than the one in the cabin, this unit featured an external float switch. Something about the switch caught my attention immediately.

Lodged in the switch mechanism was the green plastic closing tab from a package of hamburger rolls (SELL BEFORE JULY 13). The tab had somehow positioned itself to perfectly jam the float mechanism. This prevented the switch from ever turning ON.

"Damn!" I bawled aloud. "The darn thing couldn't switch ON if it wanted to."

You just can't make this stuff up; two pumps and two radically different simultaneous failures. As the old saying goes, "If anything can go wrong on a boat, it will." (Corollary saying, "For want of a hamburger bun the ship was lost!")

The Family, Me and the Catboat One Pickled Motor...to Go?

By John E. Conway

I turned to examine the remaining power elements in detail. The flooded boxes of the main batteries clearly showed that they had taken a bath. Further, in what must have been a violent reaction, the lead terminal posts and associated starting and power cables had been electrolytically dissolved or reduced to white or greenish wisps of their former selves. It's amazing what a little juice can do.

I followed the engine wiring along to the starter motor and alternator. One terminal on each of these devices had also been dissolved (maybe vaporized?).

"Hmmm," I dreaded to think what replacements would cost.

So much for the electrical stuff.

Let's see, next on the punch list was THE ENGINE.

The big question remained, "Had water reached the intake?"

That thought now consumed me. I'd start the process by looking at her oil.

The 4-60 has separate dipsticks for both the engine and reverse gear. I pulled the engine's stick and was delighted to find only oil.

"Whew! "

The transmission was not as lucky.

I could clearly see water beads where MAX OIL should have been on the stick. Drats! OK, the transmission would need work.

Even with no water in the crankcase, I still wondered if the engine had seized. If seawater had gotten into the cylinders, it would probably have been stopped by the rings. This would have prevented contamination of the crankcase but still could have "welded" the pistons to the cylinder walls quite readily.

To find out, I made sure that the gear lever read "neutral," pulled off the valve cover (exposing the rocker arms and push rods) and took advantage of a neat feature of the old engine. On the front end it has a pulley wheel mounted directly to the drive shaft. I grabbed the wheel and slowly applied turning pressure. The darn thing moved! In fact, with some perseverance I was able to rotate the engine through a full revolution while observing the action of the valves. Old Red hadn't seized...not yet at least, for that wheel turned, all of Red's internals had followed suit.

Right! Time to take stock.

First the good news.

Buckrammer was not in any immediate danger of sinking. Whatever had caused her to flood was no longer at work. (I'd come back to this mystery later.)

The engine may not be a total loss.

With a few new parts, some wire and oil a test could be conducted.

Finally, I now knew why the pumps had not done their job. Chalk one up to Murphy.

On the down side...

Clearly the electrical system was shot.

This would have to be removed and replaced, batteries, switches and all.

The transmission was possibly ruined as well. At a minimum, its oil (and water) would have to be pumped out and replaced...a messy job at best.

Finally, and sooner rather than later, I'd have to determine where the water came from in the first place. If this happened once, it most certainly could happen again.

The pleasures of boating are indeed many and varied.

The row back to Slaight's dock took on an entirely different complexion than that of the race out. Visions of the blown weekend to come, of insurance and spare parts phone calls to make and of the inevitable broadside on my bank account swirled about in the think tank. I had definitely become a member of boating's Major Leagues.

How had such a dumb thing happened?

Of Beetle Cats and Ice-Cream Days

Hurricane Bob shut down the late Summer of 1991...BOOM...just like that! With power and water out of service at the summer house and my continuous vacation at an end, the Conways decided to haul themselves and the wreckage of our Beetle *Driftwood* back home to New Jersey for the season.

Over the cold months our spirits recharged and by Memorial Day *Driftwood* and the family both were ready for a ritualistic relaunch. *Driftwood's* shattered bow planks and stem had been put back aright thanks to the miracle of the Gougeon Brothers and their amazing West System epoxy products.

The Kennedy's *Mutt* and *Driftwood* were both launched on the same tide and both promptly...SANK!

"Hey, Conway," Gene once again taunted, "Now that's more like it. No way those planks will fall off from being TOO TIGHT this year." Even the legendary Sikaflex had been no match for the caulk-loosening wrath of Hurricane Bob.

The summer of 1992 was another great one for us Westport turn-ups. With two Beetles in the family, all sorts of adventures played themselves out. One that sticks in memory was the ice cream adventure to Adamsville.

The salty part of the town of Westport, Massachusetts is formed by the confluence (I love that word) of the east and west branches of the Westport River. On an incoming tide, the west branch current meanders along upstream towards its headwater in the village of Adamsville, Rhode Island and forms the southeastern boundary of the two states.

Adamsville harbors a number of "still go'in" enterprises established at the turn of the century...the 18th century! These include a post office, a working grist mill (Grey's), a potter (Stonebridge Dishes), several restaurants (Manchester's and The Barn) and two general stores (a different Grey's and Simmons). Beyond foodstuffs and hardware, Simmons operates a full-service ice cream parlor as well.

Now...under the right conditions...if one is in a cruising frame of mind...and if your departure is timed just so, a Beetle Cat can enjoy both a leisurely "downhill" (i.e., wind abeam and tide aback) cruise on the west branch from the Point to Adamsville and a leisurely "downhill" jaunt back on the change of tide. Naturally, one has to consume large doses of Simmons ice cream to overcome the drudge of waiting for the tide to turn in the interim.

One summery Friday, just such a set of conditions presented themselves to the *Driftwood*, her skipper (more correctly, the man with the ice cream money), my then 10-year-old son and four of his closest buds.

After a few lazy, but adventure-filled



Adamsville Landing...a sea of tranquility.

hours poking our way along the river, we finally reached the landing. (An example of "adventure-filled" included the discovery of a bottle of nitroglycerine. One of the boys stumbled upon the stuff in the ruins of an old hunter's cabin on one of the west branch's numerous islands...but that's another story.) Simmons ice cream never tasted as good.

Sadly, we had miscalculated the turning of the tides a tad and had to make several return trips to Simmons that day for either more ice cream or potato chips or soda while awaiting the "downhill change." Such are the vagaries of yachting (and the appetites of 10-year-olds). We returned home close to sunset with a gaggle of sleepy-headed, over stuffed, slightly sunroasted catboat converts.

Now *That's* What I Call a Catboat!

The following day dawned as a "10" on the beach scale, so it was off to Horseneck State Park with the family for a day of body surfing and sandcastle building.

The Adamsville Expeditionary Forces muster in *Driftwood*.



Several return trips were required due to a tidal miscalculation.

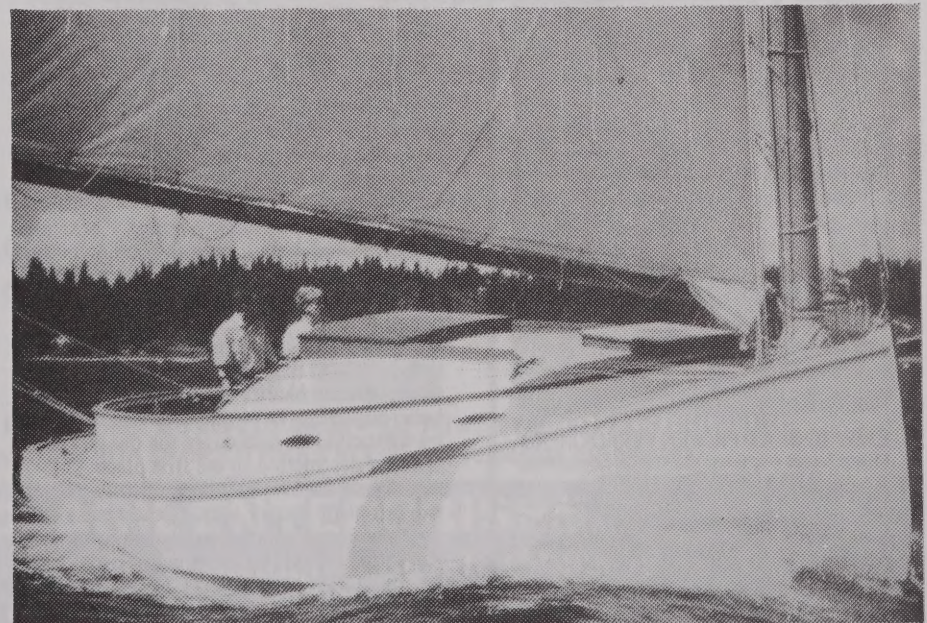
Cimba is one of the most ship-shape boats around.

Around 4:00 PM or so we reluctantly decided to begin the process of gathering up the gear and the gang when ...FATE WORKED HER EVIL CHARM.

From out of nowhere a huge catboat, maybe a 25 or 30-footer, her massive gaff sail set for a lazy broad reach, ghosted by just outside of the surfline. With the afterglow of the previous day's Beetle adventure still warming our spirits, the site of the big cat passing seemed almost, well, mystical. My oldest daughter, Abby, and I raced down into the surf and swam out into the deep water hoping to catch a glimpse of the vessel's name and home port. Slowly her transom turned and revealed: *Cimba* Boston.

Magical!

We watched in wonder as the majestic thing bore off to starboard and entered Westport Harbor, about a mile or so down the



beach. It looked as if she might be overnighing in our little port!

With this everyone in the family grabbed their things and bolted for the car. We headed north on Route 88 for the Horseneck Beach Bridge, hoping to see where the vessel had put in for the night from the summit of the bridge.

Sure enough! There she was, tying up to a mooring just off of Tripp's Marina. It would be an easy row in *Splinter* from Slight's dock to give *Cimba* a proper Westport welcome.

A shave and a shower later, I pulled on *Splinter*'s oars and headed towards Tripp's and the big cat. For this first contact expedition I traveled solo, the rest of the family being too shy to "barge in."

My camera came along for the ride to capture the moment on film. I've found the "magic box" to be a great ice breaker when meeting boating natives for the first time. What proud skipper can resist extending a boarding invitation to an admiring fan?

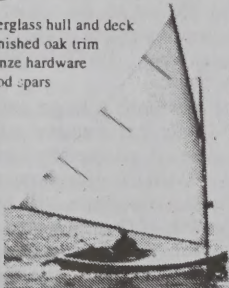
It worked like a charm.

I soon found myself in the pleasant company of Lynda and Frank Cassidy and their daughter.



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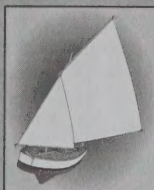
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"Nice tender you've got there," Frank complimented as I stepped aboard.

"Thanks, I..." my voice trailed off.

Cimba was immaculate.

Her cockpit was a tribute to the fine art of varnished brightwork. All sails and lines were stored Bristol fashion. Everything was shipshape beyond belief. It was clear that the Cassidy's were folks who took their boating seriously.

With a twinkle in his eyes, Frank invited me to "take a look below."

Everything was in better-than-showroom order from the classic cabin layout to the "mission control" quantity of electronic gear neatly mounted in all the right places.

"She's a 25-foot Fenwick Williams' design and we take good care of her," Frank explained as I exited the cabin. "But her brightwork probably needs to be reworked next spring."

My mouth dropped. Museum Chipendale should look as good.

The remainder of our conversation became submerged as my internal voice belated, "I want one of these."

As *Splinter* took me back to Slight's, I was glad that rowing is a backwards facing sport. *Cimba*, the Vision of the Surfline, remained in sight until I rounded the Point. My family awaited the Great White Hunter's report.

You Didn't Specify English Standard

"Oooo! We don't see many 440's anymore." I could hear the Hansen Marine/Westerbeke parts rep scratching his head over the phone in Marblehead...some 120 miles away.

"Let's see, you want a starter motor, an oil filter and an air cleaner, and you want them by tomorrow...Saturday, right? Hmmm."

They say that enough money thrown at a problem usually fixes things. So, for a credit card hit larger than the purchase price of my ex-Navy whaleboat, FedEx and the boys at Hansen's promised to have the parts in my hands by 1:00 PM the next day.

In the meantime, I went to work and began by stripping out most of *Buckrammer*'s electrical system. Seawater submersion has literally turned the insides of both the starter and alternator to mush. The starter would be replaced when FedEx arrived. The alternator could wait until next year.

Enough new wiring was installed to safely get the engine up and running. I appreciated the fact that, as a diesel, Old Red was more of a plumbing system than the mechanical/electronic hybrids that gas engines have become.

Using a PAR Handy Boy pump, I next proceeded to drain the oil from the engine and crankcase. The waste oil was directed into a five gallon "jerry" can purchased just for the occasion.

With everything more or less under control, I decided to pay the harbormaster a visit to express my heartfelt thanks for his actions. I also hoped that he might be able to shed light on what conditions brought the old girl to the brink of destruction in the first place.

Westport Harbormaster Richard Earle works out of a cozy shed at the head of the town fishing docks at Westport Point.

"My guess is it had something to do with the rain," Earle conjectured. "We got about three inches in one shot about a week before."

Earle continued, "I bet all of that rainwater brought your boat down below her waterline and opened a dry seam. Once that had happened, without pumps, there was no stopping the inevitable."

It sounded like a plausible theory, but for one flaw. *Buckrammer* is equipped with self-bailing cockpit scuppers. Any rainwater should have come and gone in one motion. Were they blocked? It was worth a look.

FedEx came through with the parts and soon I was back aboard.

A fast check of the scuppers showed that they were unclogged at the deck level. Yet when I gently poured a bucket of water into each, within seconds the drains backed up spilling their overflow into the cockpit bilge.

"What the hay?"

A closer inspection showed that the scuppers' through-hull seacocks were CLOSED. Like a flash it dawned on me that I had, as a precaution, closed all of *Buckrammer*'s seacocks...engine, galley and scuppers...when I last left her.

"Son of a...gun!"

Well, at least I knew where the water had come from.

The brand-new starter slid onto its mounts like a greased pig. Within minutes I would be able to try turning the engine over.

The solenoid and starter cables slipped over their terminals according to plan. The new starter had not been shipped with terminal nuts, but I thought that I could borrow those from the old motor.

Wrong! The new starter had metric threads while the original nuts were standard.

A frustrating row back to the dock and a call to Hansen's confirmed the diagnosis.

"We wondered about that," the Hansen rep would later comment. "The 460 is based on an English Austin Taxi-Cab motor and sports a mix of English standard and metric parts. No two are ever quite the same."

The two-way row, the trip to a local hardware store for metric fasteners and a stop to pick up a can of starting ether pushed the turn-over test into the late afternoon.

Finally, Old Red was ready for a trial crank-over. I crossed my fingers and turned on the ignition key.

To Be Continued

Resources in TFMATC-III

The Guest Company, Smart Switch, 148 Elm St., Meriden, CT 06450, 203-238-0550.

Gougeon Brothers, West System Epoxy Products, Box 908, Bay City, MI 48707, 517-684-7286.

Adamsville, Rhode Island: Adamsville Road, Simmons General Store, Grey's Market, Grey's Grist Mill, Stone Bridge Dishes, A. Manchester's Restaurant, The Barn Restaurant.

Hansen's Marine Engineering, Westerbeke & other parts, 32 Tioga Way, Box 1106, Marblehead, MA 01945, 617-631-3282.

PAR Handy-Boy Pumps, available from E+B Marine Supply, 201 Meadow Rd., Box 3138, Edison, NJ 08818-3138, 1-800-BOAT-ING.

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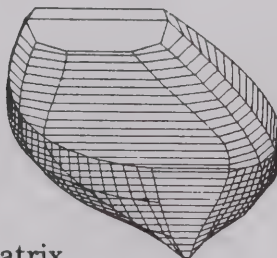
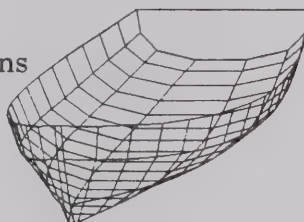
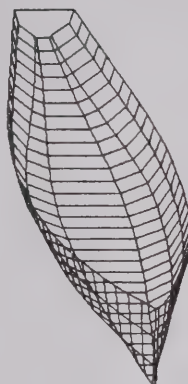
Displacement
Center of buoyancy
Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area

- **Prints out:**

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

- **Printer support:**

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Epson or IBM Proprinter dot matrix



- **Sail rig design:**

Sail graphic
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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

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

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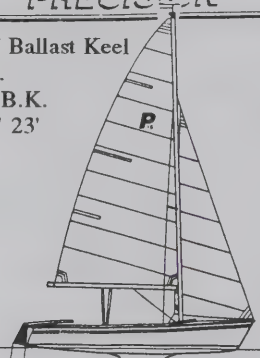
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My father was very tall, very slender and very handsome. My younger sister, Fran, and I both adored him. But he was an important executive at the Union Carbide Company in New York City and had little time to spend with us.

In the winter we lived in an apartment in the city. Fran and I were in school all day and our father got home so late from the office that we scarcely saw him at all from one weekend to the next. But summers were heaven. Dad took the whole month of August for his vacation and we spent those long, blazing weeks in various rented houses on the South Shore of Long Island.

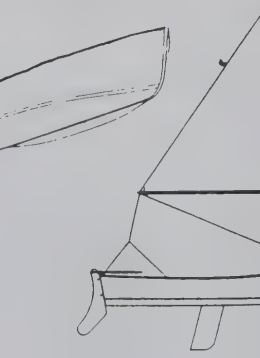
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Steady As She Goes Or How I Almost Drowned the Russian

By Kitty Button

The landscape there is best described as tidal marsh. It is flat country with miles of old scrub oak and pine bordering endless vistas of golden salt marsh. All through the marsh run shallow creeks and rivers that eventually spill out into the Great South Bay.

In the summer our father's favorite occupation was "just messin' around in boats." The local boatyard was where he loved to be and Fran and I spent endless hours watching him and old Sam Newey, the owner of the boatyard, build a beautiful little cedar dinghy. We were always barefooted and every time that Mr. Newey saw us he would say, "You girls ought to be wearing shoes around here. We don't want you stepping on any old rusty nails." But we wouldn't think of wearing shoes. We had taken our shoes off on the last day of school and hurled them to the back of the closet. We had no intention of looking at them again until the first day of school in the fall. We loved all those wonderful barefoot sensations, the cool tickle of new mown grass in the mornings and the hot ooze of the boatyard mud between our toes at noon.

When we weren't actually hanging around the boatyard, we were rowing out the creek to where it joined the river and there, if there was any breeze at all, we would hoist the sail on our flat bottomed rowboat and sail in whatever direction the wind would take us. Then, because it was really a rowboat and not a sail boat, we would have to take down the sail and row back to where we had started.

Thus we spent long happy summers, barefoot, messin' around in boats and along the way getting to be skillful and self reliant sailors.

Finally, in the summer when I was twelve, we got a real, proper sailboat. She was an 18' Cape Cod Knockabout, bigger than any boat we'd had before but sturdy and responsive. We loved her and sailed her with great joy.

Near the end of that August my parents invited a special guest to visit for the weekend. His name was Sandro Pavelovsky and he was Russian. My mother said he had escaped from the revolution, but I didn't have any idea what that meant. All I knew was that he was an esteemed and devoted friend of the family and that he wanted to go sailing. The day arrived and it was agreed that I would be the skipper and that my father and Sandro would be crew.

It all started well. The wind was fair and the afternoon sunshine dazzling on the water. It took quite a while to get the sails on board and rigged. My father and Sandro were talking and smoking their Chesterfield cigarettes, so I had to do most of the work. I bailed out the inch or two of water that had accumulated in the bilge, mounted the rudder and the tiller, rigged the jib and the mainsail and put down the centerboard. By the time I hoisted the sails, I realized that there had been a sudden and noticeable change in the weather. The wind that had been in the north, blowing out the river, had gone around to the southwest and was blowing almost directly up the river. At the same time the sky, which had been a flaw-

less blue, was turning grey with a high blanket of clouds obscuring the sun. For a moment I wondered if I should say something to my father, but I didn't want him or Sandro to think I was a 'fraidy cat, so I kept quiet about the weather and said, "Ready to cast off, gentlemen?" "Ready to cast off," they replied.

We pushed away from the dock and right away the wind caught the sails. Sandro was sitting up forward tending the jib sheet. My dad was next to him handling the main and I had the helm. The wind was getting brisker by the minute and we were fairly flying. Soon the river, which is usually quite flat, had little whitecaps all over it. Soon after that the whitecaps turned into real waves. Every time the bow of the boat hit a wave, the spray flew back into the face of Sandro Pavelovsky. And every time a gust hit the boat, she heeled over sharply and several times took water in over the leeward coaming.

Suddenly the sky got really black. The wind got stronger and gustier. The waves got even bigger. Spray was coming on board in great sheets and we were all three soaked to the skin. The helm was getting hard to hold. I felt as if my arms were being pulled out of their sockets. There was so much salt water in my eyes I could hardly see where I was steering. I was so cold my lower lip was trembling. My fingers were stiff and wrinkled and turning white. I didn't think I could hold on to the tiller much longer. I looked at my Dad and I looked at Sandro. I was scared.

The funny thing is that although I was scared and close to tears, the thought that kept going through my head was a feeling of responsibility for Sandro. I looked at his ash-colored Russian face, his wrinkled skin, the water dripping from the end of his nose, and I didn't want to be responsible for his drowning. I thought of all he had been through, surviving the revolution and escaping to America with only a few jewels in the lining of his coat. It didn't seem right for him to die at the hands of a 12-year-old girl in a small sailboat on Great South Bay.

The squall was at its peak. Every wave brought another deluge of water over the bow. Every gust of wind threatened a knockdown. I turned to my father with salty rain and spray and tears running down my face. "I can't do this," I shouted. "You take it, will you?" "You're doing fine," he said. "Hold her steady. Steady as she goes." "Oh, please," I shouted. "Please! I can't see." "Yes you can. You can see. There's the channel marker, just up there. Steer for the mark. You'll be fine." "No I can't," I sobbed. "I can't hold the tiller anymore. Please help me, Dad. I don't want to drown Sandro!" "You're not going to drown Sandro. He's a tough old bird. You are a good sailor and you're doing just fine. Hold your course. Steady as she goes. When we get up to the mark we can ease off and then we'll be much more comfortable."

He was right. A few minutes later we made the mark and eased our course to the west. The wind felt lighter and steadier. The waves smoothed out and stopped drenching us. Soon the black sky turned to grey and even had a patch of blue in it.

The storm went away as quickly as it had come. We got home safely under a blue sky. I didn't drown my father's friend and I learned that sometimes you have to keep on steering even if you're scared to death... "Steady as she goes."



Pleasant Bay has many hidden treasures. While a 24-hour stay in June on one of the Pleasant Bay islands, photo editor Barry Donahue and his daughter, Meghan, 10, wiled away the hours fishing, bird watching and taking in the sights.

What follows is a record of their stay, which illustrates the many ways to enjoy Pleasant Bay.

Saturday

8:45 AM: Launched with no one else at the ramp at River Road in Orleans except a couple of guys in a power boat that wouldn't start. Really thought there would be more people launching with the bass being in.

9:00 AM: Followed a red fox while it hunted on the northern side of Kent's Point. It leapt like a cat and pounced on something before disappearing into the woods.

9:30 AM: Meghan has caught nothing while trolling on a rising tide down Little Bay. Went up Hog Island Creek and watched the osprey feed their young.

10:00 AM: Stopped and drifted while shooting the breeze with a kayaker we met at the end of Hog Island. He was heading down to Chatham on a day trip.

11:00 AM: Landed after circumnavigating the island looking to find a good anchorage and a suitable campsite. Settled for the north side where the wreckage of a camp still lies.

Noon: Camp set up so Meg and I ate lunch before walking around the island. The uplands are a carpet of daisies. Lots of swallows making their homes in the side of the bank on the south side of the island. Meg decided to ramble around the island again while I fished. No luck.

3:00 PM: As I was reading in the tent, Meg looked in and said we had visitors coming across the flats. We could see three guys coming toward the island from an anchored skiff. Turned out to be the grandson of the former owners of the island and two of his buddies. Said it was the first trip out here since they had burned the wreckage of the cabin after the Halloween Gale in '91. It was an emotional visit for him, having grown up during the summers there. However, he was glad that my kids could come here and experience the same things he did years ago. Interestingly,

The Log of the *Mary B. II*

By Barry Donahue

we had pitched our tent on the same site as the house.

4:00 PM: Meg and I walked the "bridges of sand" between the flats and over to the channel between Hog and Little Sipson Island. Lots and lots of horseshoe crabs on the flats. Went across on the sand bridge between Big and Little Sipson Island. Found a lobster pot buoy on Big Sipson.

6:00 PM: Meghan and I lazed about and read as the tide made us an island again. Except for the ticks, there were no bugs (thank God) to bother us.

7:00 PM: Cooked dinner in our "kitchen." We had rolled two pilings we found on the shore together and put a board across one end. On the other end we put part of a ruined lobster pot we found as our stove area. A little bit of Robinson Crusoe in South Orleans.

6:30 to 8:00 PM: Watched a cannon salute from a wedding being held at Granny Cochran's house at the Narrows. The noise of the cannon took a few seconds to get to us after seeing the smoke issue from the cannon.

After washing up the dinner dishes we took another walk around the island as the sun set. Incredibly low tide and great light on the sand bluffs on the south side of the island. We were serenaded by a jazz band from the wedding across the Narrows.

9:00 PM: All our plans of taking the boat out for a sail under the full moon and rising tide dissolved as we fell asleep after reading and listening to the crash of the waves on North Beach and the bass lines from the wedding band across the water.

Midnight: Meg is sound asleep but the moonlight makes the tent seem full of silver shadows. Sound of wavelets seemed close by. Looked out the tent door and found the 12-foot tide was about six feet from the tent. Glad I listened to the kid about going a little bit higher up the beach to pitch the tent. We would have been swimming otherwise. Boat looked good anchored offshore in the moonlight.

Sunday

6:00 to 10:00 AM: Gray skies and a snoring kid. Went out to check the boat and brush my teeth. Meg slept until 8:00. Made breakfast while waiting for the tide to come up.

Broke camp as the tide floated the boat. Loaded up and headed back. Meg caught three bass in Crooked Channel on the way home. None were keepers, but the weekend certainly was.

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Richard was frustrated by the ups and downs, or rather the downs, of forever struggling to make a living. At the peak of frustration, he made a quick and rash decision. He would take off to sea. The ever intriguing and challenging ocean.

Did he have this situation in mind when he spent endless hours building his 12-foot, heavy weather dinghy, a Pelican? The sailboat, my namesake, has ever since justified the effort put into building it. She has proven to behave beautifully on the ocean, she is smooth and stable. In moderate weather she practically sails herself

This time however the furies in his soul, while heading for the ocean, seemed to be reflected in the ocean itself. Under cloudy skies and seven-foot waves, the winds were raging at approximately 40 miles an hour. I, his wife, witnessed him take off and quickly disappear in the distance of the turbulent ocean. He was gone. He was alone on the raging waters of the storm. I was alone on land. Which was harder? To wait in uncertainty or to be sailing with your life at stake? Worry crept into my soul. I knew that time would not be on my side in the long hours ahead. I had to practice faith and patience.

Finally night came and by that time I was nervously expecting a call. I went to bed early, tried unsuccessfully to read. I kept glancing at the clock. At 9:30 PM the phone rang. It was Richard. He had sailed to Joyuda, 15 miles away from Rincon. I wondered what had happened with his tormented soul out there. Well, facing a relentless ocean, the instinct for sur-

A Rincon Sea Adventure

By Smiljka Fitzgerald

vival takes over. The intensity, the concentration of tackling the elements, all this simply dissolves all inner furies and frustrations. Fighting the elements brings quick purification.

He was practically flying towards his destination. He made the distance in less than three hours. Only about four miles off of Rincon, by the Horned Dorset Primavera resort, he took a hit on the fishing rod. It certainly took a lot of know-how to tackle the fish in that kind of weather. Steering the boat with the tiller between his legs, he fought a good size kingfish. Sixteen pounds clean. He gutted and bled the fish right away. The catch had definitely lifted his spirits and he sailed on. Half an hour later the rod took another hit. So, reel it in once again! This time it was a nine-pound shark. Its teeth were gnashing as he single-handedly gaffed it into the boat. The winds never eased down so everything had to be done as fast as possible.

By this time he had crossed Mayaguez Bay and was getting closer to the jagged reefs in front of Joyuda. Suddenly, a cracking noise. At an unexpected gust of wind the tiller broke in two. The reef was only ten meters ahead. He quickly brought the boat into the wind, dropped the sails and, believe it or not, drifted by the reef by a close three meters. Reef to

starboard, reef to port! No tiller, yet he was safe. As he drifted by the reef, he was thinking what to use as a temporary tiller. He could whittle the broken tiller but that would take too long.

Then he spied the anchor. The anchor shaft appeared to fit in size for the tiller receptacle. He undid the anchorline and slid the shaft into the tiller receptacle. With the new improvised tiller he could now hoist the sails again. They had developed a rip but the rip did not tear further. So, he could enjoy the sailing once again and he put more bait on the line.

I wondered if he had secretly thanked the picture of Saint Nicholas, the Greek Orthodox protector of seamen, that was glued to the bow? And did the saint answer when only a few minutes later a beautiful baby whale swam as close as ten feet to the boat. What a magnificent creature! I once heard the song of whales through special earphones. The sound was as close to the sound of the music of the spheres as you could get. This was certainly a good portent.

By this time he could already see the promising dock of the little town of Joyuda. To make a long story short, he anchored safely and his sea legs finally touched land. A very rewarding feeling. Carrying a fish in each hand, with a rugged look all over him, he walked around town, bargained and finally sold the fish. This all called for celebration, so he went to a bar by the water and treated himself to a drink. It was then that he called me. And here the story ends.



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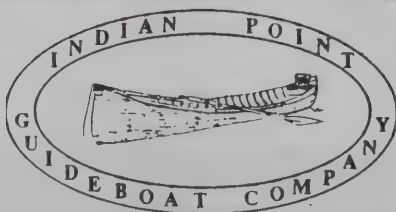
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Stormalong's First Season

By Bob Gerfy

In the spring, sailors traditionally do one of two things: Get out the varnish and cleanser to clean up the old boat for a new season or go shopping for a new boat altogether. Some do both, no doubt, but this year I just shopped. Last year, when I pulled out our 60-year-old sloop to recanvas her decks, the seams opened and I had to re-caulk her. But I didn't trust my handiwork and worried that the seams would pop out far from shore the week before I bought a VHF. Besides, the boat was way too small to cruise in and too light for the heavier winds on Puget Sound. I was afraid the old girl would just pull apart. Besides, boat shopping is so much fun.

I'd resigned myself to a fiberglass boat, preferably one of the older boats built before cost-cutting took technology to the edge of safety. I like Pearson Tritons, Tartan 27's and Pacific Dolphins. I gave a long look at a flush-decked Cal 25. I found a Cascade 29 in my local marina and called the company in Oregon. They will sell you a boat at any degree of completion and also broker some finished boats. The prices are quite reasonable and the boats very sound.

On a longish trip to compare Cascades, I traveled near a small, steel-hulled, Atkin-designed schooner that was advertised in the classified section of a local boating magazine. I realized it was a Coot design from the 1930's and, being a fan of Billy Atkin and the old "magazine boats," I wanted to at least see it. Of course, one look and I fell instantly in love. I wrote a deposit check "pending inspection by surveyor and approval of wife."

The Coot is a skipjack, V-bottom schooner, 27 feet long on deck, with 9'8" beam, 4-foot draft and a design displacement of 9,000 pounds (ours is a bit heavier). *Stormalong* is the work of two men. The first, a welder, built the hull of extra-thick steel. The second, a fine artist and housebuilder, completed the boat with fiberglass-over-plywood deck and cabin, spruce spars, laminated deck beams and knees.

Having been built for a couple, it has lots of storage space. The settee converts to a double berth, the two-person dinette to a single. Forward sit the galley and lots of storage cabinets. There's a huge storage area under the cockpit seats and rear deck. She's driven by a 28-hp. Deutz air-cooled diesel. Modifications have given her just enough headroom for 6-foot me to stand up straight and crack my skull on the cabin beams. Though her interior wood trim is gorgeous, the builder advised me before I saw her that "she doesn't have a yacht finish, she's more of a workboat type." That was fine with me. I'm not a yacht kinda guy.

Stormy is a heavy cruising boat. In 5-knot winds and flat water she'll ghost along slow and stately, but she goes. When the wind picks up she sails well and points surprisingly high, she tacks within 90 degrees. When it blows, *Stormalong* stands up and takes it. In 30-knot winds we carry full sail and heel about five degrees. All boats are trade-offs. We would like to sail around Vancouver Island and up to Alaska. We'd like to extend the sailing season into the windier months of autumn and spring. So we accept *Stormy's* slow, light air ways in exchange for her safety and security when the

gales blow. In this, she lives up to the lore of *Stormalong*, the mythical folk hero of the Northeast schooner fishing fleet.

In June, for a little over a week, we cruised her home amid the islands and channels of South Puget Sound and past Seattle up to Everett. Just now, in mid-September, we cruised her northward to and among the San Juan Islands, our first sailing trip to this sacred archipelago.

Except for the time my wife got dipped into steep seas when trapped on the bowsprit hauling down a jib, we have no exciting stories to tell. We anchored three times in calm bays below all the stars Carl Sagan could ever want to count. We sailed a bit, and motored a lot (such are the winds of Puget Sound in summer). We got held in port by dense fog. We dodged a few gargantuan ships. We ran aground twice, once in a fog of nature and once due to a personal fog in my brain.

I kept hoping we'd run across a pod of orcas that weren't being hounded by traffic jams of "whale-watchers," but we saw none. Instead, I spotted three minke whales. All they show is a bit of dark gray back and sickle shaped dorsal fin. They dive long and change direction a lot, which leaves us with just a fleeting glimpse or two. To me, the mystery of the sea lies in these kinds of chance sightings.

All in all, our adventures were not that big on the scope of adventures that make it into print. They were just ours. Anchored in one bay, we awoke to watch a red fox on shore. In another, I stood on deck watching the sunset go out like the long wink of a large eye.

One evening we anchored in Mackaye Harbor at the southern end of Lopez Island. From our position, a rock slightly off one shore appeared to sit in the center of the harbor mouth. A small rock island appeared behind it, flanked on either side by the flashing lights of a nearby buoy and distant lighthouse. At the harbor mouth was a rectangular glow of light. It stretched from between the harbor shores with the rock at the center. It looked like the glow of a backlit photo. I couldn't fig-

ure it out, for I saw no apparent source of that particular light. But then, I didn't want to explain it, for the light held all the magic and mystery I could give it, and it gave me back a special enchantment to carry with me forever.

I returned to boats and sailing about three years ago, just when, coincidentally, I quit smoking. It was autumn then and I tucked myself in for four months of boat-dreaming through books and plans in old magazines. I photocopied a lot of the plans, especially those of Billy Atkin. In print, Atkin calls his readers "Shipmates" and sometimes gets a bit schmaltzy. He's a dreamer chewin' the fat with other dreamers. He sounds like a safe, comfy father or grandfather, a guy who'd take youngsters traipsing through muddy boatyards and climbing into hulls smelling of wood wet from winter. Perhaps there'd be a layer of ice on bilge water left over from last fall or from rains that dripped in through a leaky deck. And you'd sit there freezing and yet warm in the old man's stories and your own dreams.

Boats begin in dreams. The memories they give are but dreams in the past tense and a source of hope for more memories in the future. And though our adventures were small, they are big in terms of their meanings in our lives.

I am pleased with our little Atkin schooner. I am graced with the memories she's brought so far. *Stormalong* is a boat for our cruising dreams. Hopefully, in succeeding summers, we'll take some more cruises with just as few adventures to write home about.



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This was a project I started in order to put an old 9.8 hp Mercury outboard to work. I've had it for years and was under the impression it was still running fine. It wasn't, but that's another story. I also thought it would be nice to have a small trailerable boat I could tow to various places around Long Island as the mood struck me. I have an old, or should I say "classic," 1936 Baltzer cruiser. At 28' it's hardly trailerable, and at its seven knot cruising speed I don't get to cruise as much of Long Island's waters as I'd like to. A small, light skiff would fit the bill nicely for those times when I'd want to do a bit of exploring in either the Peconic or Great South Bays and would want to go a bit farther than a canoe or small paddling boat could take me.

The "Double Paddle Dory" I wrote about last year is great for the rivers and small lakes of Long Island, but does limit me to solo forays without much gear. I'm very lucky in that I have two daughters and a wife who like to share my time and I wanted something they could safely fit into. I wasn't looking for speed (the fact that I limited myself to 9.8 hp took care of that), but I wanted something that would have a bit of get up and go. I was hoping for 12 to 14 knots.

In explaining how the skiff goes together, I won't go into a lot of detail on technique. If you've built these types of boats before you'll be familiar with what I'm talking about. If you haven't, you'll be well served by buying or borrowing from the library any of the how-to books on either stitch and glue or tack and tape construction. I cut my teeth on Dynamite Payson's books and couldn't recommend them more highly.

I've done a good bit of building using the tack and tape technique, which I find relatively easy and quite enjoyable. It's amazing how quickly you see results, with most small hulls taking shape in a couple of days. I can certainly admire the craftsmanship of traditional small boat construction, but can't see the necessity of using those methods from a purely practical point of view. Properly maintained, a tack and tape boat may last as long or longer than one built using traditional methods, so long as basic common sense and some semblance of craftsmanship is adhered to.

If there seems to be a problem with these boats from a longevity point of view, I don't think it's anything inherent in their materials or design, but the fact that because they go together so easily and quickly, we don't tend to maintain them with as much care as we would a traditionally built Whitehall pulling boat. I have an 11-year-old Bolger nymph din-

The Herring Skiff

By Ira Goldstein

ghy, (a tack and tape "instant" boat), that's as solid as the day I launched her. She's pulled over rocks every time I use her and banged about with each tide where she's chained up, gunnel to gunnel, with other dinghies in the dinghy storage area of our harbor. I'd like to see a traditionally constructed boat take that type of abuse!

Another plus for tack and tape construction is cost. Nothing more exotic than epoxy is called for, with everything in this skiff except the epoxy, fiberglass tape and three cleats purchased at the local Home Depot. For this skiff the total material cost was around \$250, including paint, varnish and lettering, and for a 12' skiff that's not bad.

I continue to sing the praises of lauan ply. I used 1/4" exterior and it worked out great. At \$10/sheet it's got to be the best buy in the lumber yard. I didn't sheathe the skiff with fiberglass cloth in large measure because I knew the lauan would finish up so nicely. It'll ding up over the years and scratches will accumulate, but the same can be said about any type of finish. The hull can always be sheathed if it becomes necessary down the road, and not sheathing it saves a hell of a lot of initial effort. The skiff looks fine now after a couple of months of use, with the paint finish holding up beautifully.

As for the design, I wanted something that I could feel comfortable taking out into Long Island Sound, as well as the bays I mentioned previously. It's a small boat and common sense must rule, but there are many days where boating on the Sound and like waters is possible and safe in a boat of these dimensions.

Because there can be some sloppy conditions, I wanted a vee bottom. Not a deep vee, but enough so I wouldn't feel undue pounding heading into a chop and to give me some bearing in a following sea. I also wanted a prominent sheer. This design is clearly dory inspired. I would call it a dory-skiff if I had stayed with a flat bottom, and it is very much like a dory in appearance in large part due to the sheerline.

You get a sheerline like this when you keep the upper planks, or in this design, the upper or side panel, equal in width throughout their length and design in some topside flare. If there is no flare the sheer will not sweep upwards like you see here or in the dory. As soon as you add the flare, though, your sheerline sweeps skyward. The more flare, the

more upsweep. I have a good bit of flare in this design, hence the prominent sheer. A nice bonus of flare is increased reserve stability, one of the attributes that make dories tender but seaworthy. I wouldn't describe this skiff as tender, but it's not as rock solid as a flat bottom would be.

I built the skiff more by eye than design. I knew I wanted a vee bottom, so I cut the transom out from the end of a sheet of 1/4" ply with about 15 degrees of deadrise. I should mention here that I designed the transom for a long shaft outboard (24") and if you're using a shorter shaft, you'll have to make provisions, either with a cutout in the transom, or with a different upper profile to the transom.

I then made up a form with the same deadrise and bottom dimensions as the transom but with a good bit more flare in the topside area, to use as the mid-point station form. I used the same deadrise and bottom dimension because I wanted the run from the mid-point aft to be a straight run. I thought that with only 9.8 hp, planing in anything but the most rudimentary sense would be anything but a foregone conclusion and I wanted to give the engine as much help as I could.

The form is placed six feet forward of the bottom of the transom on the strongback. A cross brace supports the mold on the strongback. The placement of the support is arbitrary, as is the height of the transom on the strongback. I have them where I do because that gave me a comfortable working height after I attached them to the strongback.

I used 1" x 4" furring strips to make up the form. This is a throwaway after the hull is completed, so any scrap wood you have lying around that's sturdy would do the job.

Constructing the strongback is the next step. Two saw horses with an 8 foot 2" x 4" nailed on top will do the job.

The next step is attaching the transom and form to the strongback. I had to screw a scrap piece of 2" x 6" to the transom to allow me to fasten it securely in place. I set the rake of the transom by eye. It turned out to be around 15 degrees, which worked out fine.

I then cut out and butt-jointed the sides to give me the 12' side panels I wanted. You could scarf the plywood, but the butt joints work, are easier and don't look bad. The side panels are simple rectangles with triangular cuts to give the necessary rake to the stem and transom. The rake for the stem was kept to a minimum since I wanted something very close to a plumb stem profile. Also, it's a good idea to stagger the butt blocks when you set the panels up on the boat, leaving one side panel butt toward the bow and one toward the stern.

One quick note about resin. I used epoxy. I wouldn't recommend you using polyester resin unless you plan on completely sheathing the hull. I only taped the inside and outside seams. I wouldn't trust taped only seams like I have here with polyester resin.

The next step is bending the side panels around the transom and midpoint form (see Figure 1). There isn't a hell of a lot of stress so I was able to simply tack the panels in place at the mold and the transom. What I did at the stem was drill three sets of small holes and stitch the stem together with wire.

Now carefully eyeball everything for fairness. You could probably come up with some fancy way to measure for fairness, using that ninth grade geometry we've all forgotten, but I've generally found that if it looks fair, espe-

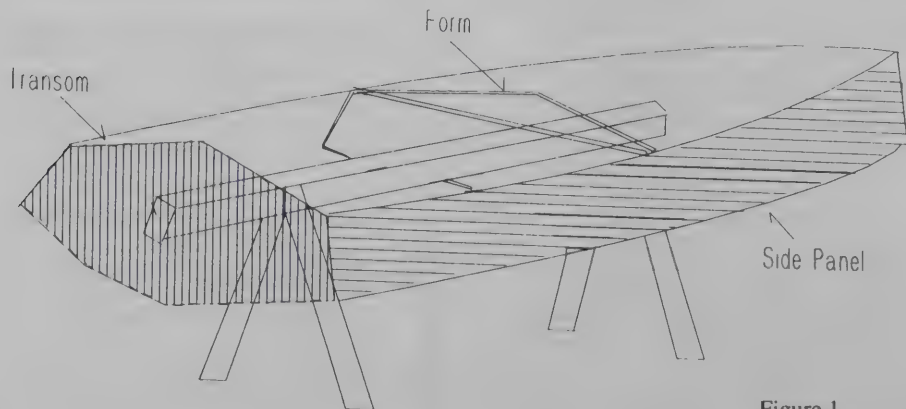


Figure 1

cially in small boat plywood construction, it's close enough.

Add epoxy and wood flour fillets at the transom and stem, bed 4" fiberglass tape into them, saturate with epoxy and let dry.

The bottom panels go on next. You'll have to butt block two pieces of lauan together (just like with the side panels) in order to get the roughly 11' length you'll need. Instead of panels 15" wide, here you'll need ones that are 20-1/2" wide. Again, stagger the butt blocks so one is fore and one aft. Lay two pieces of plywood over the bottom and tack them to the transom. The edges of the plywood that meet in the keel area are left perfectly straight and butt against each other. I drilled a half dozen sets of holes along that edge and tied the keel edges together with wire.

You then have to cajole the chine edges of the bottom panels to meet the side panels and stay fair. Drill some holes and wire together the bottom and side panels. The panels aren't going to cooperate fully, but if you don't get too angry at them you'll get them to lay down fair. You then have to mark the bottom panels for cutting (where the bottom panel meets the side panel). You'll also have to mark a stem profile onto the bottom panels. Just continue the rake of the stem from the side panels and round nicely into the keel area so the stem looks like a boat stem should look. (You'll know what I mean when you get there.) And don't be too afraid of messing up. What's nice about tack and tape construction is that it's very forgiving.

Half-inch gaps in the ply joints are no problem so long as they aren't too numerous. The epoxy fillets and fiberglass tape on both sides cover a lot of mistakes and do it safely. Now untie the bottom panels, cut them, rewire them to the side panels and transom and you're set to tape the inside seams of the hull. You should have a friend help you turn the hull over after unfastening it from the strongback.

Fillet and tape the remaining inside seams. Turn the hull back over and round all the plywood edges. A belt sander does the job quickly and easily. Tape all outside seams and, voila, you have a hull. The boat is now about half done.

I wanted a small keel, both for strength and directional stability. I ripped a 9'2" x 4" to 2-1/2" wide, then cut that down to give me a piece roughly 1" x 2-1/2". I formed it, then glued it to the bottom with thickened epoxy. I also screwed it down from the inside of the boat with eight or nine brass woodscrews.

I wanted the boat to float high if fully swamped, so I put flotation under all three seats. I boxed the seats in with lauan cut to fit the profile of the hull, then taped these supports in place (4" fiberglass tape over epoxy and wood flour fillets). These seat supports also add a lot of strength to the hull structure. The boat is very stiff, torsionally, and the seat supports are a big reason. I then screwed 1" x 2" to the inside edges of these seat supports and screwed down 1" x 12" pine for the seat tops.

For flotation I used styrofoam blocks cut to fit. Pour-in-place foam would certainly work, but you'd pay more for the foam than the boat cost me. If you spend any time at all walking along the high tide line on your favorite beach, you can probably salvage all the foam blocks you'll need for this project in a very short period of time. You'll also be clean-

ing up the environment a bit.

You'll want to drill 1" holes at the bottom point of the seat supports. These act as limber holes and allow water to drain to the stern of the boat for removal.

The transom knee went in next. I used 2" x 6" stock and cut it to fit. This was glued with thickened epoxy and screwed from both the transom and the bottom.

For the breast hook, motor board and stern quarter knees, I again used 2" x 6" stock. It's just a matter of fitting these pieces to the hull. I don't mean to make this seem easy, because it's not, and it's the only part of this boat project that calls for relatively close tolerances. (You'll even have to make two compound cuts for each stern quarter knee!) But take some time, because a good job here really dresses up the boat. A traditional Whitehall this boat may not be, but woodwork impresses the hell out of everyone. Don't hesitate to re-cut new pieces if you're a bit off. We're talking 2" x 6" stock here, hardly a big deal moneywise.

I cut the outside motor board from 1" x 6" pine.

For the gunwales and inwales, I ripped down two 14'2" x 4" to 3", then cut those in half to make pieces roughly 11/16" x 3". They bend nicely in that thickness and add an incredible amount of rigidity. And, by the way, if you're able to fit the inwales in one piece without ruining one or maybe two, God bless ya. I screwed the gunwales in place at bow and stern from the outside with 2" brass screws (into the breast hook and stern quarter knees) and from the inside with 3/4" screws. The inwales are screwed in place from the inside with 1-1/4" screws. All screws that show are countersunk and filled with wood putty prior to varnishing.

The finishing details, sanding, painting, varnishing the brightwork (the brightwork consists of inwales, gunwales, breasthook, stern quarter knees and inner and outer motor boards) will take as much time as you're willing to give. Add some cleats, a mooring bit, a towing eye and there you have it; a handsome, serviceable, 12' skiff. For roughly the cost of a new set of tires, and a bit of wholesome, relaxing labor.

A quick note on how she performed. As I noted in the first paragraph, the 9.8 hp I thought was in good shape needed a bit of work. Compression was down in one cylinder due to ring wear and I couldn't get the engine

close to maximum rpm. The skiff still made around 10 knots, a measured mile taking around five minutes. I was able to get her up to around 12 knots with a borrowed 8 hp. One of my winter projects is rebuilding the 9.8, and I'm sure she'll perform a good bit better than that.

One mild disappointment is that with one person aboard she trims better when steered from the middle seat than when steered from the more usual rear seat position. One person sitting on the rear seat throws the trim off enough to affect performance. When steering from the middle seat a tiller extension becomes necessary. With two people aboard (one sitting on the middle or forward seat with the helmsman on the rear seat), she trims fine. This is a common problem with small skiffs. You'd have to design in more waterline beam aft to offset this, and that would affect sea-kindliness to a certain extent and would also affect rowing performance. While I didn't design this as a rowboat, she does row adequately and I'd hate to have this quality denigrated.

As to rowing, with one person aboard and no engine she actually does quite well. With more than one person aboard or with one person aboard and the outboard in place, she starts to drag a bit. She still performs respectably, however, and could still be rowed home without too much difficulty if the motor failed.

Overall, the boat works well. She's light and very easily trailered. I've used her perhaps a dozen times and am always approached by strangers at the boat ramps asking questions and admiring her lines. She'll be used and enjoyed extensively, proudly proclaiming to all that there are still a few to whom the spirit of doing for oneself is both practical and satisfying.

Bill of Materials

(5) 1/4" x 4' x 8' lauan ply	\$50.00
(3) 2" x 4" x 12' Douglas Fir	\$15.00
(1) 2" x 6" x 12' Douglas Fir	\$7.00
(6) 1" x 2" x 8' firring strips	\$4.00
(2) 1" x 12" x 6' pine	\$14.00
(1) 1" x 12" x 3' pine	\$4.00
(1) 1" x 6" x 6' pine	\$5.00
Assorted hardware	\$30.00
2 gallons epoxy	\$70.00
50 yards 4" fiberglass tape	\$35.00
(2) quarts enamel paint	\$15.00
(1) quart UV. inhibiting poly	\$8.00

Total \$257.00

Daughter Daisy ready to go in the completed skiff.



As I worked on this design it became clear that it involved much more than hydrodynamics and construction techniques. To a much greater extent than any other commission, it involves a myriad of factors that range far beyond the normal brief. A youth trainer project touches on social issues concerning families, private and public associations and the meaning of community.

First, what is the primary purpose of a youth trainer? This question can be given a very narrow answer: To teach children to sail. Or, it can be integrated into the larger question: How can a sailing trainer help a society raise its children?

We live in a time when societal structures are splintering and leaving individuals feeling isolated and powerless. As geographic neighborhoods lose their cohesiveness, many are looking across great distances for community in associations of people with similar interests. The wooden boat community is one of the "places" many of us look to as such a forum. While it may be tragic that the old ways are disappearing, it is good that some sort of alternatives are being found and developed to help fill the void.

Many of us involved in the "Wooden Boat Revival" over these last twenty years have had a sense of community as a motivation right from the start. In the last few years the reality of this community has begun to expand and take on new forms. One of the most exciting developments has been the proliferation of schools and centers that have grown out of the core of pioneer institutions, some now over twenty years old.

What I find heartening in these new groupings is that many of them are using grassroots education and youth participation. One way or another, we all know that we owe our love of boats and the water to childhood experiences that were given to us by our elders. We value the perspectives that can develop in that environment and some of us have been looking for ways to pass this gift on.

Let's return to the question of the purpose of a sail trainer. If we see ourselves as isolated individuals, then the best answer is to build the most provisional and inexpensive boat possible. We are swamped with other demands on our time and our resources so we can't afford anything better. Our own children may not stay interested, and besides they will soon outgrow the boat. The harshness of these "realities" drives our requirements and their necessarily meager results.

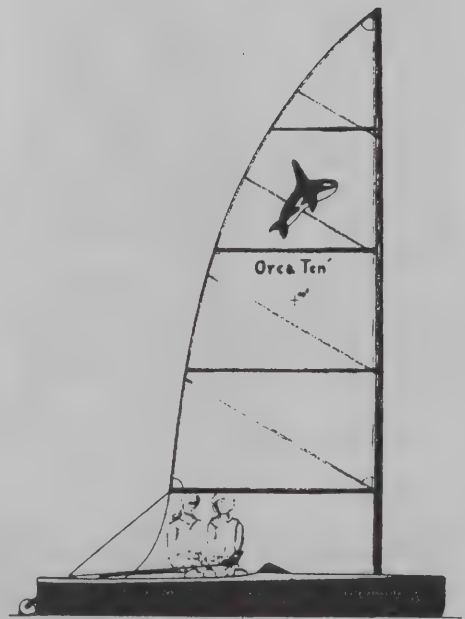
If we were locked into our individual resources and limitations, there would be no alternative. The few who could afford better would sail by as the rest of us watched from behind the chain link fence. Fortunately, this need not be the only option. The schools and centers and clubs that are springing up provide the possibility for a much more ambitious program.

Instead of asking, "What is the least boat that will do as a sail trainer, 'perhaps we can now ask, 'What kind of a boat can we have that will attract children to boating, give them a good 'platform' to learn to sail and include a wide range of people of all ages in an endeavor that will bring challenge and reward to all?"

Society's ambivalence with the idea of the "handmade" puts us in a muddle of conflicting notions. In one way it is revered as the epitome of craft and due great respect. This is

The Orca Ten Junior Sail Trainer Design Commentary

By Antonio Dias



the way we view the objects, usually antiques, that exist in museums or in the lives of the wealthy. Handmade is also seen as the cheap and provisional, the products of sweat shops or craft classes. These items are all around us and are valued if at all for their cheapness or for their "sentimental" value. While many appreciate the first type, they feel that they can only afford or deserve the second. While they will admire a beautiful boat at a show or in a museum, for themselves they will only consider building a floating packing crate!

What our society really values and what

the public considers accessible are the "high tech" consumer products. These icons flutter down from on high wrapped in the mysteries of immaculate creation, wrapped in plastic with hard, glossy surfaces, their "perfection" touted from every advertisement and their affordability paid for by the meager wages paid to their actual "makers."

Those of us who value wooden boats do so in a large measure as a repudiation of the consumer culture. How do we instill our values in children that are awash in temptations cunningly directed to stifle their development and insure their participation in a lifetime of chasing the Chimera? To put it plainly, "How do we get them out on the water when we can't drag them away from the mall or the arcade parlor?"

While ideally, in our heart of hearts, we would like to see a gaggle of contemporary youths sailing about the bay in a fleet of New Haven Sharpies or Chesapeake Crabbing Skiffs, how realistic is that dream? The few of us who know enough and care enough about our nautical traditions to even recognize these names are a tiny self-selected minority. There will always be a few odd kids that will be lucky enough to fall into a formative experience that will lead them into a lifelong appreciation of something beyond everyday life, won't there? Maybe, but our ambition should be to expand the pool, and in a world of narrowing horizons try to provide these opportunities as widely as possible.

What do kids know about sailing that validates it in their eyes and not just in our hopes? Very little, for most of them. What they have seen that may be "cool" are glimpses of the America's Cup or a Hobie Cat or International 14 slicing through the background of a beer commercial. They've all seen jet skis. All of these share a "high tech" aura and blistering speed. It is my feeling that we need to compete directly on these counts if we hope to draw any significant number. If our trainer can appeal to the "average" child before he or she has been "enlightened," then our reach is much greater and so is the potential for bringing these kids out of the mall and into an environment where they will be exposed to values beyond the next "sale."

Kids love miniatures and models. An object that represents power and capability that is scaled to fit their world holds great cachet with them. If it is too small for adults, then so much the better. What greater pride than for a ten-year-old to fly across the water in a boat in which the "old man" won't even fit! For this reason I have "bent" the requirement of a 350# to 400# capacity. Forcing such a large capacity will only lead to overly large, overly heavy boats. They will be too heavy for the small crew to handle on shore, will need too large a sail area to move well, and would better fill the meddlesome needs of adults wishing to "horn in" on the fun than promote kid's sailing.

The Orca Ten is a high performance sail trainer that can be built by a group of adult and child amateurs; either under the supervision of a professional within the framework of a boatbuilding center, or from kits available from some such center. While the result is a boat with no compromises in the sophistication of its shape or ultimate capabilities, it can be successfully built by regular people within the auspices of a wooden boat community.

Instead of scaling back our expectations, shying away from anything but the most watered down challenges, and congratulating each other on ever slimmer levels of accomplishment, this endeavor would invigorate our ambitions, ask us to face real, yet not insurmountable, challenges and present us in the end with unalloyed pride in real accomplishment. If parents, their children, and a community can go through this process together, then the success of a sail training exercise will lead to great rewards for all those involved.

The construction of this boat relies on a simple grouping of the basic and familiar techniques used in the strip canoe, the stitch and glue skiff and the old balsa glider model. Put together they will produce a light, strong, unsinkable hull with uncompromised hydrodynamics.

The rig is sophisticated yet very simple. The basic rig consists of a bendy mast and a fully battened loose footed sail. The mast is carbon fiber. It would be preferable to have the sponsoring body provide the spar, sails and the few bits of sophisticated hardware: blocks and rudder hardware.

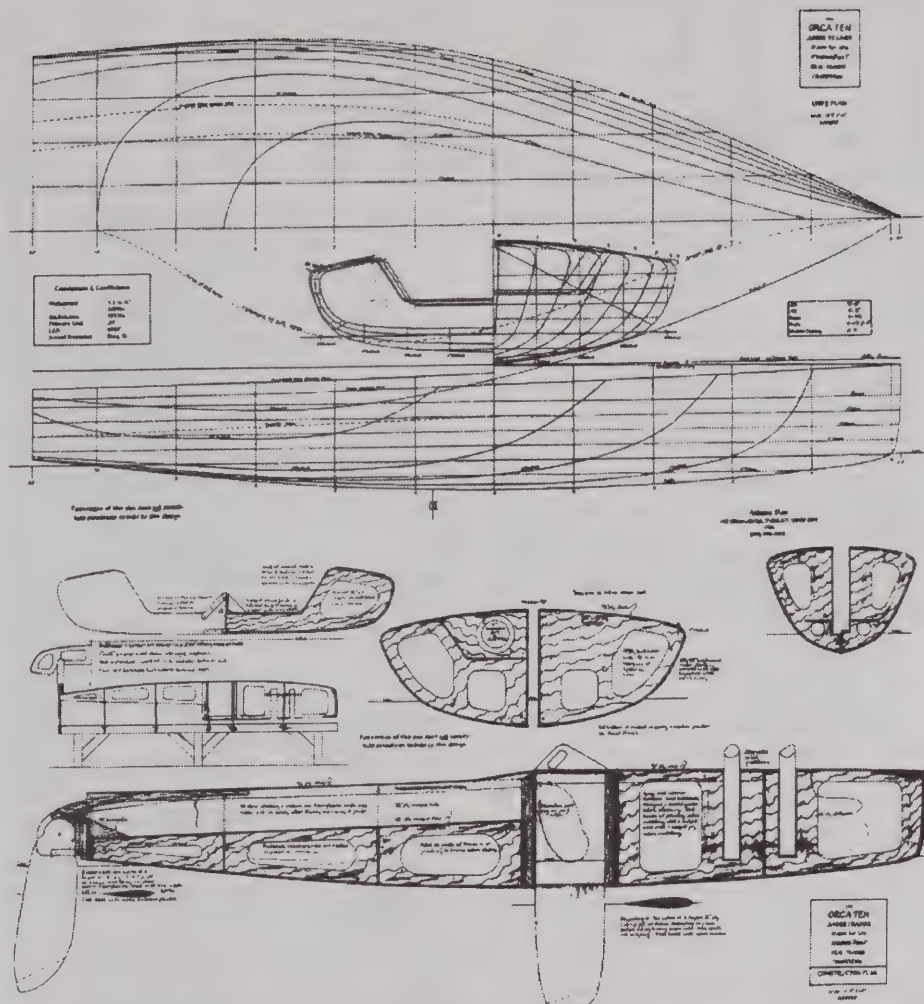
The addition of an alternate mast tube and a jib provide a "high performance" rig for the older and more experienced young sailors. A light crew, say an 80-pound ten-year-old with a 45-pound crewmate could easily plane the boat with the basic rig in average conditions. A heavier crew of two 90-pound eleven-year-olds would still fly with the sloop rig.

On the point of crew weight, a young child could be taken out by an adult. The boat would be overloaded and "dragging half the bay" behind but still be completely safe. Normally the younger sailors would be paired up with their more experienced older cohorts. This strategy would create a ladder of experience and responsibility within the group, under adult supervision from a chase boat hopefully, but in the hands of the young people themselves. This is another part of the concept that requires a community. There needs to be a large enough group so that there are enough boats and crews with a range of experience for it to succeed.

As I see it, the core of this community effort requires an integration of the more affluent with those less able financially, the eager together with the more experienced. No one segment can get the full benefits of the project without the participation of the others. The money must come from those that have it but, without the expertise or the involvement of the wider community, money alone will not create the educational and character building opportunities that the wider circle offers.

What began as a simple enough exercise in boat design turns out to be an opportunity for much more. It is rare that a designer, someone who is expected to take the desires of their clients, to juggle compromises and to try to foresee the consequences, is given an opportunity to use his or her experience in so broad yet so basic an endeavor. As a born and raised generalist, who feels that there is too much compartmentalization of expertise and responsibility; it is heartening to work on a project that asks all those involved to go beyond their limited spheres and reach out to share their abilities and responsibilities for the sake of our future as a community.

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Trimarans...Sail Fast, Sail Flat

Part 14: One reader, who recently commented in a note that he for one had read enough about trimarans, will be pleased to read here that this is the final installment in this series. It's not the last you will read about trimarans or multihulls, but they will henceforth appear routinely on these pages as they come to my attention. The series took shape because for a dozen years I had concentrated on monohulls. Nobody ever suggested they'd read enough about them.

The fad for toy 12-meters came and went, killed by cost, weight, slow sailing, and because the decadent America's Cup class itself finally died. The International 3-meter multihull class is an attempt to keep the features that made the miniature 12-meters intriguing, while eliminating some of their impracticality. John Marples got up the rule and built an attractive demonstrator.

The class is not supposed to be one-design. The rules call for overall length of 3 meters (10 feet), maximum breadth of 2.44 meters (8 feet) and 5.7 square meters (60 square feet) of sail. I understand that there's an official one-design rig that all boats can be required to use. I don't have accurate dimensions of it, but the rig shown is close enough to substitute one for the other.

Bolger on Design 3-Meter Tri

Any number of hulls can be used, but the nature of the rule practically assures that trimarans will be dominant. It's possible that a monohull could be designed that would be competitive; in the heyday of the "bluewater bushmen" some Australian racing dinghies were as wide as they were long. If so, it would be an ugly little brute and not really in keeping with the spirit of the rule.

The shrewdness of the rule is in a requirement that the sailor stay in a fixed seat and another that specifies a weight, including crew, of at least 350 pounds. The strength, endurance and agility needed for hiking are factored out and crew weights are equalized. Among other advantages, an afternoon of racing ought not to wear anybody out. The best sport would be produced by racing over very short courses, with several races in quick succession. One bad mistake wouldn't ruin a whole day.

In these light boats I'd also revert to the old rule that there has to be contact before a foul can be called. This was changed to "risk of collision" because the likes of Captain Charles Barr and Charles Francis Adams were playing chicken with 90-footers, but "risk of collision" was abused when I was racing intercollegiate dinghies. The trick was to tack before a port-tack boat had a chance to give way, then protest him for not giving way.

If the class grows to be hotly raced, it's a certainty that any sheet-plywood shape will be outclassed. A boat this short for her weight will be a better sailer if she's a complex shape. The form shown would be most readily built with edge-nailed strips of softwood sheathed with epoxy to slow down water absorption. I've put something like 5,000 miles on a strip-built cedar canoe that Dynamite Payson built for me 25 years ago, with resorcinol glue and no surface protection except paint, so the epoxy encapsulation is not critical. My boat has always been kept out of water when it wasn't in use, but it lives in the open with no shelter or shade.

Since all the boat's power to carry sail comes from the buoyancy of the lee-side float, the floats are designed to bury to the deck without prohibitive drag: slim-lined, round-bilged, with sharp canoe sterns. (Appreciation is due to the memory of Arthur Piver, who first perceived that a trimaran's floats should be as long as the main hull since they would move at the same speed. For an embarrassingly long time, people who should have known better kept imitating flying boat wingtip floats.) These floats will support 270 pounds to the deck amidships, with a lot of sheer above that for reserve. Apart from driving through squalls, it's handy to be able to step on a float to get into or out of the boat.

Daggerboards in the floats have not had the best results in trimarans, partly because they're too far off the boat's axis of rotation in turning, but mostly (I think) due to being too

small and the wrong shape. Human anatomy precludes a centerboard in the main hull, but in these tiny boats a fixed keel might not be an intolerable nuisance.

An overall length limit naturally suggests upright ends to get as long a waterline as possible, but I've come to doubt that a sharp angled forefoot pays. It has to be either bulbous, which is likely to start eddies, or else so thin that it's all surface and no useful displacement. Also, all multihulls need to be quick-turning because they lack momentum to carry them through a wide turn, and rounding back the forefoot shortens the turning circle.

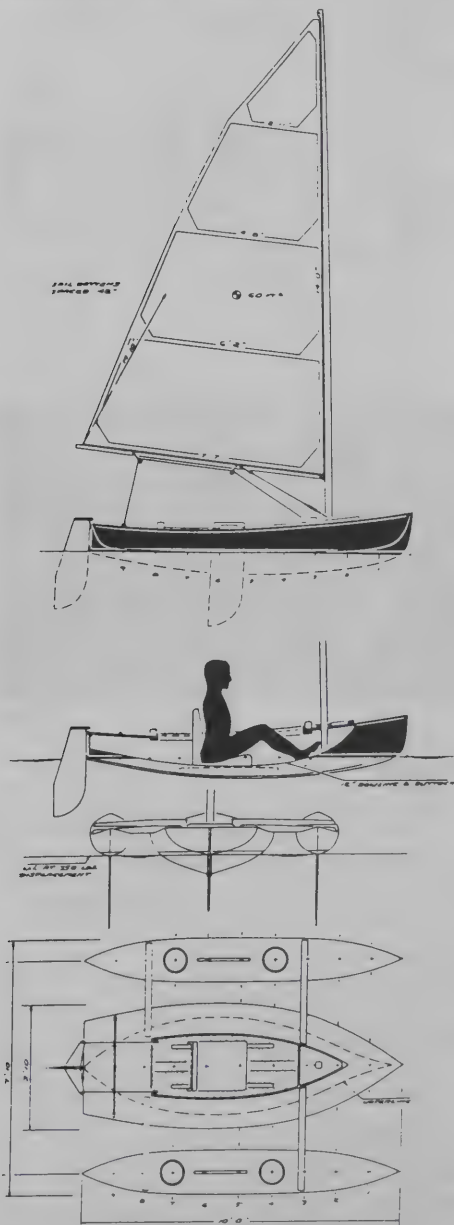
The main hull looks very wide by usual trimaran standards. Its weight of 350 pounds is a lot for a 10-footer to carry. If she is not wide she will float deep, and if she floats deep she can't go fast.

I think the proportions shown are conservative; if the class goes on evolving, later hulls may be smaller still. The speed of a wave 10 feet long is 4-1/4 knots. That would be the top speed of a deep hull that long, at which her ends would bog down in the crests of the deep wave she would generate. A wider, shallower hull will generate a shallower wave and have a better chance of getting ahead of some of the length of a longer, faster wave (one definition, not the only one, of "planing"). The reason I think an 8-foot-wide monohull might work is that it could carry the specified weight on a negligible draft, to sail with little or no wave drag. But, unless it was very craftily shaped, it would have a large wetted surface and lose out in drifting weather.

There's a common tendency to assume that a multihull will be light, whereas except for the lack of ballast they're inherently heavier than monohulls for any given volume, on account of the large surface area and high structural stresses. The result is that it's rare to see a cruising multihull that doesn't look overloaded. I'm still not convinced that wider, shallower hulls wouldn't pay, even in the racing catamarans that do float as they're supposed to. I have not designed many multihulls because the economy of the monohull's compact shape has usually had a higher priority than the multihull's ability to carry a bigger, higher sail plan.

The wide hull is also more adaptable, I guess one reason for the demise of the toy 12-meters was that they were limited to solo sailing. This design, with seat removed and a tiller shipped, would be a respectable day sailer for two, or even three, sitting on deck with feet in the well. Another 350 pounds, doubling the displacement, will put her down in the water less than three inches.

The fixed-seat stipulation is well thought of, but for daysailing, even solo, I'd often prefer to sit on deck as it's so much more convenient to look all around. I once had a sailing canoe of the ancient fashion to be sailed from a reclining position. It was practically impossible to see aft from this position: irritating and unseamanlike. The bolt upright attitude



of the figure on the drawing is due to that experience; sitting up straight it's possible to twist around above the waist to look through a large arc without resorting to mirrors. It's also possible to get your feet under you quickly if it should suddenly be desirable to get up or out.

Steering from the seat is with a foot bar, to leave hands free for the sheet and for the spinnaker the rule allows. I haven't detailed this and I'm in two minds as to whether the bar should be the type that is worked with the toes and balls of the feet, with heels in fixed rests, or the type that has stirrups to be worked by knee action. The latter would be apt to lead to oversteering with small leg movements producing large rudder angles, not a good way to sail fast. The former we all learn to do delicately on the foot throttles of our automobiles, but the force available might be marginal for a rudder this size. The travel open to a foot fixed at the heel doesn't allow much mechanical advantage. However, I think I would probably go that way, with some balance area on the rudder if necessary.

The high and buoyant bow is an antidote for the pitchpoling propensities of short, heavy boats with tall rigs. Bows like this are tricky to fair, but good-looking if well done. This design has a more boatlike shape than most multihulls, and I think she would be quite attractive from most angles. I have not made any construction plan or detailing beyond what is shown here, and the lines and offsets. It would be in keeping with the general idea of the class if many contestants designed their own boats. Aside from the satisfaction of doing it, it's much harder to make a name as a boat designer now than it was when I was breaking in. Something like this gives an opening to ambition with minimal disaster potential.



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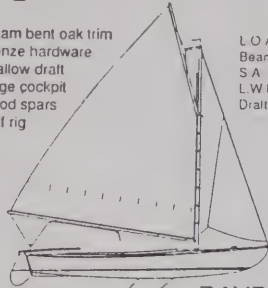
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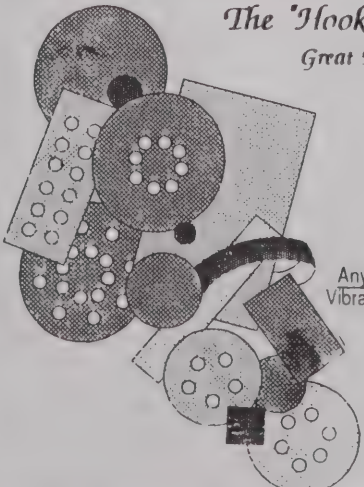
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It was blustery and cold last Saturday and Herndon 'n' me was settin' around the woodstove in Billy's boatyard office playin' Space Invaders. At one desperate point, I dang near fell off my chair tryin' to get around behind his fighters. I failed and ol' Herndon blasted me and my fleet to stardust. We slipped off the Virtual Reality goggles 'n' gloves and was just restin' a bit when Paula, Herndon's 7-year-old granddaughter, came in to feed her latest project to the stove.

Paula'd been inspired by the recent doin's at the Millennium WoodenBoat Show down Brooklin way, and was busy gluin' up all sorts of scraps she scrounged from Billy into fantastical boats. This morning she'd done up a sort of triremelookin' thing, battering ram and all, and now here she came with a big catamaran sportin' a bridge deck of that recycled honeycomb stuff Billy's so keen on and life-line stanchions made from that teak fiddle rail crap that Billy's customers will insist on.

If ya ask me, Paula enjoyed burnin' her boats as much as the makin' of 'em, but at least she was doin' something instead a just sucking up that video drivell all day like her brother. Paula wriggled like a pup in the orange glow from her work, and Herndon remarked that he could remember the very day that marked the turning point.

"Turning point? Turning point o' what?"

"You remember, Arnie, when things had gotten so out of hand at them boat show contests. Lessee, summer of '96 it was, spring was real late that year and then June was rainy 'n' muddy and folks was downright grumpy 'til nearly July the 4th. Tom Parker 'n' me arrived late in Mystic on account of towing down in the fog Mary Carlton's big new schooner, Billy hadn't quite finished the spars, and we were kinda dragging our tails next morning and got to the show late. There was some sort of ruckus underway down at the Boatbuilder's Challenge Pavilion and we headed over for a look. I haven't seen so much shoutin' and carryin' on since that chartered ferry took out the Bar Harbor pier in the middle of the Delaney's fancy weddin' reception!

"Well, the teams were arguin' about the rules, as usual, who had the better space or lighting and how large their sponsor's logo could be and what sort of refreshments they was goin' to have, Perrier or Poland Spring, and the Ford team was complainin' that IBM's electrical outlets were six inches closer to the building area and this constituted an unfair advantage, and Mercury Outboards was threatenin' to sue the both of 'em for 'delaying proceedings' as the start was supposed to be at exactly 10:00 AM and now it was al-

22 Flat

By David O'Steen

ready 10:02 and they were goin' to be off their taper if they didn't start in another 30 seconds. Oh, it was a scene. You'd stayed home, remember? You had to fix that stove-in plank on your lobsterboat when that day charter fool tried to put the *Louisa May* on the beach so his trouser cuffs wouldn't get wet steppin' ashore. Haw!

"Anyway, they finally got the first round goin' and Ford won, as usual, but a little off record pace. IBM came in a surprise second, helped mightily by their new laser flatbed computer-controlled parts cutter. The Nike team was so impressed that they rented it from IBM for an undisclosed amount and used it to good advantage in round two, where they matched the current world record, 22 minutes. Round three was uneventful 'cept for one team that had to forfeit on account of one builder gluin' all the fingers on his right hand together with that new instant-set 4-matrix glue.

"But it was the repechage round that cleared the decks. North Sails, after a poor showin' in early heats, had hastily modified a fabric cutter to handle plywood, and untested, in the middle of cuttin' the bottom panels, the thing jammed and a laser beam went wild and cut a hole in the floor! Even so, by about the halfway mark, they had such a lead that the North cheerleaders were ridiculing Mercury as 'amateurs' and the spectators were tossing scraps at 'em. It is a grueling schedule, the pressure on the pro circuit's intense and I guess some of 'em just snapped, for the next thing we knew there was a full-blown nailgun shootout right there in Pavilion Two. Thank goodness, somebody shut down the air compressor before anyone got hurt, but there were some mighty hacked-up half-built Bolger skiffs by the time the sawdust settled.

"The championship event was only an hour away and everybody was edgy. The judges discussed changin' the rules and disallowing the laser cutters (ready to blame the tools, as usual) but lawyers from several teams reminded them that the bylaws allow for no rule changes, under any circumstances, during a competition.

"It was North, Nike and Ford in that amazing final. Nike and Ford led off the race with Ford's smooth teamwork a nice contrast to Nike's scramblin' around their rented laser cutter. It was a classic showdown between skill and hardware. North lagged behind, still having cutter difficulties, with intensive discussions and much adjusting of the machinery. But gradually we realized that North was not having problems; instead, they were taking a radically new tack. What came off their laser cutter was not side panels for a 12' skiff, but a 4x8 plywood sheet with mysterious shapes cut out of the middle. One builder quickly painted the other intact panel all white while his partner hammered dozens of nails into one small area of the cutout sheet. What in the world were they doin'? They joined the two panels together face-to-face, then the North team downed their tools and turned their creation towards the judge's stand. Time, 18:06."

Paula listened wide-eyed, poking the fire with what looked like a nice fairing batten, but I didn't want to interrupt Herndon, and it was too late to save it anyhow.

"A stunned silence fell over us for what

seemed like minutes, and then waves of applause rolled from the bleachers out over the river. The builders from North had cut a silhouette fleet of Teals under sail into their plywood, with the white-painted back panel showin' through to highlight the outline edges. At one end, a large sunflower was routed into the top panel, arching over the scene, prettily accented by the flower's face of overlapping copper nailheads.

"The Ford team raced on, slappin' on the keel, skeg, and paint, finishing in 22:03. But the Nike team, after a confused pause, took the hint, and spent another hour puttin' handsome carvings into the gunwales, adding a winged Nike to the sternhead, and making a 'caned' rowing seat out of fibers from a mossy old dinghy painter they found in the shore wrack under the pier.

"Well, I tell you, that broke the whole thing wide open. Why, the very next weekend in New York City, one team built a catamaran, another a wing-sailed windsurfer and yet another produced a sculling sampan with a curved-back loungin' seat. Water-walking shoes were popular at an event down South, and one bunch of fanatics out West spent nearly a week creatin' a clipper ship complete with sails of veneer peeled from plywood! All from exactly the same pile of materials."

"That's right, Herndon," I said, "and I recall some cute little dories and even a lap-strake pram that year, though my favorite was that fella from Indiana who built that little courtin' canoe, complete with varnished sun canopy and roll-up curtains made from the blueprints. Heh!"

Paula's boat (and that batten) had turned to embers while we talked, and she hopped up into Herndon's lap and said, "It's all different now, isn't it Grampa? They even let kids help."

"That's right, honey. As usual, things went to the other extreme for awhile, with folks tryin' to out-create each other with all sorts of outrageous stuff, but things have settled down in the last year or two, with a whole new spirit, a sense that the average person can be creative and do fine work rather than just watchin' a speed spectacle or admirin' from afar professionally built yachts. A new event this year pairs an experienced builder with someone from the audience to build either a skiff (mostly) to the plans or something of their own devisin', with supper being the only time limit. The sponsors weren't happy for awhile, but turns out these new events attract not just boat builders and admirers, but a whole range of folks lookin' for an enjoyable weekend of workin' with their hands and learnin'. 'Course, there was that guy, just this summer, who tore up his own T-shirt and soaked it in some sort of miracle-caulk to make 'rubberized' fabric for the hingeseams of a folding punt. Seems to me like he was tryin' a little too hard."

"Bout then Billy came back in the office to get a new bandsaw blade for his class (those beginners do go through 'em right quick) and gave us hell for encouragin' Paula to burn up her creations. Herndon pretended to be hard of hearin' and I rubbed my arthritic knees a little bit and mumbled somethin' about the cold. Billy snorted and called us "a coupla useless old fakes."

Actually, Herndon and me are writin' a VR game of our own, see, where you're stranded on a distant planet and hafta build yourself a starship outta junk you find lyin' around....

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The Wee Kidkanu by H. Douglas MacNary is my first boat and has been an absolute delight to work on, providing me with an excellent training vehicle for more ambitious projects to follow, of which there are at least five planned so far! I strongly recommend starting with a small, simple project.

This one uses one 3' x 7' sheet of 1/8" lauan, which is very easy to work with, costs about \$8 as I remember, is light, maneuverable and works fast. I learned that when one starts to wire the sides to the bottom, one should drill tiny holes for the wires at an angle that would bisect the side-bottom angle, not at right angles to the sides. I found it a tiny bit easier to shape wire staples with one leg slightly longer than the other. This was the first time I ever tried to build even a tiny boat, and I was so proud of my work that I went out to inspect it that night, about ten hours after I had epoxied it together and found it hard enough to de-wire it then. I did not need the soldering gun to heat the wires, just pulled them out easily! I then rolled it over, made up some thickened epoxy and filleted the inside of the joint, using a homemade tool for the 1' radius rounding of the fillet. It was simply a bottom cut out of a yogurt cup mounted on a wood handle and worked fine.

I am taking so long because I want to hone my skills toward a cabinetwork level of workmanship, rather than my customary level of a slapped together job, which this really calls for. Also, as the pleasure of this project increased my interest in rearranging my two-car garage into a shop also increased and I found myself simultaneously building racks to hold clamps, a router table, tuning my tablesaw, building shelves, a work table, dust collector system, new lighting systems, new power systems, fans, A/C, improved storage, etc., and learning how to better use my tools, all of which became as much fun as the boat and set me up better for future boat building.

I can tell that this boat is going to be quite large enough for children up to age about 10 or so, and is capable of carrying more than one 5-year-old for, as the article describes, the author's lovely 130# wife tested it without any problem.

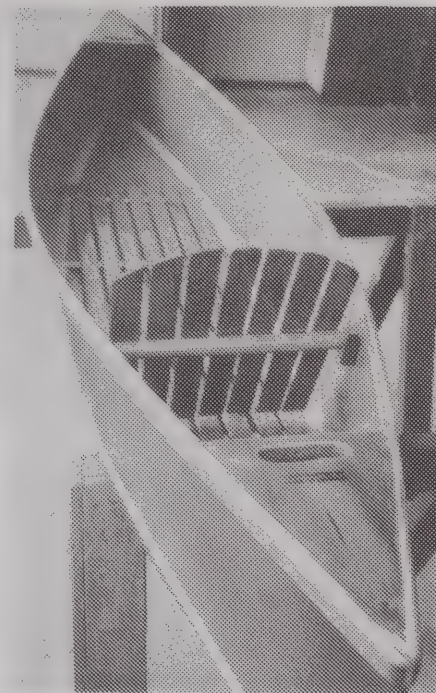
I used the dimensions of in/outwales shown, seven floor boards and seven seatback slats of the size described, located about 1/4" or so apart. The seatback slats are mounted to a 1" round dowel with a flattened side inserted into 2" x 2" x 3/4 blocks epoxied to the sides; this provides a rotating seatback and also stiffens the sides as a thwart would. I added breasthooks to stiffen the bow and stern, about 10" from front to back, and cut lifting holes.

One change from the author's simplistic but adequate instructions that I would recommend is that when you get to laying on the 4 oz. cloth, you install the bottom cloth first, then when dry, cut the cloth projecting at the bow and stern off about 1/2" or so from the wood, fold it over each way like closing your fingers of one hand around the other, and then when you install the 6" wide bow and stern (separate reinforcing pieces, they will overlap the bottom cloth seams and help hold it all in place.

As to seat height, I plan to let the grandson sit on a life preserver pillow first, to get up high enough to see and really handle the boat; later to sit on the floorboards, which will lower his center of gravity. (Not a big concern yet, he's only 10 months old now!) As he will not be able to use the boat for a couple of years,

Building the Wee Kidkanu

By Alan Fitzgerald



it will be used as a toy box until then, as suggested by another reader, Steven Bobo.

All beginners make mistakes, and I made several. I should have sanded off all my pencil marks before epoxying because I now plan to varnish the inside and they show through faintly. When I finished the wales, I had some seams that I filleted with thickened epoxy, but I should have used wood flour as the bulking/thickening agent and I used white microspheres; the seams are now white which will show through the varnish I now plan to use or the wales. They would have looked better in wood color, but I wasn't thinking ahead then. I missed a 3" dimension when laying out the sides and the lines are more square than I would prefer, with plumb bow and stern, but the boat will function just fine either way. I now plan to circle each dimension number on future boats' plans as I lay them out to remind me that I have verified and checked each one off.

The learning curve on starting to build my first boat is interesting. Most articles simply state, "I made this or that." I learned that there are lots of decisions to make, even with the most detailed plans provided. Should the sides overlap the bottom or the bottom overlap the sides? Does it even matter with 1/8" plywood? Would it matter with other materials? Should the wales be somewhat oval or rounded or rectangular? Does it matter? Should you sand one more time? Which sander and which grit should you use now? Will a knife or razor blade work better than sandpaper or rasp or plane at removing an epoxy drip? When should you try to remove it, when still plastic or after full cure? Does it really matter? How do you apply epoxy? Fiberglass? How do you fair a fillet that isn't as smooth as de-ired? (Wipe with MEK when somewhat cured.) How can you clamp the wales at the bow? How much of a rounded edge should

you make on a handle cut into the breasthook? What sort of shape should the breasthook have?

Gradually I have learned to let my preference for the final appearance help the decision rather than what I prefer to do now. Decisions still pending include where to cut in a waterline, what color to use, whether it will require a small skag, whether to plan for tying-off points for a bow line or anchor or stern line, and I know there will be more to make as the project develops; that's part of the fun of it!

Having made several bad choices, often from haste but sometimes from my lack of design taste, I learned to make cardboard templates often and to use scraps of wood to mock up a trial piece, to shape an edge or try a test angle against the hull where a piece would intersect. I learned that to take my time, measuring thrice, not twice, trying to think ahead and going very slow in making decisions added to the final quality and pleasure of the project. The next boat will look better and proceed faster, but may not be any more fun to build! Building may be even more fun than using!

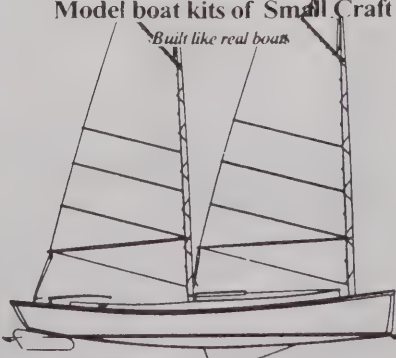
This is not a rowing boat, but rather a double paddle open canoe or kayak, which is probably a better starting vehicle for a child, requiring no skill and providing the opportunity to see where he/she is going.

Now, if you still have your heart set on a rowing boat, as I have had for about 60 years, let me know and I will copy, at your cost, the one-page plan for a 9' simple three-seat skiff type rowboat using two sheets of 1/4" plywood that looks just about as easy to build and which shows all the dimensions that you are concerned with. It will take us a little longer, simply because the size is about three times larger and there is that much more cutting, wiring, dewiring, epoxying, fiberglassing, grinding, shaping, sanding and finishing involved, but still very simple. It is my next project.

Alan Fitzgerald, 1771 SE 10th St., Ft. Lauderdale, FL 33316.

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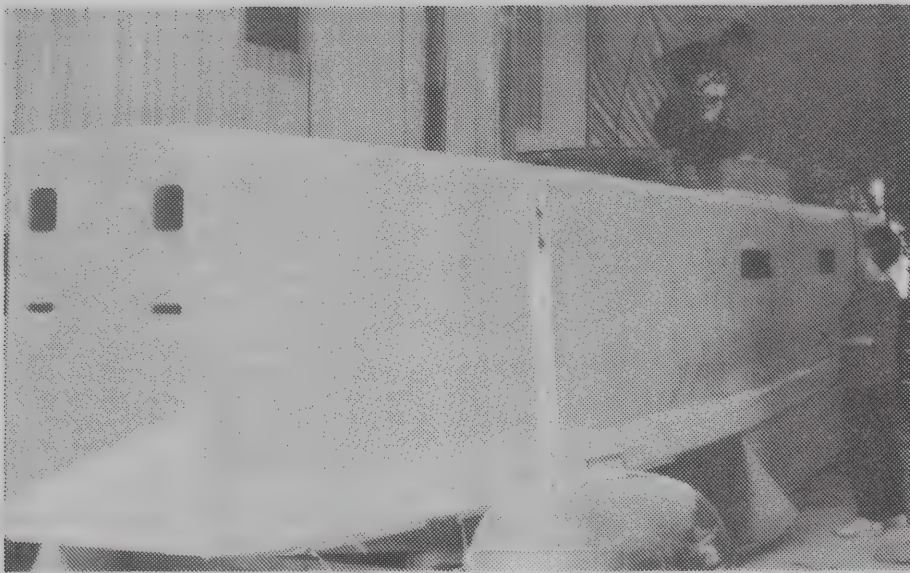
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Larry Meadows and Sue Archibald inspect the finished hull prior to painting.



Wizard



The *Wizard* team, left to right: Builder Matthew Reynold, supervisor Larry Meadow, owner Bob Archibald.

Almost ready to splash.



Wizard...

Loose Moose 2 on the Loose

It's happened. The major work on the *Loose Moose 2*, AS 39, Bolger design #576 or whatever you and your readers may know it by, is completed and the boat is in the water.

The remaining work is a matter of rigging for sail and power, lifelines and storage of stove fuel above deck. Things like bookshelves, installation of pumps for filling sinks and the bathtub and discharge of same, curtains and final coats of paint and varnish remain to be done below. I suppose like all boats you never are really finished, but these things are the most glaring at the moment.

We pretty much followed Bolger's plan, the few exceptions have been the substituting of a bath/sit/shower/laundry/tub in place of the ice chest. We also eliminated the double berth shown in the plan and have gained a tremendous aft storeroom. This berth was replaced with a single on the port side and the settee shown in the office area was made into a settee/berth by making the locker a hanging locker with room for feet to go below it. This gives us the same amount of berthing, just in a different configuration and we feel it will make the handling of laundry, blankets, etc. easier.

This boat represents a change in thinking and lifestyle for me. I have always considered myself a small boat person, I like small boats. But this boat is humongus, interior space is really unbelievable. The builder's wife came aboard as the boat was being finished off, and I was showing her through, pointing out how I envisioned the use of each area. And when we finally got to the aft compartment she asked, "what will you use this for?" I was a bit startled and said in a rather sheepish voice, "I don't know." That's when it really hit me that this is a big boat.

In ways this is a small boater's idea of what a big boat should be. There are no complex systems. There is no interior tankage for water other than in jerry cans. Outboard motor for power, it doesn't take up the best part of the boat as an inboard would. If it breaks, take it to the mechanic, not the mechanic to the boat. No stink of fuel (particularly diesel) or fire/explosion hazard from gasoline (storage is all in free flooding motor well). All in all the boat is clean and functional and with no keel should be able to gunkhole with the best of them.

There are many things that need to be worked out. One that is paramount to me is the storage of ground tackle. In corresponding with the Wises, the builders of the original *Loose Moose 2*, they informed me that they nearly always anchor stern to and store their ground tackle aft in the motor well. This does not seem to be a bad idea. The boat has low motor power (9.9) Yamaha, but if you were to couple that power with the sail power, I should think you would be quite able to really set an anchor, circumstances and harbor space allowing. They sent a sketch showing their storage and have even mounted an anchor winch and (bow) in this case stern roller for anchor storage in the stern motor well. I guess that these and other questions will just have to be worked out as time and experience dictate.

Bob & Susan Archibald, 4658 Fall Creek Rd., Chattanooga Tennessee 37416.

How to Put an Engine on Your Kayak

By William H. Longyard

During the 1930's in Europe, it was popular to put outboard engines on kayaks and cruise the canal systems and even cross the English Channel. In the post-war years kayaking became more of a physical sport and thus engines lost favor. However, as people continue to explore the limitless possibilities of kayaking, they are beginning to relearn the advantages of motor cruising. A motor allows more people to be included in the joy of cruising on a minimal budget.

Installing an engine on a plastic kayak is not hard, but four engineering and safety factors must be met. Firstly, choose the right engine. This is simple. Get the LOWEST horsepower engine you can. A 1.2 to 1.5 hp engine is perfect. Tanaka and Cruise N' Carry are two companies that sell excellent low hp, low price engines. Two hp is the top that is safe, and 3 hp is way too much. I've cruised a fully loaded 17-1/2-footer at nearly 10 knots on a 1.2 hp engine at 75% throttle! My mileage was way over 30 mpg.

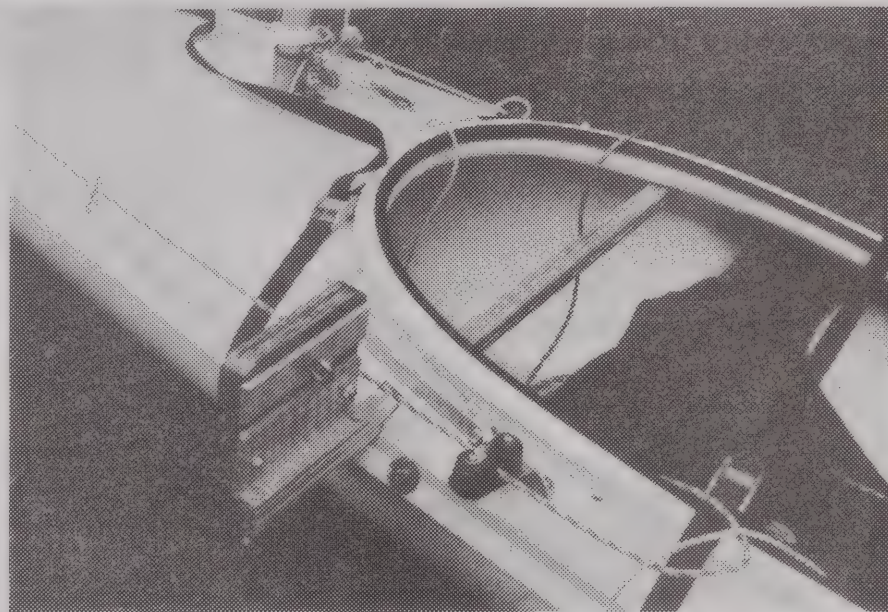
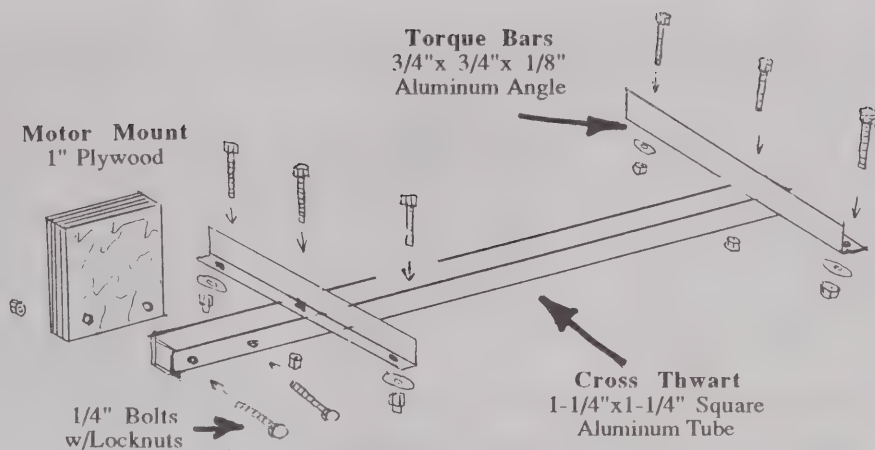
The second factor is that an engine must not adversely affect the trim of the kayak. By placing the engine as near to the side and as close to the back of the seat, or rear seat in the case of a tandem, as possible, trim change will be minimal and can be counter-balanced by storing equipment on the opposite side of the kayak.

The third factor is to make sure that the propeller is below the hull's lowest point and, as the engine is turned, the prop disc never touches the hull. Any small hp engine should always have its propeller submerged at least four inches under the waterline anyway.

Thirdly, make sure that your engine bracket accounts not only for the weight of the engine, but more importantly the torque that is imparted to it underway. See the illustration and photos for how to spread out the torque load.

Lastly, never plan to use the engine as your only means of power, especially on large bodies of water. One wave from a passing boat or choppy sea will drown it. Take a paddle just in case. I've motored around San Francisco Bay, which is extremely choppy, but found I needed a snorkel to keep the engine going. Lose the engine out there when the tide is wrong and they'll find what's left of you in Japan!

Schnorkel arrangement for outboard air intake.

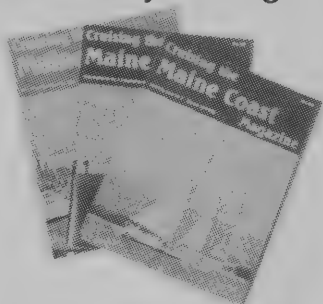


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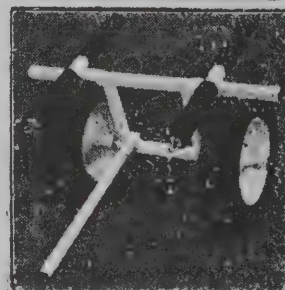
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Getting the Most from the Bosch 7000 Detail Sander

By Marc F. Pettingill

I recently bought a detail sander to speed up the finishing of a cedar strip canoe. My experiences may help you to decide if a detail sander belongs in your toolbox.

The canoe featured a laminated oak stem that stood only 1/8 inch proud of the planking inside the hull. I had struggled to get the precise curve in the lofting and during lamination. I did not want to lose it when shaping and sheathing the hull interior. Wrapping glass cloth up along the sides of the stem would not do. I wanted a sander that would work along the whole length of the stem from the keel, through the forefoot and up to the sheer.

I selected the Bosch 7000 for its reasonable cost and its accessory extended sanding pad that would reach into the narrow spaces around the stems. The sander, an optional extended pad and a package each of 60, 80 and 120 grit rounded triangle shaped, hook and loop sandpaper came to just under \$100.

The sander with the extended pad did a good job on the relatively flat areas near the sheer. At the forefoot and near the keel, where the hull's curvature was rather tight, things were not good at all. The considerable pressure it took to get the pad to conform to the hull curvature stalled the pad; the sander continued to run but the pad itself stopped moving. I found that I could sand near the forefoot by coming at the stem across the grain of the planking and moving the sander from side to side. However, these actions produced disastrous results with deep scoring of the cedar plank.

There was only one thing left to do and that was to read the manual that came with the sander. The manual says clearly that heavy pressure will stall the sanding pad. It also says in a muddled way that the sander should be moved more or less along the axis of the sander and with the grain. The sanding pad appears to move somewhat randomly, with most of its 1/16 inch stroke going across the axis of the tool. A narrower sanding pad would get into the tighter curvatures with less pressure. I wanted a shape for the pad that would get the most out of the preshaped sandpaper which cost about a dollar each.

I came up with a bullet shaped profile, two of which cover about 95% of the preshaped pad and whose edges do not cross the factory punched dust extraction holes in the sandpaper. I cut the new shape out of the sandpaper using an old pair of tin snips. I transferred this same shape to the plastic extended pad and cut it out with a coping saw. With the revised profile pad, the sander got into the forefoot and around the heel of the stem with no problems.

Sanding along the vertical stem was still a chore. Moving the sander more or less along its axis and parallel to the grain meant that only the pointed tip of the pad went right up to the stem. The temptation to sweep the sander from side to side along the stem and across the grain of the planking was at times irresistible, and again I scored the planking. A pad shape with

a broad, flat or slightly curved tip would overcome these difficulties. The short side of the new sandpaper shape was just the shape I wanted.

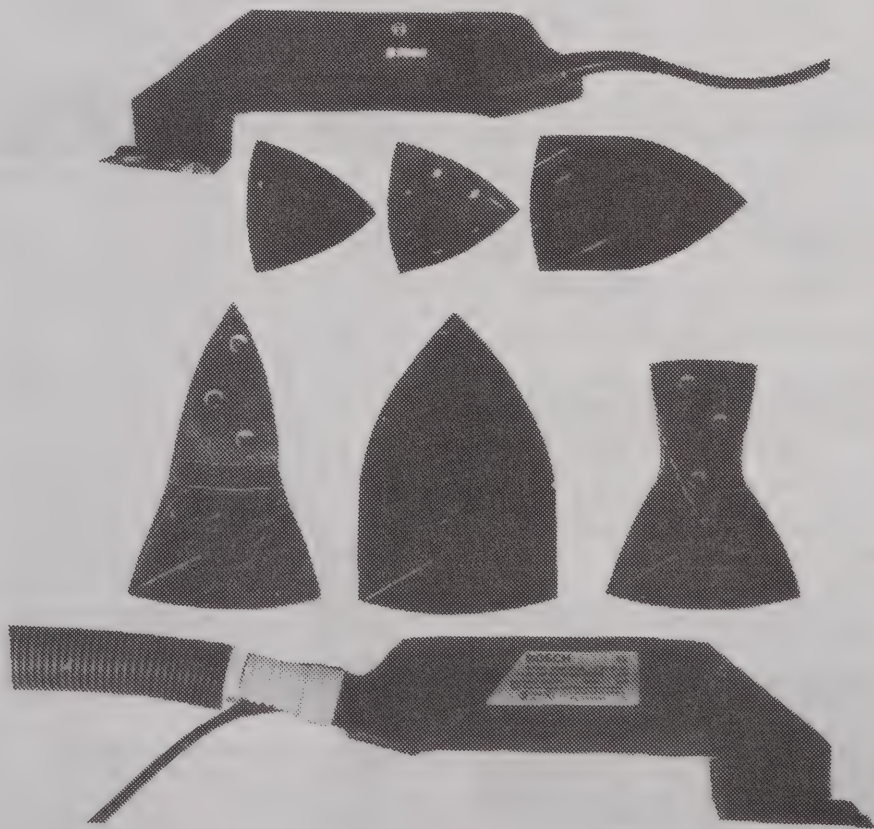
I bought a second extended pad for \$10. I placed the new shape on the extended pad so that its short side was at the tip, marked it and shaped it with a coping saw. I smoothed the cut edges and relieved the corners at the back of both pads which tended to drag when working on tightly curved surfaces. Sanding along the vertical stem with this second pad was a breeze. The stock sandpaper shape has three edges, and these wear out first when sanding along edges and in tight radii. Two of the new shapes have five edges between them which is a 66% increase in useable area.

The sander removes material exactly where I wanted without affecting nearby areas and it really shone in removing the rough resin-encrusted ends of the glass cloth after the interior sheathing. The 60 grit paper quickly removed the bulk of the cloth and resin. With 80 and finally 120 grit paper, the glass cloth could be feathered right down to the planking. The 120 grit paper did not cause gouging when moved across the axis of the tool. With the sander, the tedious job of finishing around the stem went quickly and easily and the results were better than I could do by hand. The

sander was also very helpful in maintaining a clean angle at the centerline where the shallow v-section bottom sections met.

The Bosch 7000 comes with an integral dust collection system. Unfortunately, it doesn't work with the extended pad. It works nicely with the regular pad though. A serviceable adapter to mate the vacuum port on the sander body and a 1-1/8" or 1-1/4" inside diameter vacuum hose can be made from a Head and Shoulders shampoo bottle. Cut the neck off the bottle 2-1/4" below the lip. The flared end of the cut off piece fits tightly over the sander's vacuum port and the other end makes a snug fit inside the vacuum hose. It works well and will save about \$6.

With the modified extended pad, the Bosch detail sander pulled its weight and avoided the drudgery of tedious hand sanding usually required to finish the narrow areas at the ends of a cedar strip canoe hull. 240 grit sandpaper is available but I haven't tried it yet. I am positive that it can do many more specialized sanding jobs such as cleaning up the laps on plywood ultralights or between the ribs of wood and canvas canoes with an even narrower pad. I also suspect that the sander might be useful in non-boat building activities around the house, but I haven't yet found the time to get any practical experience in these uses.



From the top: Bosch 7000 Detail Sander. Below, left to right: Extended sanding pad, stock sandpaper and standard pad. Sanding pads: Stock extended pad at center. Bullet tip pad at left, blunt end pad at right. Vacuum hose adapter mounted on sander's vacuum port.

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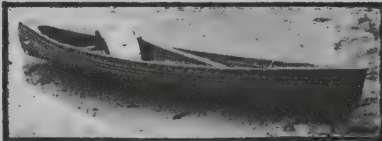


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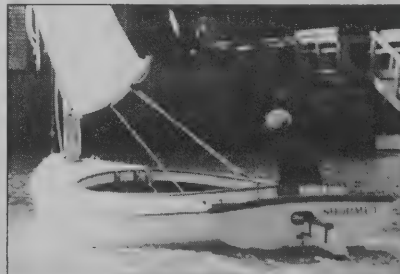


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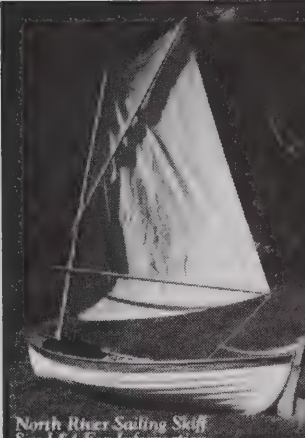
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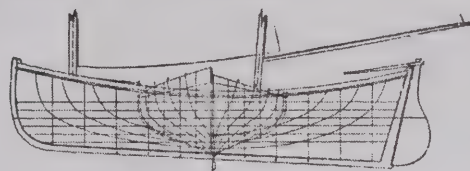
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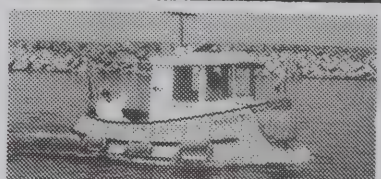


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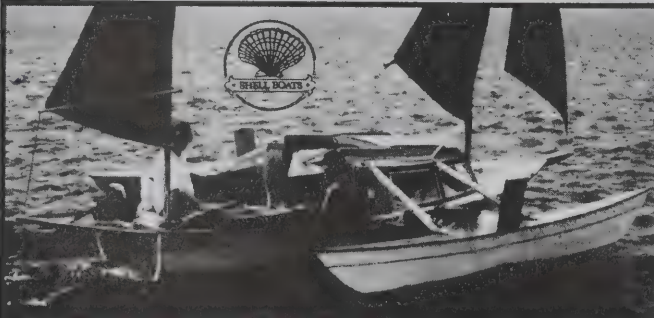
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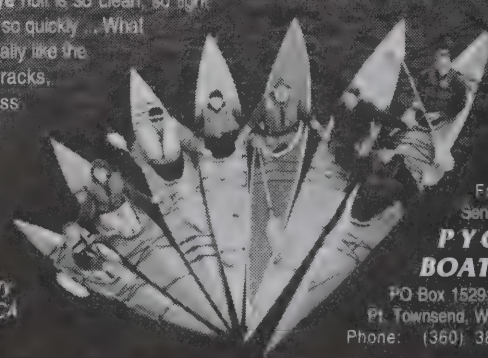
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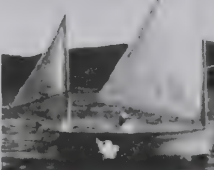
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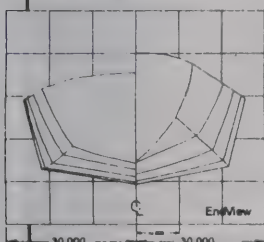
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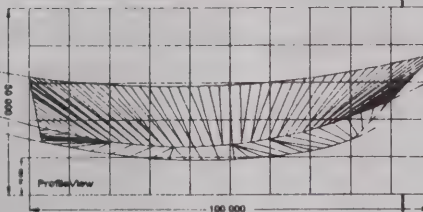
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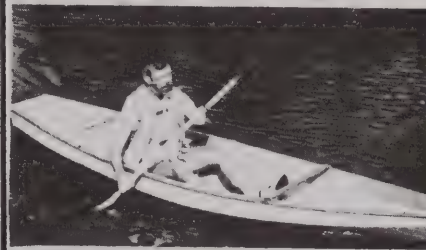
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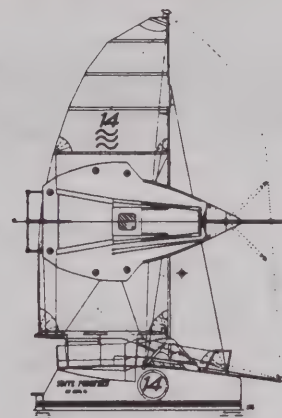
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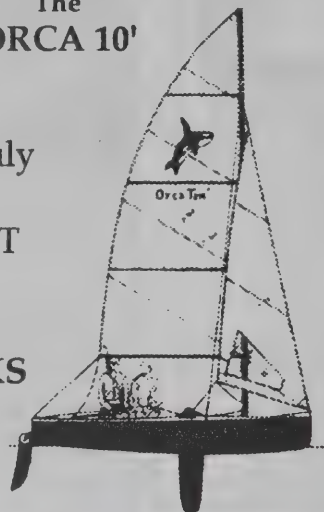
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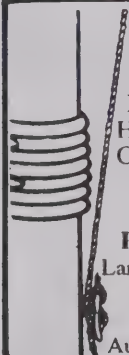
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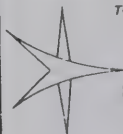


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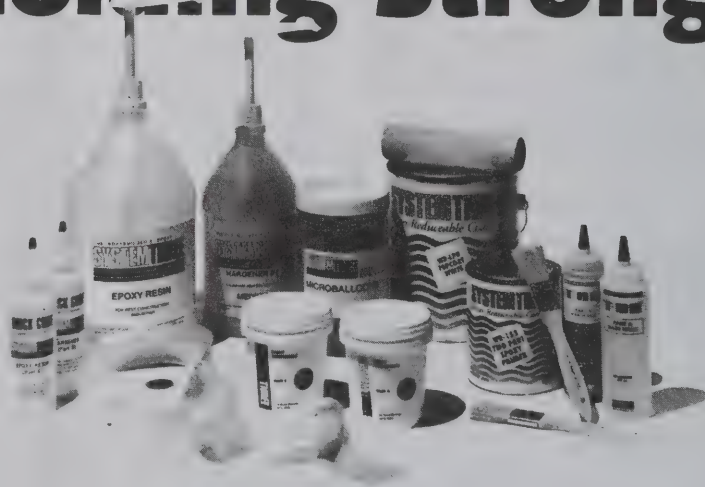
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Wayfarer #7661, FG Ian Proctor design extensively cruised by Frank & Margaret Dye. Light fresh water use. Galv trlr. All exc. \$2,500.

EARLE CADWELL, Roswell, GA, (770) 640-6553. (1)

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)

21' Sea Pearl, '89, vy gd cond. Water ballast, galv trlr, spare tire, convertible top, anchor, new canvas cover, motor mount, cushions & PFD's, oars, teak trim, shoal draft, navy blue hull. Quick to rig & suitable for solo or family sailing. Must sell. \$5,200. Will deliver within reasonable distance.

B. HOLLAND, Lafayette, NJ, (201) 875-8402. (2)

24' Rainbow, Sparkman Stephens. Like picture pg 28 Feb 15 issue. \$2,750.

MATSON MARINE INC., Bucksport, ME, (207) 469-6886. (1P)

CLASSIFIED ADVERTISING INFORMATION:

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

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

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

16' Stratford Dory, FG '77, w/25hp Johnson OB & '79 galv Holsclaw trlr, \$2,000.

HARGY HEAP, 5 Meadow Rue Ct, Yarmouth, ME 04096, (207) 846-3277. (1)

16' Alden Appledore Pod, FG sailing model w/rudder, dagger board, sail, rigging, gunwale mounted oar locks & 7'6" oars. Exc cond. \$3,550 new, asking \$2,800. Also **9'9" Oars and Oarmaster**, \$275. HARGY HEAP, 5 Meadow Rue Ct, Yarmouth, ME 04096, (207) 846-3277. (1)

18' 2-Man Kayak, aircraft dacron over ash frame, w/paddles & flotation bags. Looks like a Klepper, but isn't. \$250.

DAVE DAWSON, Allentown, PA, (610) 767-7851. (1)

22' '63 Wooden Sailboat, gaff rigged, Bud McIntosh designed & blt. Shoal draft, CB, slps 2. Lots of gear: '86 8hp Evinrude, 3 sails, anchors, etc. Exc cond, ready to launch. \$ 5,000.

VINCE TODD, Durham, NH, (603) 659-6528. (1)



Edith Annie, 21'x 8'x 1-1/2' traditional constr cedar on oak. Blt '76 at Storey yard Essex, MA. W/E-Z Loader trlr. \$6,800. Tremendous response to January ad but too much snow to get you to Maine. No we have lots of mud so come on downeast. **Catspaw Dinghies, Monhegan Skiffs** available also.

JIM AUSTIN, Carpenters Boatshop, Branch Rd., Pemaquid, ME 04558, (207) 677-2453. (1)

14' Rangeley Boat, white w/deep green sheer strake, teak trim & seats, w/Piantadosi sliding seat & sweeps. In exc cond. \$1,800. **Sunfish**, w/new racing sail, mahogany daggerboard & rudder. Gd cond. \$450. **17' Cape Charles Sea Kayak**, deep blue hull, bright deck. Used vy little. Exc cond. \$1,800.

CHRIS HARDY, Contoocook, NH, (603) 746-3586. (1)

26' MacGregor, '88. \$6,500. **26' MacGregor**, '90. \$9,950.

MATSON MARINE INC., Bucksport, ME, (207) 469-6886. (1P)

Beetle, Concordia, '82. Vy fine cond & fully found w/2 suits sails, cockpit & sail covers, recent deck canvas & CB, all modern & orig hrdwre. Must see to appreciate. \$4,500.

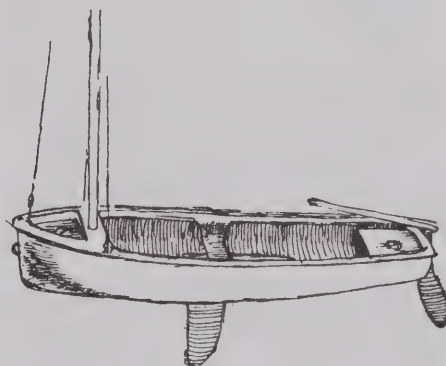
J.R. TAMSKY, 241 Sisson Rd., Harwich (Cape Cod), MA 02645, (508) 432-6716. (2)

13'8" Melonseed Skiff, '91 Roger Crawford blt. Exc cond. Asking \$4,000 OBO.

DAVID CROSBY, Osterville, MA, (508) 428-6690. (2)

17' Old Town Canoe, Model HW, blt 12/11/41. Beautifully restored & cared for. \$3,000.

FRED PLOUFFE, Pittsfield, MA, (413) 445-4005. (2)

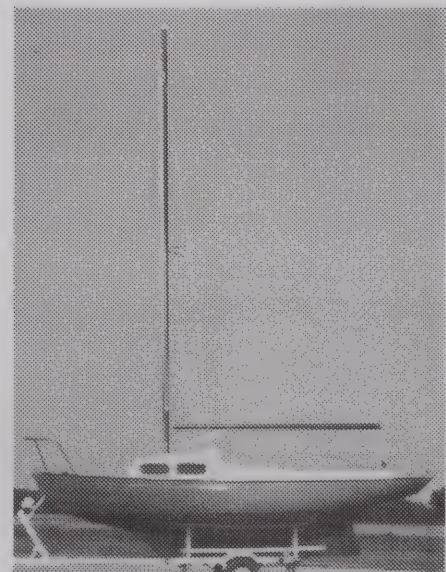


O'Day Interclub, 11'8"x 4'9" C'boarder. Hood mylar sail, hiking straps, fenders, anchor. Gel coat stripped, cracks repaired, hull resurfaced '95. Spirited performer. Trlr available. \$1,000.

BILL WOODHEAD, Ipswich, MA, (508) 356-8639 days, (617) 547-9665 eves. (2)

Black Skimmer, Bolger leeboard sharpie. Vy gd cond, blt '78. Mahogany ply throughout, spruce spars. '87 Johnson 8hp, tandem trlr. Many other accessories. \$6,500 OBO.

GUS HEDDEN, P.O. Box 32, Tuftonboro, NH 03816, (603) 569-4256 days, (603) 544-2369 eves. (3)



Victoria 18 Sloop, 18-1/2' FG daysailer, classic lines, 3 sails, jiffy reefing, galv trlr. Ready to sail away. \$2,999.

ROBERT BROWN, Port Huron, MI, (810) 385-7532 eves. (2)

9' Dyer Dhow, '86 sailing version. Exc cond.
23' AMF/Paceship '77, 3 sails, some Coast Guard equipment. Wheel steering, cabin cushions, anchor. Grt cond. \$2,850.
DAVID SOLTESZ, 5N3 ArborGreen, 275 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (1)

Compac 16XL, '94. Either you know or you don't! Perfect in all respects. Furling jib, 5hp kicker, etc. Regretfully & fairly offered @ \$7,900, incl Hutchins trlr. Delivery possible. Would consider trade for vy nice 10'-12' cat/similar & cash. Offers?
MALCOLM RINGEL, St. Michaels, MD, (410) 745-6170. (1)

23' International Star, #3042, '50. Nds work. 3 sets sails, trlr. \$300 or trade for canoe.
JEFF POTTER, Williamston, MI, (517) 347-1689. (1)

17' O'Day Daysailer, '77. Dacron main & jib, dbl FG hull w/extras, galv trlr w/new tires & spare. Moving. \$1,800.
D.W. MORRIS, Raleigh, NC, (919) 782-3812. (1)

16' Alden Ocean Shell, '84, exc cond. White hull, blue interior, alum riggers, wood oars. \$1,000.
FRED WELLS, Ipswich, MA, (508) 356-2504. (1)

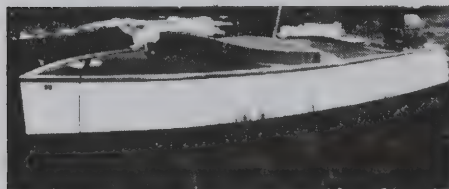
Gaff Rigged Catboat, 20'x 8'x 18", blt '57 by G.F. Carter. Cuddy cabin. Gd restoration project. \$200. H12-1/2, basket case, no rig, hrdwre or ballast. Free.
R. HOLZMACHER, Babylon, NY, (516) 661-0294. (1)

17' Mud Hen, sharpie style sailboat. Easily sailed, cat rigged, grt family boat. Galv trlr, electr trolling motor w/Diehard battery mounts in inside motor well. \$2,100 OBO.
HAL ZIEGLER, 27 Lake Dr., New Milford, CT 06776, (203) 354-0064. (1)

Brewer 6B 22' Cat Yawl, 4.5hp Merc, Holsclaw trlr. Ply/FG, only nds bottom paint. Also have ketch sails. \$4,000/offers, want to build another boat.
STAN BLAKE, 44 Ichabod Ln., Hampden, ME 04444, (207) 862-3414. (1)

Boston Whaler, '70 Menemsha, 17' Montauk w/ small cuddy cabin, V-berth, head, fishwell. Incl '87 Mariner 90hp & trlr. Nds slip covers, could use new rubstrake, other minor things. Used all last summer 1st \$5,500. **Folding Canoe**, 16-1/2' Ally, folds into 1 lg duffle bag. Rated for whitewater, seldom used. Cost \$2,000+, sell \$750 firm.
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (1)

32' Holland Lobster Cruiser, '81, Royal Lowell custom designed, yacht quality finish. 318 Chrysler FWC, Walters V-drive, low hrs, 13kts @ 5.75gph. Slps 2+, galley w/AC/DC refrig, elec/alc stove, head, Loran, VHF, DF, Halon, fume detectors, drop canvas. Exc cond. \$58,900.
DAVE WARNER, Centerbrook, CT, (203) 767-0206. (2)



14' Penn Yan Runabout, '47, mostly orig but FG to boot top. A solid boat. Nds 18hp OB to plane. Only \$440. **36' Hand Designed Hull**, '34, chine blt, cedar, bronze fastened. Strut, prop, 8 port holes. Still fair, no interior except 1 bulkhead & cockpit deck. Only \$1,500. **26' Elco**, '29, compl but vy frail bottom. For total restoration or garden play boat. Only \$400. **16' Ships Lifeboat**, '55. Lapstrake hvy blt, lee boards, no interior. \$350.
JIM MITCHELL, Noank, CT, (203) 536-6213. (2)

14' Penn Yan Runabout, wood/canvas w/deck & folding seats. Don't know age, possibly early '50's or earlier. \$250.
DAVID GILROY, E. Granby, CT, (860) 658-9972. (1)

12' Old Town Sportboat, '54, cedar & canvas. Just restored. 4' beam w/ '63 6hp Evinrude & trlr. \$2,500.
BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (1)

17'6" Folbot Double Kayak, a project boat. Hull not bad but nds new deck. Incl 2 paddles. \$125.
RICHARD DOWNES, 170 River St., Weymouth, MA 02191. (1)

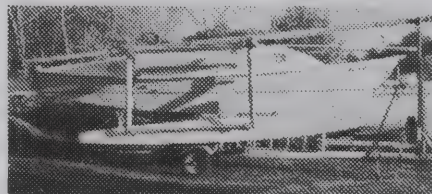
10' Plywood Catboat, Turnabout, nds paint & some caulking. Free.
DON FARSON, Verona, NJ, (201) 239-1793. (1)

Typhoon Sloop, exc cond. 18'6" loa, 2'7" draft. Blt '82. 3 yr old sails, 3hp Yamaha OB '92. Located Osterville, MA. \$6,000.
T. HORNOR, Osterville, MA, (508) 428-2301, Fax (508) 428-1424. (1)

14'4" Sturdy Cat, FG catboat in vy gd cond. Fast fun. New sail & rigging, '94 Dilly tilt trlr, British Seagull OB, boom tent. \$4,000. Located in Marion, MA.
JACK LEVINS, Franklin, MA, (508) 528-0394. (1)

9' Kayak, whitewater, w/paddle & spray skirt. Gd cond, new paint job. \$250.
JIM MORAN, 140 Ardmore St., Hamden, CT 06517, (203) 288-9479. (1)

Lark Dory, beautifully finished 8' skiff. Plywood/FG constr, bronze fastenings, mahogany trim. Oars incl. Ideal small tender or child's 1st boat. \$250.
Shellback Dinghy, presently under constr, can be finished to owner's specs. Model available for inspection. Okoume plywood/FG constr, bronze fastened, mahogany trim. Can be finished as rowing or sailing model. Vy reasonable price, a portion of which can be tax deductible.
JOHN CHANDLER, Hamilton, MA, (508) 468-4415 days, (508) 468-2872 eves, wknds. (1)

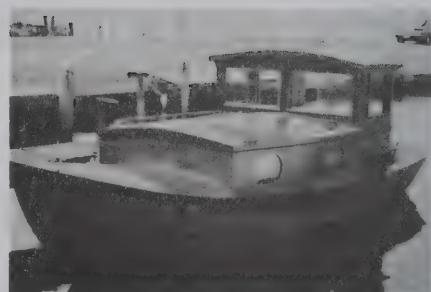


23' Folding Tremolino Trimaran, FG w/Hobie amas & rig, new mainsail, furling jib (CDI Furler w/larger jib available for \$500 extra). Enclosed cockpit w/hard seats, cockpit tent, lots of extra custom features, 4hp Mariner OB, modified trlr. A bargain @ \$7,500.
BILL MEREDITH, P.O. Box 1383, Concord, NH 03302-1383, (603) 224-0551. (1)

Sea Pearl 21, cat ketch w/water ballast, vangs, tonneau cover & convert top. Teak & holly sole, teak rubrails & trim. Danforth anchor & rode, oars & oarlocks, canvas winter cover & frame, galv trlr w/brg buddies & spare wheel, OB motor bracket. Exc cond. \$4,700. New '95 Honda 2hp 4-stroke OB, less than 10 hrs. \$500.
S. PAGE, 372 Gov. Chitt. Rd., Williston, VT 05495, (802) 878-6529. (1)

18' Cape Cod Knockabout, hull #204, blt '20's. Vy gd cond, extensive renovations in '94, main, jib & new colorful spinnaker, 2hp Johnson, trlr. Sails beautifully & vy pleasing to the eye. \$3,600 OBO. Going to bigger boat.
GREG LYONS, Hull, MA, (617) 925-4145. (1)

E.M. White Canoe, 18'4" Guide Model w/1928 nameplate, Restored to A-1 cond. \$1,050.
J. G. ANTHONY, Wakefield, RI, (401) 783-2199 aft 7pm. (1P)

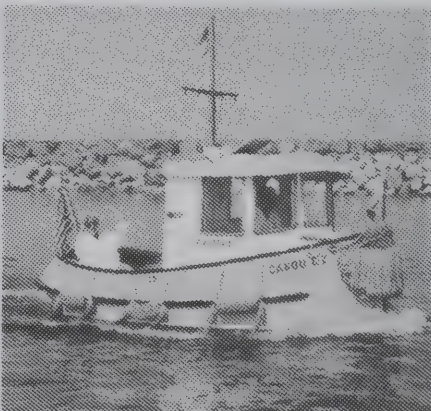


17' Mahogany Recreation & Fishing OB Utility Boat, custom blt '94. Shelter cabin & stand-up canvas camper top. Used 1 season in "Exploring America's Waterways" program. Plans taken from famous T.N. Simmons Sea Skiff of NC. Thoroughly proven design from 36 yrs ocean fishing, water skiing, all purpose OB use. Compl w/trlr & 33hp Evinrude OB. Completely functional, beautiful to see, best known for its seaworthiness & high spirited performance. Call or write for details.
GEORGE CLARK, 459 Sherrill Rd., Sherrill, NY 13461, (315) 361-5425. (1)

Capri 18, Trivial Pursuit, shoal draft cruiser for 2, daysail 4, R/F jib, mounted boarding ladder, customized trlr, grt OB, etc. \$5,500 incl mooring in Marblehead, MA (Salem hbr nr town landing) & spring launch.
ISAAC SIEGEL, Billerica, MA, (508) 436-3182, lv message. (1)

16' Whisp, Will O' blt w/care by John Wermescher. Fancy paint & brightwork, sail rig & oars. Redmond design, hull only 87lbs. \$2,500.
JOHN ROWLAND, 1530 Newstock Rd., Weaverville, NC 28787, (704) 645-5440, johnro@aol.com. (1)

'93 Sea Pearl 21, lee bds, water ballast, Bruce anchor, Nissan 3.5hp OB, compass, varnished teak rails, trlr, cover & many extras. A Sea Pearl can be anything from a single handed day sailor to an expedition grade beach cruiser. \$5,500.
JOHN TRUSSELL, P.O. Box 11066, Columbia, SC 29211, (803) 737-0052 work, (803) 776-5822 home. (1)

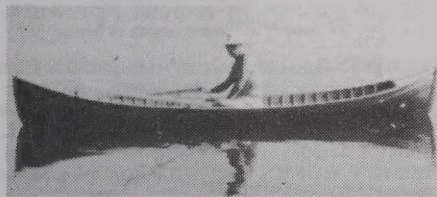


Classic Tugboats: 1 - 9' Micro Tug w/6hp Evinrude, on trlr. \$3,850. 1 - 9' Micro Tug w/3hp electric motor, on trlr. \$2,950. 1 - 9' Micro Tug w/3hp Evinrude, on trlr. \$3,250. 1 - 10' Micro Tug w/28hp Evinrude, on trlr. \$6,750. 1 - 14' Mini-Tug w/10hp electric IB, on trlr. \$23,650. 1 - 16' Mini-Tug twin screw electric w/6 hp Evinrude back-up, on tandem-wheeled trlr. \$17,500. All these tugs are prototype boats, built from computerdesigned plans and have been used from 3 to 10 hrs ea. Send SASE for additional information.
BERKELEY EASTMAN, 1640 Reche Road, Fallbrook, CA 92028, (619) 723-8234. (1)

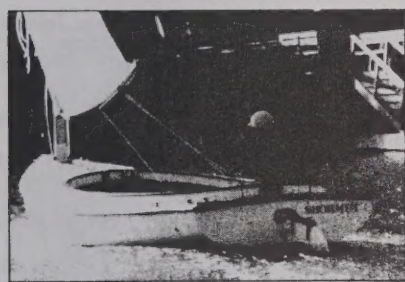
13-1/2' Spindrift Sailboats, some parts missing, both nd FG repair. \$395 takes both.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (2)

Great Dane 28, full keel FG cruising sloop. Hull design similar to folkboat. Volvo diesel, 4 sails, teak cockpit, Aries self steering, inflatable dinghy. Gd livaboard. Nds engine work and TLC. \$8,500 OBO. Will consider trades for smaller trailerable sail. **Sunfish Hull**, damaged, free to gd home. **WALTER CROCKER**, Summerville, SC, (803)873-7718. E-mail jcrocker@awod.com. (1)

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



Adirondack Guideboat, 14' authentic wooden Grant pattern. Natural finish. Incl caned seats & backrest, yoke, oars & all brass trim. \$5,000. **JAMES BYRNES**, Greenville, NY, (315) 393-7831 after 5/1/96. (1)



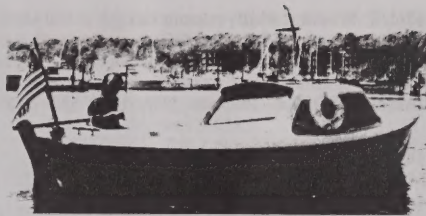
'93 Arey's Pond 14' Cape Cod Cat, \$10,000. Pristine cond, inside winter storage. Sailed in N. Chesapeake Bay, fresh water. Trlr, 5hp Merc, other extras. Deliver Cape Cod or vicinity DE, MD. **STANLEY FAULDS**, Wilmington, DE, (302) 998-1352 or APBY, (508) 255-0994. (1)

'38 Yankee 30 Sloop, mahogany on Oak. Main, genoa, and working jib all in grt cond. Cabin slps 2, many recent upgrades and renovations both structural & cosmetic. W/cradle, Spartan engine mount, solar panel and compl elec sytem, incl bilge pump & running lights, complete ground tackle, life jackets, fenders, all bronze hardware, & more. Beautiful boat, nice amount of brightwork. Vy comfortable to sail. Fast & stable. A classic racing boat. LOA 30'6", Beam 6'9", Draft 4'6", \$6,500OBO. **MICHAEL LaVECCHIA**, 27 Lakeshore Dr., Colchester, Vt. 05446, (802) 864-7573. (1)

21'3" Maas Aero Single Scull, fast recreational shell. CII oarlocks, compass, self-bailer, custom striping. 18 mos old, new cond, w/o oars. Moving forces sale. \$1,000 below replacement @ \$2,000. **LEE WIGHT**, New Haven, CT, (203) 389-6896 lv message. (2)



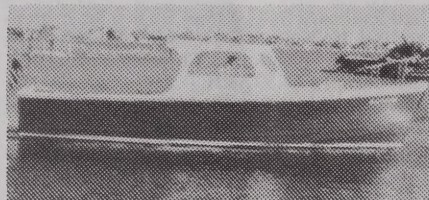
Greenland Kayak, canvas on frame, blt '91 under instruction of Sven Ulstrup. Wood pegged throughout. Extremely strong, light, stable & seaworthy. Paddled in Gulf, Atlantic, Great Lakes, never flipped. Age-related ailment forces sale. \$500 firm. Will discuss delivery. **JOE REISNER**, Marshall, MI, (616) 781-6974. (2)



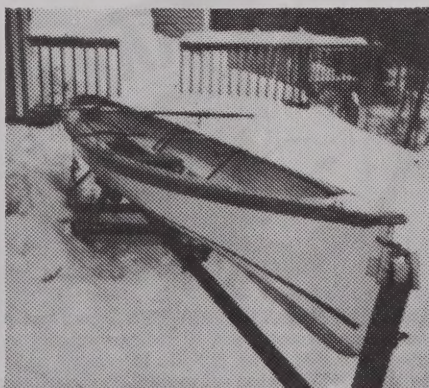
Swedish Blt Powerboat, FG version of traditional lapstrake hull, blt sturdily mid '70's. Full keel, 18'9" LOA, 7'6" beam, 2'6" draft. Volvo MD1B IB diesel. Canvas cockpit cover, vee-berths, cockpit cushions, sliding chart/dining table, storage under berths. Compl w/recent Load Rite trlr. Vy unusual vessel, pride of any fleet. **GEORGE MARCUS**, Noank, CT, (860) 572-9188. (2)

21' Sea Pearl, leeboard model, w/new sails, ballast tanks, goosenecks, teak trim, hard & soft covers, lazarette deck, trlr w/recent springs, axle & wheels, 4hp long shaft Evinrude. **MATT MALOY**, Largo, FL, (813) 393-4221. (1)

21' Florida Bay Hen, cat-ketch rig, nicely equipped, hvy duty tilt trlr, cockpit cushions, lights & fan in cabin, spacious cockpit, teak trim. Grt shoal draft camper-cruiser. All exc cond. \$4,800. **ARTHUR TILLEY**, Vero beach, FL, (407) 234-1218. (2)

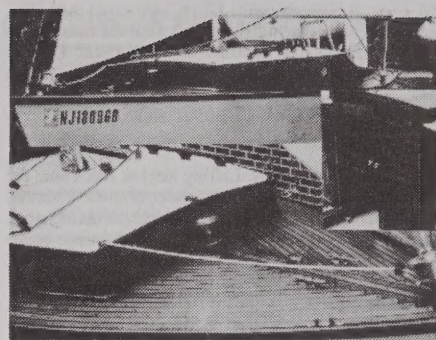


30' MacKenzie Bass Boat, '71 raised deck, shelter cabin, w/canvas ventilating windshields. Repowered 5/93 w/twin Crusaders, 350 Thermo-Electron w/120 hrs. VHF, CB, DS, fume alarm, auto battery charger, 2 new bilge blowers, 2 12v fans, 2 anchors & rode, all CG equipment. Bottom completely refastened & caulked 9/94. Gd cond throughout, kept in water in covered slip yr round most of its life. Asking \$14,500. **15' Marshall Sandpiper Catboat**, '77 cuddy model. Lt blue decks, tanbark sail, sail cover, cockpit cover, foam flotation in bow, life preservers, bumpers, fire extinguisher, removable running lights, anchor & rode, OB bracket, 5hp OB, trlr w/new tires & bearings. \$4,500. **BOB REDDINGTON**, 235 Lake Ave., Bay Head, NJ 08742-4756, (908) 295- 1590. (2)



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. (1)

Black Skimmer, leeboard sharpie cat yawl designed by Phil Bolger, in gd cond. Plywood/epoxy, sails, head, 6hp Evinrude, trlr & assorted accessories, \$7,500. **JAY BLAKE**, Newbury, MA, (508) 462-7847. (1)



18' Custom Daysailer, cuddy cabin classic in mahogany & brass. Planked deck, roller furl. Ready to sail. Incl trlr. \$9,500. **JOHN PEROTTI**, Landisville, NJ, (609) 327-6767. (1)

14' Peep Hen, gaff rig micro-cruiser. Grm FG hull w/tanbark sail, teak trim. Unstayed alum mast on tabernacle, easy set up, quick launch. Self righting, self bailing, roomy, stable, ideal for single handers or small family. Slps 2 comfortably, w/galley area & storage space. 12v electr system for cabin lights & VHF. Beachable 9" draft w/board up, ideal for Maine Island Trail. GC. Incl galv trlr. \$3,750 OBO. **MARK POLLOCK**, 3806 Rt. 9, E. Chatham, NY 12060, (518) 794-8064, (518) 794-9127 lv message. (2)



Swampscott Dory, 14' white lapstrake hull, 2 rowing stations. Sail, row, motor. Extensive solid mahogany woodwork, all custom made bronze hrdwre, brand new 2pc alum mast & boom, 95sf Thurston sail, sailbag. Galv trlr w/new spare, rim, hitch key lock, crank jack stand on wheel, extra rollers, trailer straps. \$1,995. **DENNIS GANTT**, Warwick, RI, (401) 463-5484. (1)



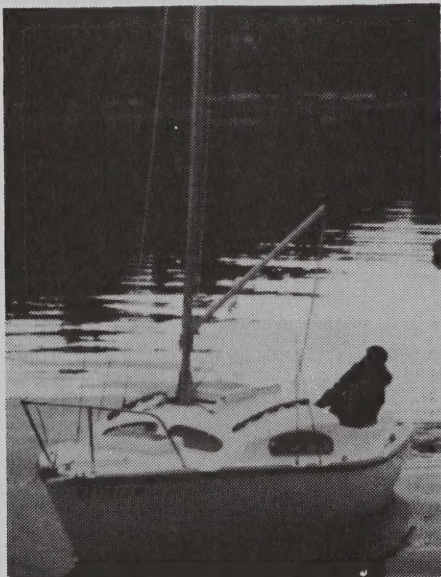
32' Historic 3-Log Canoe, blt Poquoson, VA 1890. Dacron main & jib w/covers, 1914 Grey Marine engine (runs well), 8' beam, 18" draft w/board up, 36" down. In water in vy gd cond. Truly "one of a kind". \$11,000. **JOSEPH FEHRER**, P.O. Box 68, Snow Hill, MD 21863, (410) 632-3746. (1)

18' Lowell Sailing Surf Dory, w/6hp Evinrude & galv trlr. Compl w/main, jib, Sitka spruce mast, alum CB, flrbs, rigging & hrdwre. Vy gd cond. Classic traditional rig ready to go. Stored inside in Lovell, ME.

KEVIN HARDING, Chelmsford, MA, (508) 256-8681. (1)

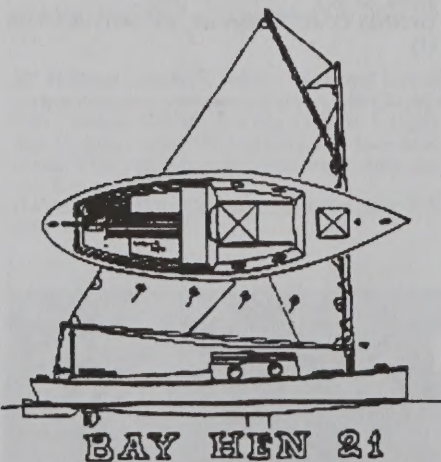
22' S-2 6.9 Sloop, '84. Lifting keel & fractional rig result in a fast yet shoal draft racer-cruiser. 4 berths, head, icebox. Main, jib, all necessary cruising gear 5hp Tohatsu OB & galv trlr. Vy clean & in exc cond. \$5,500 OBO. **16' Bolger Sweet Pea Chined Peapod**, blt in welded marine grade alum, low maintenance constr that will survive neglect. Daggerboard well & drop rudder. Nds some completion. Sprit rig also available. \$500.

STEVE KOOPMAN, Saundertown, RI, (401) 295-2653. (2)



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

JEAN CAVALLERO, Somerville, MA, (617) 396-0662. (3)



21' Bay Hen, '84, gaff rigged FG sharpie in gd cond w/trlr. Blt by Florida Bay Boat Co. Teak toerails & bowsprit, small cabin, spacious cockpit. Shallow draft (9" board up, 3'6" board down) makes this a grt daysailer or camp cruiser, especially gd for sneaking into shallow coves & inlets. Mast on tabernacle. Can be off trlr and fully rigged in 10 min. Weight 900lbs. \$4,400.

GREG STONE, 1346 Drift Rd., Westport, MA 02790, (508) 636-4291. (1)

12-1/2' Wooden Skiff, custom design w/OB well. White pine on fir frames w/FG over plywood bottom. \$200. Will consider trade for 5 lobster traps in gd cond or canoe.

JACK FARRELL, Durham, NH, (603) 659-7605. (2)

14' Javelin, new. \$3,695.

MATSON MARINE INC., Bucksport, ME, (207) 469-6886. (1P)

BOATS WANTED

San Francisco Bay Great Pelican, wood or FG, any cond.

CAPT. J. MILANOWSKI, 2273 Ottawa Beach Rd., Holland, MI 49424, (616) 399-4642. (1)

Cape Dory 10' Dinghy, w/sailrig.

JOHN ZITTEL, Mystic, CT, (860) 572-9950, email JZittel@delphi.com. (1)

22' Drascombe Longboat.

R. CARLSON, 342 Vittum Hill Rd., Sandwich, NH 03227, (603) 284-6800. (2)

War Canoes, any cond, 25'-35'.

MICHAEL MATHESON, Rt 4 Box 412, Murphy, NC 28906, (704) 644-5714. (2)

SALES & RIGGING FOR SALE

Used Sailboard Sails, 4 from 5m to 6.5m in grt to exc cond. No battens. Grt for mini-tris./ \$49.50 ea +\$4.75 S&H. Spinnaker, for Chrysler Mutineer, new cond. \$49.50 + \$4.50 S&H.

GERARD VAN WYK, The Mooring, 2809 Porter, Grandville, MI 49418. (1)

Sailrite Genoa, 15' hoist, 7'3" foot, 13'6" leach. 4.5oz Dacron. Never used. W/bag. \$150.

J.G. ANTHONY, Wakefield, RI, (401) 783-2199 aft 7pm. (1P)

2 Suits Sails, from 38' Hillyard cutter being salvaged.

MICHAEL TATRO, Isleboro, ME, (207) 734-6476 aft 5pm. (1P)

Laser Rig, sail, 12p mast, boom, sailbag & battens. Exc cond. \$175.

MARSHALL SMITH, 1 Eastwood Dr., N. Granby, CT 06060, (860) 653-2328. (1)

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38' Hillyard Cutter Salvage: 18 bronze ports, Perkins 4-108 w/drive, SS tanks, winches, windlass & more.

MICHAEL TATRO, Isleboro, ME, (207) 734-6476 aft 5pm. (1P)

14" Jet Bandsaw, \$100. **4" Craftsman Jointer**, \$50. Consider trade for canoe or small boat.

JACK FARRELL, Durham, NH, (603) 659-7605. (2)

Yanmar 3QM30H, w/extra parts & manuals. On running stand. \$1,950.

GEOFF RICHON, Gloucester, MA, (508) 283-6063 work, (508) 283-4736 home. (1)

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LEE WIGHT, New Haven, CT, (203) 389-6896, lv message. (2)

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17' Rowing Pod Molds, female tooling for hull & seats. Takes drop-in rowing unit & can be used either as single or single w/passenger. 31" beam gives stability & nice turn of speed. I've pulled 2 boats from these molds & don't want them to go to waste. \$300 OBO.

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Small OB. Will trade '87 Subaru in running cond. H. EVERICH or ROB LASKO, Branford, CT, (203) 483-1797. (2)

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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)

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DAVE CARNELL, 322 Pages Creek Dr, Wilmington, NC 28405. (TF)



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GLOBE PEQUOT PRESS, P.O. Box 833, Old Saybrook, CT 06475. (1)

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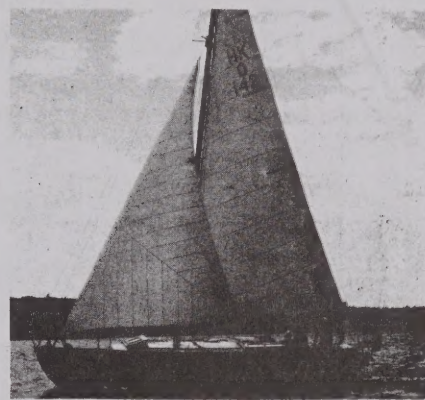
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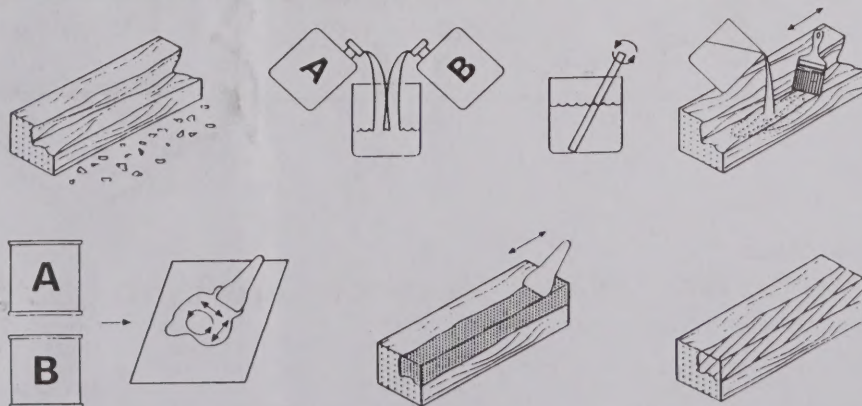
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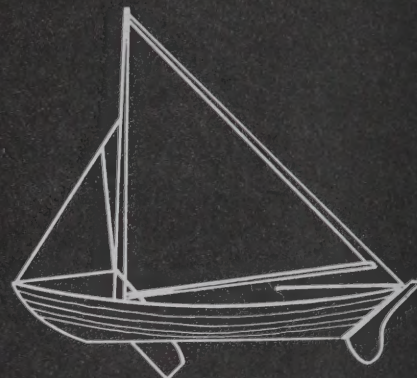


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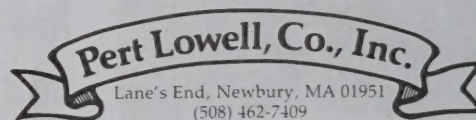
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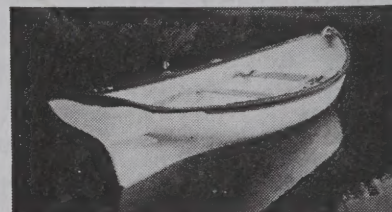
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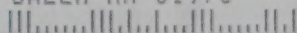
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