

Special Features This Issue
Snow Row '96...a Coxwain's Eye View
A \$200 Sailboat - AYRS...Out at the Leading Edge



messing about in BOATS

Volume 14 - Number 3

June 15, 1996



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In Our Next Issue...

Events: Mac McCarthy visits the Cedar Key Meet in "Wee Lassies at Cedar Key" and David Hume tells us about a "Carolina Messabout".

Adventures: David Gulley reveals the experience of "Sailing Alligator Infested Waters", while in a less menacing environment, Reed Smith reports on "The Porpoise Beneath My Paddle". Tony Trisko captures that first moment afloat in the just completed project in "The Christening".

Projects: John Laudadio's "Beginner's Luck" appears after being bumped from this issue, Myron Arms remembers in "Bud McIntosh, a Reminiscence", and Harold Burnham starts a series on his relationship with his 80 year old Friendship sloop in "Chrissy Meets Her New Owner".

Designs: John McCallum describes his unique Indian canoe, "Two Moons", Derek Van Loan revisits "Sleeper...an 8' Overnighter", Bill Clements presents his "Nord Koster Canoe Yawl", Joe Pallazola brings us his latest creation "Celia Mai, a Lightweight Sailing Dory Canoe", Phil Bolger discusses his "Light Power Cruiser Concept", and Gail Ferris tells us how "You Know You're in a Good Boat".

Techniques: Platt Monfort shows us "A Good Centerboard Idea, Lionel Taylor details "Beach Launching Made Easy", and there'll be a page of short tips and techniques besides.

On the Cover...

Dave Carnell sails his \$200 sailboat, his modification of a Phil Bolger design intended for real budget boating. All the details are in this issue.

Commentary...

I continue to marvel at the ongoing variety of small craft concepts that come in from readers and designers. It's obvious that there is a lot of individual creativity out there in small boat land. Now my recent visit to the Amateur Yacht Research Society's spring meeting of the New England Chapter in Newport brought me in touch with those who seem to be, as I characterized it in my report in this issue, "Out at the Leading Edge".

Indeed. While the program featured a couple of fairly conventional concepts, like doubling up a pair of baidarkas to make a catamaran (conventional?) and using a rather conservative small power cruiser as a research vessel, another offering was certainly way out there at that leading edge.

Bill Russell's Flarecraft is pretty major stuff for a small group of eccentric boat nuts to be scrutinizing, for it's aimed at serious commercial production as an alternative sort of commuter boat, one that doesn't even touch the water once underway. It flies. But it's not a plane for it cannot get more than a few feet up off the water on its "ground effect" wings before the lift fades away. Russell has built several prototypes (this is not a backyard boat-shop sort of design) and showed us a short video of his "boat" flying along at 100mph three feet over the water.

Why not just make it a plane and be done with it, it will cost as much as a small plane (about \$200,000 right now)? Because an airplane design intended for commercial production and sale faces a huge array of tough FAA standards, while a boat is much easier to get approved by the Coast Guard. The Coast Guard has approved the Flarecraft as a boat.

So, okay, where do we draw the line? Or need we? All this leading edge stuff seems to boil down pretty much to a quest for speed over the water. Speed, i.e., saving time, has always been a human goal and at sea it has been "to the fastest goes the prize". The advent of aviation took speed way beyond anything that watercraft could ever dream of achieving, but still today the elapsed time for a merchant vessel to make its trip is a factor in the making of money, mankind's apparent reason for being.

Looking at speed in recreational boating, my recent focus on trimarans revealed that a major appeal of these boats was speed. Dick Newick, who despite being a very professional designer is an enthusiastic supporter and member of the "amateur" AYRS, explains his dedication to multihulls by saying, "I want to sail!" That is, sail fast enough even to make your own wind as you go. No trundling along cocked over on one ear in a floating home for Newick.

So now at this AYRS gathering, where speed is a central issue of the design concepts advanced, I find a man who has lifted his boat right off the water altogether once it gets underway. But only far enough to still qualify as a boat as far as regulations for its use are involved. If it flies like a plane and looks like a plane, I think of it as a plane. But it will be marketed as a boat.

Aside from the semantics of this, I have

to admit that flying low over the water appeals to me as likely to be a pretty exciting experience. When I was taking flying lessons long ago we had to climb to 1,000' elevation upon taking off. But I found the most excitement came when we practiced emergency landings down there close to the ground with the trees and landscape flashing by 100 feet or less below. The detachment that elevation brings was gone and we were back close to familiar turf, passing over it oh so fast, over all obstacles. But you can't do that just for fun.

So I could enjoy this sort of thing but I don't think of it as boating. And, of course, I could never afford to play this way. So, falling back into a more conservative small boater role I have to ask, how will this sort of thing be received by the boating community? Obviously this sort of "flying boat" will have to stay on the surface at modest speeds in any area where a lot of boat traffic exists. Maybe something like the "No Wake" signs will have to be posted, "No Flying". Once clear of congestion, one would take off but still I foresee conventional boats out there having this "plane" suddenly come upon them at 100+ mph three or four feet over the water. I don't think this will be well received.

I have to admit that something like the Flarecraft is a logical extension of the quest for speed, a quest that still sees huge sums of money poured into antiquated design concepts to gain fractions of a knot in boat speeds that still are pretty pokey. America's Cup yachting is the obvious example, of course. How silly can you get, millions for fractions of a knot. It's okay for those who want to play that way, but no wonder the public doesn't find it very interesting. Only when there's a spectacular sinking.

So do we need to draw the line about what is a boat? Not for all of us chasing after novel ideas on getting more rewards from messing about on the water, of course. But when any concept that introduces significant potential for user conflicts and safety problems arrives, and is seriously promoted for marketing, maybe it's time to draw a line.

The old resentment between sailors (here first) and stinkpotters (noisy and faster) has been kept within the bounds of mostly the hurling of epithets by regulation, mostly of the motor craft.

The new resentment directed by both sailors and motorboaters towards the jet ski because of its speed and maneuverability is still amendable to some sort of management of use to minimize the problems that can arise.

What will happen about "flying" boats remains to be seen. The hovercraft, which flies on a cushion of air close to the water (or level ground, like marshes!) has been ostracized in many areas, even though it is not particularly fast. They cannot even be registered for use as motorboats in some areas at all. Why not? Socially unacceptable. Noisy, noisy! And disrespectful of the boundaries between water and land.

I guess I'd say a "boat" is a vehicle that travels on the water in contact with that water. The nature of water helps to hold down the extremes of speed that can bring trouble. Once contact is broken the craft becomes an "air" craft. Different rules apply.

There is no question about the statistics. A quite astonishing percentage of all boating accidents and fatalities involve the use of alcohol, and understandably so. There are moments in boating when the right decision must be made and made swiftly, and even moderate drinking can slow the decision-making process and the reaction time. As has been said thousands of times, alcohol and water do not mix, at least until the day's cruise is over and the vessel is safely at dock or at anchor.

A number of organizations, among them the Florida Game and Fresh Water Fish Commission, are actively promoting the concept of the "designated skipper," one member of the crew who sticks to soft drinks and runs the boat. It's a good idea...but there are two serious flaws.

Small Boat SAFETY

A Good Idea...But

By Tom Shaw, USCGA

The designated driver of an automobile has his passengers secured with seat belts and protected with air bags. The designated skipper has no way to secure his passengers who, having ingested alcohol, have lost some degree of coordination and balance and are traveling in a conveyance subject to violent movement from waves and wakes. There are un-

happy statistics about alcohol related drownings of passengers, statistics that cannot be ignored.

A second flaw is that the odds of finding a qualified and experienced operator of an automobile among any group of Americans are very high. We are a nation that lives behind the wheel of a car. The odds of finding a qualified and experienced coxswain among the group aboard are distinctly slim. Too often the "designated skipper" idea simply replaces an experienced but impaired vessel operator with one who is sober but incompetent.

In the interest of boating safety, let's have the best man at the wheel...or at least standing by an inexperienced helmsman...and let's save the cocktail till the hook is down.

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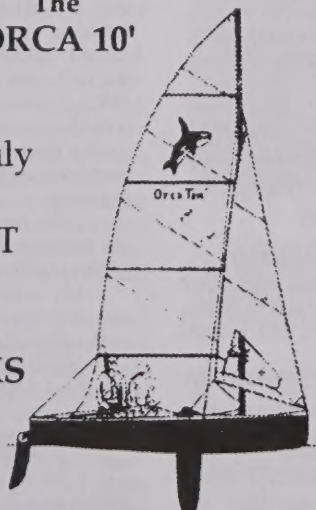


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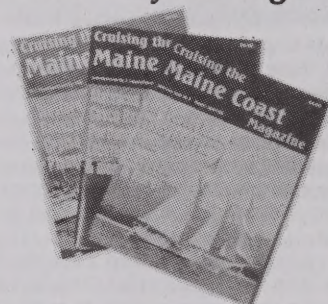
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Junk Rig Association

The Junk Rig Association is now sponsoring university research on the Chinese rig. Annual dues are \$25 (US \$'s okay) and they send out an information packed quarterly pamphlet. Their combination of the practical and the theoretical is ideal. There are many US members. Contact: Robin Blain, Junk Rig Association, 373 Hunts Pond Rd., Titchfield, Fareham, Hants, England.

Derek Van Loan, Mill Valley, CA.

What About Water Ballast?

Practical Sailor has recently run reviews of three water ballasted sailboats and suggested that all are somewhat deficient in sailing performance. Phil Bolger's comments about water ballast in his latest book imply that the boats reviewed by *PS* have theirs in the wrong place, most of it will never be raised above sea level even if the boat is knocked flat.

You have published a couple of articles by John Sherrill about his "Martha Jane", both well written and amusing. In one he mentions that he suffered a knockdown and that *Sycorax* came right back up. Perhaps we can induce John to write more about this and the general sailing qualities of his water ballasted boat.

If anyone else has experience of this nature, I would enjoy reading what they have to say, or hearing from them directly.

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Electric Power Interest

I am interested in building an electric powered launch of traditional fantail design about 16'-18' long. I am considering designing it myself but would prefer to purchase a set of drawings. I am also looking for sources of information on suitable electric motors, batteries, etc. Do you have any ideas on where I might start?

Jack McKie, 97 Alpha St., Rochester, NY 14612, (716) 581-2983, e-mail mjmckie@mail.netacc.net

Editor Comments: The Electric Boat Association of the Americas, Inc., P.O. Box 4151, Deerfield Beach, FL 33442, (954) 725-0640 is a source for the electrical stuff. Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (303) 487-3088 offers fiberglass fantail hulls in 16'x 4', 16'x 5' and 19'x 5'6" sizes.

A Carl Alberg Cutter?

Last fall I purchased at auction a shallow draft 22' fiberglass hull with wooden decks, coach house, mast and bowsprit. Since it was filled with water, I knew two things about it; the hull did not leak but the deck did. I noted it was missing its rudder but I only learned later that the centerboard was no longer there and the slot had been filled with wood.

I am also a sucker for stray animals.

Inside I found a Dymo label that read, "Carl Alberg Cutter". Does anyone know where I might find a plan or specs so I can build a new rudder and centerboard?

Robert Gibeau, 4135 NE Mallory, Portland, OR 97211.

By-The-Sea

By-The-Sea, The Northeast's On-Line Journal for Boats and Boating, on the world wide web is a new electronic format magazine featuring articles and stories from regional print publications, an events calendar and a boats for sale listing. We will be providing on-line coverage of a diverse range of boating activities.

We host presentations describing the offerings of boat builders and restoration experts, full service boat yards, sail makers, small boat plans and kits suppliers, computer design software developers, boat brokers, trade and sailing schools, and more.

By-The-Sea is a "nothing but boats" web site. We are new and small, but we are growing and would welcome your comments and suggestions. Our address is <http://by-the-sea.com>.

Narragansett Bay Messabouts

I would like to make contact with other readers interested in messing about in boats, traditional, funky, whatever, in and around Narragansett Bay, RI.

Ed Slattery, 25 Fay St., Seekonk, MA 02771, (508) 336-4617.

Thames River Skiffs

Have you printed any articles about Thames River Skiffs? If not, are there any readers who might have some information on this type of small boat?

Steele Hinton, 129 Spates Ave., Flemingsburg, KY 41041.

Cohasset Rowing Program Seeks Help

The Cohasset Maritime Institute (CMI), Cohasset, MA, sister institute of the Hull Life-saving Museum, was recently founded to re-establish the tradition of open water rowing and promote maritime education. Currently CMI has only one active surfboat and another undergoing major restoration, including new ribs and planking, as well as stem and keelson work. In addition, CMI is salvaging a historic boathouse, part of the original lighthouse keeper's complex and later home to Haggerty Racing Shells.

Tax deductible donations and tools are needed. Live in eastern Massachusetts? Join CMI's weekend boathouse restoration volunteers. For information contact Jack Buckley, CMI, 143 Pond St., Cohasset, MA 02025, (617) 925-1284.

(From *Waterlines*, newsletter of Watermark Fine Arts, P.O. Box 1037, Kennebunk, ME 04043. If you would like to receive a copy of their newsletter and catalog of rowing apparel, a donation of \$2 to support amateur rowing will get them for you. (800) 985-4421.

Is Polyester Good Enough?

In the March 15th issue Mike Briggs wrote about "Working with Epoxy", and noted that Dynamite Payson uses polyester resin exclusively in stitch and tape construction and has never had a failure in hundreds of boats. Dynamite tested his joints with his pickup truck and found the wood failed adjacent to the joint rather than the polyester resin fillet. Mike noted that epoxy costs about three times as much as polyester.

I've never heard of polyester being recommended as a good adhesive, maybe it's okay as a fillet for cosmetic purposes but I question its use as a structural adhesive.

Since some of Dynamite's boats are designed by Phil Bolger I wondered if we readers might have the benefit of his comments on using polyester resin fillets for stitch and tape construction?

D.J. Miller, 2040 SW 49th St., Corvallis, OR 97333.

Sailfish & Lightnings

My husband found an old wooden boat that we believe is a Sailfish. It has Alcott stamped on the tiller base and fits the statistics of the Super Sailfish found in *The Sailboat Classes of North America*, published in 1963. I'm in the process of doing a refit and would appreciate any information on this particular boat. I plan to race it this summer in our Saturday club races and need a PHRF rating for it.

I also have a 1961 wooden Lightning and am interested in meeting any other wooden Lightning owners in nearby Connecticut.

My husband is building a cedar strip canoe on a strongback he bought through an ad in the magazine.

Heidi Everich, 1 Lanphier Cove Rd., Branford, CT 06405.

QME Windvane Info

I found an English built windvane at a garage sale for \$25 but without information. Does anyone have any information on the QME Windvane?

Ken Pagans, 13721 Cayo Gorda, Corpus Christi, TX 78418, (512) 949-9386.

Out Of Print Books

I frequently see ads in the magazine looking for out of print books. I had a want list of a couple of Bolger books with a local used book dealer and several nautical book dealers. There was no action for almost a year until recently when the local dealer called to offer me one of them.

When I picked it up he told me he had recently subscribed to a computer listing network of 1,300 book dealers around the country. Back came one of my books from California.

Readers looking for books might want to check with their local used book dealers to see if they subscribe to a search network like this.

Dave Carnell, 322 Pages Creek Dr.,
Wilmington, NC 28405-7850, (910) 686-4184.

Plyboats on Power Mac

I have been trying with limited success to run Ray Clark's *Plyboats 2.01* on a Power Mac using *Softwindows* to allow it to speak to DOS. If anyone has any experience with doing this I'd like to hear from them. I can design seemingly wonderful boats with *Plyboats* but cannot get the plywood layout printouts which would allow me to construct a model and eventually a boat.

I have spoken with Ray Clark who is as helpful as can be but is no more familiar with MacIntosh computers than I am with DOS speaking PCs. And the folks at *Softwindows* are equally helpful but are unfamiliar with *Plyboats*.

William Wainwright, 88 Winslow Ave.,
Somerville, MA 02144, (617) 623-2038, email
WHWAINWR@aol.com

Your Boats...

Memories of Monomoys

The Monomoy lifeboat that has shown up in several editions of *Messing About in Boats* as *John Brown II* is almost certainly one of the lifeboats from the *John Brown II* (ex *Twin Falls*).

John Brown II was a Victory Ship acquired by the New York City Board of Education to expand the Marine Trades High School in the 1970's. She was found to have unacceptable levels of asbestos and, during a period of cutbacks, was "sent South" to be cut up into razor blades. The Monomoy was one of several that I surveyed while it was sitting on her afterdeck. Most were in poor or marginal condition. One was a badly delaminated molded plywood boat.

When *John Brown II* was scrapped, those Monomoys considered worth saving were sent over to Kings Point Merchant Marine Academy. There, they were used as part of the seamanship training program and were loaned to the Maritime Association of the Port of New York every July 4 through 1986 for the International Lifeboat Races that were part of the annual New York City Harbor Festival and Operation Sail events. After 1986, I lost track of the boats.

Eric Russell, Brooklyn, NY.

Your Projects...



Scottish Sea Skiff

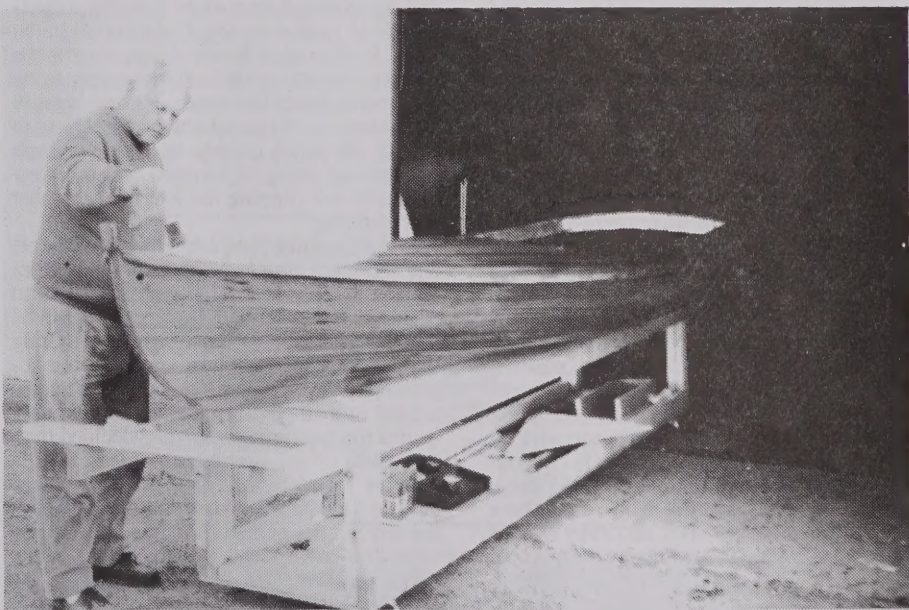
James Smith in Scotland saw the photo of the Simmons Sea-Skiff that Ned Handy built in the December, 1994, issue of *WoodenBoat*. He wrote me about the plans and bought a set of the plans for the Sea-Skiff 18 in March, 1995.

In March, 1996, James sent the Cape Fear Museum photos of the fine boat he built; he had never built a boat before. The village of Buchanhaven where he lives is in Peterhead, a large fishing port on the east coast of Scotland where it stands well to the eastward into

the North Sea facing Norway. It is only 9° (540 nm) south of the Arctic Circle.

James widened the boat on the bottom about 4", added another side planking strake, and shortened the boat one foot to meet the length restriction at the pier where he keeps it. In April he is emigrating to New Zealand and taking a set of plans for the Sea Skiff 20 with him. New Zealand has a reputation for being the most DIY (do it yourself) country in the world; James should fit right in.

Dave Carnell, Wilmington, NC.



Winter in Sarasota

I spent most of the winter in Sarasota at Mac McCarthy's Feather Canoes helping Dale Andrews (who built one last year) finish a strip glass and epoxy finished Melonseed at 15'7".

The photo shows Dale at work on a cold Florida winter day. The Melonseed is now in my garage awaiting launching.

Art Rothenberg, S. Egremont, MA.

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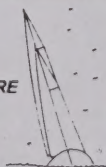
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In an on-going response to Bob's comments last fall about the apparent waning of big coxed-boats in the New England Fixed Seat/Open Water Circuit, we have taken it upon ourselves to write as often as the market will bear about the many nuances of our world. The following is a tiny vignette in that world.

March 4, 1996: The gods really cooperated this year at the 1996 Snow Row, sending a seemingly endless series of whiteout snow squalls across Boston Harbor. These conditions chased away much of the normal field of competition who feared driving long distances with boats in tow only to face unusually challenging navigation on the race course.

The final field this year included eight big coxed-boats, with a total of 64 youth and adult competitors and approximately 32 scullers. As often happens during a race, the racers find that whether or not they triumph, they always find a jam with at least one other boat. Sometimes it's a similar boat, sometimes a totally improbable matchup. A six-oared pilot gig can find its best race going head to head with an ocean shell and vice-versa.

This year my crew was matched up with an identical boat and an incongruous crew. The adult crew of the Lifesaving Museum's Maritime Program in a 38', ten-oared French Captains gig *Liberte* were side by side with a crew of heavyweight rowers from MIT in the twin boat *Egalité*. Now, for touts and odds makers, the line went something like this.

MIT spotted us about 50 pounds, six inches and twenty-five years per person. Perhaps the most striking comparison is between our engine room maven, Corinne Berry Leung, a strapping 5'2" woman who remembers Eisenhower's inauguration, and Toby Ayer of MIT, a soon-to-be Rhodes Scholar, who at 6'2" and 210 pounds came in fifth in the country in the collegiate men's indoor rowing championship the previous weekend. Throw-weight notwithstanding, the advantage the Museum elders had was open water experience in the big gigs. This is nothing to be sniffed at, particularly when wind and waves conspire to beat you up.

The MIT kids had raced this course a few times before, coming from a last place boat a few years back to a determined, bloodied crew this time. Our crew felt that we had not over-trained, having had but one practice with an incomplete crew, so we knew that we had avoided the athlete's curse of "staleness." When I saw Corinne putting her war face on and giving the big kid a little trash talk to rattle him, I knew that we had a chance. Fortunately for us, the concept of betting your shirt on a

The 1996 Snow Row: A Coxswain's Eye-View, or It Ain't As Easy As It Looks!

By Edward McCabe, Director, The Hull Lifesaving Museum Maritime Program

race has not yet come to open water rowing.

In that we generally view the Snow Row as a goof and a midwinter gathering of the family rather than a serious race, it must be stated that, nevertheless, laughs and giggles are left at the high water mark when the gun goes off, and for three-quarters of an hour the experience is as intense as any. Coxed boats in the Snow Row must be beached bow-on with the coxswain steadying the boat in the stern as the crew races down the beach. Having been in all of the past 16 or so, I knew that we had to get off the beach cleanly to have any hope whatever of being in the race, and my crew bouncing and tripping the length of the boat was daunting.

As Jim Kehoe and Jack Buckley, the port and starboard strokes respectively, landed in their seats, the madness began to settle into business. The boat filled in quickly, we backed off the beach with a shove from bowman Craig Wolfe and went a full boat length before beginning to turn. The full keel of the gig makes a snap turn impossible, so we ponderously hauled the boat around. We had decided that, regardless of any problems on the beach, as the bow swung toward the course we would hesitate a second or two and then blast off leaving any tangles behind. Imagine my surprise when I saw the MIT crew just completing their turn at the same instant. Good omen.

A crew's start is an explosive sequence that overcomes the inertia of 1,500 pounds of boat and about the same poundage in people. Given the surplus of adrenaline coursing through us all, it behooves a crew to make the most of the surge and settle down to hull speed as quickly as possible. A rowing race is a constant conversation with your cardiovascular system. When the adrenaline wears off and you realize that you haven't breathed in 60 seconds and are stone dead with 45 minutes of rowing ahead of you, that conversation takes on a certain life of its own. The trick is to bring your breathing and heartbeat back into line and to find what we refer to as "the ceiling," or that point where you can operate at peak effort without going into oxygen debt. Doing so allows you to bounce off that ceiling and oc-

asionally burst through for a power piece of twenty or thirty strokes to pass another boat or catch one.

So off we went down the first leg with MIT in our collective peripheral vision. Here began one of the most grueling and satisfying races ever. Our first job was to see if we could hang with the big boys. Twenty, thirty, fifty strokes down the course and we were dead even, matching them stroke for stroke. Sheep Island, the first turn was simply invisible in the snow, and my only concern was to keep contact with *Egalité*. The two boats were side by side and slowly drifting towards each other at six knots. There is a moth to flame reality to two boats in combat, and a certain amount of acrimony flew back and forth until our spaces were defined. At one point before that happened, there was one foot between oar tips and no margin for safety.

Suddenly the island materialized in the snow and we all realized that we were a bit to leeward due to tide and wind and the whole field shifted east following the *Pilot* with a South Shore youth crew 100 yards ahead. We were so surprised and energized that we were in the game with the big boys that the rest of the field was fairly invisible to us. The contest was so tight that any mistake, any misstep, would seal the rest of the day. Vaguely I remember tiny vignettes outside of our two boat world. I saw a couple of doubles giving chase to the *Pilot* and a single rower drafting MIT, hard up on their transom.

There is a bar jutting out from Sheep that had nailed more than one rower in the past, and all coxswains are focused on clearing it with as little room to spare as possible. Fate had given us the inside of that turn to starboard and my exhortations, soto voce so as to not tip our hand to the MIT cox, was to hang tough so we could keep the inside. I hoped to scare them into going wide on the turn and gaining up to two boat lengths. It was so close, the tempo was so intense, that either boat that broke contact would surely be able to pull away. By now, the lead between us had changed four or five times with the Hull crew rowing deadly steady and the MIT crew using their size but squandering small leads by "crabbing" in the pesky cross seas.

Maturity winning over youth for once, our crew hunkered down and held off a number of charges by MIT as we approached the bar. Most of our crew had been here before, so the triumph of being head to head after a mile-and-a-half was sweetened by the knowledge that their cox was one of the dirtiest fighters on the course who could hold an advan-

tage won at so great a cost. The bar came up, I saw breaking water twenty feet to my right, I could see the bottom clearly, MIT was outside and going to have to cut very wide. Boom! We were over the bar and I was set to call for a power twenty to bury them when suddenly out of my peripheral vision I saw the red bow of the *Egalité* flashing behind me and inside of us, cutting from left to right and attempting to gain the inside.

You must realize that the war between the sportsman and the beast is always there. I would never cheat an opponent, but wishing one a disaster in the context of good clean fun is within the envelope of appropriate behavior. I cut that turn as close as I dared and this kid, this tiny 22-year-old, was rolling the dice in a way I never would have. Call it luck, karma, cojones; the kid had it all. Suddenly the entire weight of the momentum, the tactical advantage won with so much pain had shifted. Now, to the casual eye, there was little difference. MIT had gone from half a boat length behind to half ahead and the crews were still pounding along stroke for stroke, but the MIT crew was now making us play their game instead of the opposite.

What followed was one of the more exciting and courageous efforts by any crew with whom I've ever rowed. Four times in the short leg of the race's isosceles triangle, MIT faltered. Realizing that they could take this one, they poured it on and in the process caught crabs. Each crab, or blunder with the oar, cost them momentum and we piled on. The Hull crew knew that their hope lay in the MIT's inexperience and our ability to capitalize on any blunder. We pulled even and gained a open water lead only to have the boys take it back. At the clubhouse turn there was no lead and they had the inside.

The tide was falling at Hull Gut and the finish line and crews had choices to make. Either tack up a bit to avoid being pulled out

by the current in the final sprint, or take your chances gaining a lead and adjust in the final 50 strokes to avoid the incredible pull of Hull Gut. The wily young cox of MIT "covered" us as ably as we had him in the first leg, gaining a bit of height without giving too much back to us. Another issue came into play on that long final leg, the hump. When all else was said and done, these boys could hump.

On the final leg we had a head wind. This made for an uphill slog that was counteracted by a fast outflow of tide, but also gave the MIT kids the advantage of a steady platform from which they could use all of their power. We knew that the relief of the boat steadying was something that could renew the most spirited crew and it was remarkable how tough our crew hung in the light of the knowledge that they had played their best cards and that wily little devil in the stern had trumped 'em. Still disasters could happen and we planned to be there just in case.

As the two boats positioned for the final half mile sprint, the widest gap of perhaps fifty yards appeared with MIT taking the tidal gauge and Hull risking the Gut in the hope of a mistake. We vectored together as we both pointed for the narrow finish line gap and once again hope sprang as they failed at first to compensate for the pull, but they had momentum and snapped in line directly ahead of us. Had they failed to gauge the flow we would have been able to cut behind them and they would have been struggling uphill with a hundred feet to go. But they didn't fail and held their one boat length of open water, 38' over three-and-a-half miles. No one was disappointed.

It was remarkable, post facto, to hear of all of the other crew's adventures, mishaps, triumphs and efforts. One recurrent theme was the surprise by all at the relative brevity of the race. Most crews were surprised when they found themselves near the finish line and realized that they still had lots of juice. The one

interesting comment came from John Liffmann, one of the South Shore coaches and the coxswain of the *Pilot*, crewed by six youth rowers from two local towns. They were rowers from the fall interscholastic crews who continued rowing through the cold dark winter months and who, along with two coxed fours, made up the teenaged contingent of the Snow Row.

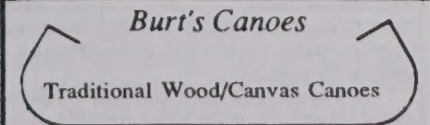
The *Pilot* got out cleanly from the beach and took the lead immediately, never relinquishing it and having only two doubles as neighbors on the course, rowed by reigning Oarmasters Steve Woll and Jon Daley, closely dogged by former Oarmaster and minor deity Bob Powers and his faithful sidekick Mike "Kato" Cushing. John allowed as how he was "bored" over the course. Such hyperbole would be vulgar in any other crew, but this particular group has an interesting right to talk a bit of trash. Over the years we had roughly guesstimated the distance of the Snow Row course as three-and-three-quarter miles, this walked off with bits of string on a topographical map.

While re-reading a Patrick O'Brien using their delightful reference source, *A Sea Of Words*, I decided that when the word league was mentioned, I really ought to find out just how far that was. Do a test, ask anyone who fancies themselves a nautical aficionado to define a league and you'll get an amazing collection of answers, all delivered with a look of intense authority, and most totally inaccurate. This will be followed by a surreptitious head scratching and a bit of math predicated on a Jules Verne novel. For the record, a league is three nautical miles or three-and-three-sixths statute miles, making the Hull Lifesaving Museum's Youth crew not only the overall winners of the Snow Row, but also the 1996 American "League" Champions.



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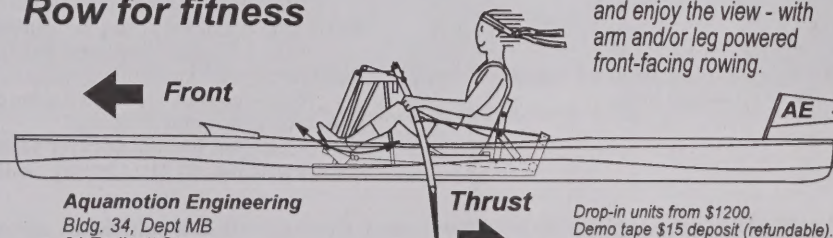
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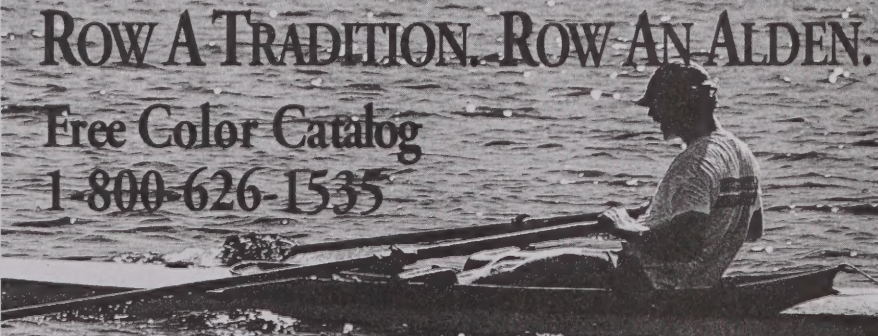
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Discussing Bruce Lemon's baidarka.



A new concept is sketched out on the spot, using basic design tool.

Ron Rantilla (right) explains his front row system, a concept which is sufficiently advanced to interest AYRS aficionados.



Out at the Leading Edge... The AYRS Meets in Newport

By Bob Hicks

The Amateur Yacht Research Society sounds a bit intellectual, even pretentious, especially when you find out that its president is His Royal Highness Prince Phillip. Yes, this is a British based organization of boat nuts. They are nuts too, in that wonderful way of not realizing that something can't be done and going ahead to try to do it.

AYRS was founded in England in 1955 by the late Dr. John Morwood, who concluded that professionalism in yacht design was stifling progress in favor of established status quo, ie, the way it's always been done. It was pretty much this dynamic man's personal fief until he no longer was able to run it, and endures today still out at the leading edge (sometimes ragged leading edge) of concepts for developing the full potential of waterborne travel.

The New England Region met in Newport, RI in early May and I spent the day there with about 30 of our area's more innovative thinkers about small boats. There were some familiar faces, as many of the AYRS members are also readers of this magazine. Many of you have demonstrated innovative thinking in your designing and building of your own small boats, even if you do not belong to AYRS, and so it's not surprising that some AYRS people find this magazine of some interest.

The program offered the following:
"Research on Yachts -Reducing Friction" introduction by Dick Newick and John Sieburth.

"The Aleut Baidarka as a Sailing Catamaran", by Bruce Lemmon.

"Flarecraft Corporation's L-325 Ground Effect Commuter Boat", by Bill Russell.

"Chuck Bixel's Modular Light Hulls for Surface Effects", by Walter Giger.

"Research with Yachts - a Raison d'Etre", introduction by John Sieburth.

"Emerging Technologies for Yacht Owners to Participate in 21st Century Oceanogra-

phy", by Dana Kester.

"Melanitta - a Mini Trawler Designed and Equipped as a Hydrographic Yacht", by John Sieburth.

We all sat in an inner windowless room at the Museum of Yachting in Fort Adams Park while Newport harbor outside lay fogbound and later gray and raw. The presentations were the typical illustrated lectures with slides and computer graphic projections.

Bruce Lemmon builds and teaches building traditional Aleut Baidarkas. He has decided to try the multihull thing by, in effect, hitching two baidarkas together into a catamaran. Without experience in sailing, Bruce needed help. His presentation was really more of an explanation of what he hoped to achieve and can anyone offer guidance. He did show a video from George Dyson on the latter's experiences testing the speed of the baidarka designs, fascinating film. Outside, down by the basin, propped up on sawhorses, sat two of Bruce's baidarka deck frames, connected by laminated akas. Just the beginning.

Bill Russell was a well turned out business exec with his own concept he's pursued into big time financing and promotion. He's promoting something neither fish nor fowl. His Flarecraft looks like an amphibian aircraft but cannot fly much higher than 6 to 8 feet off the water before the lift it gets from its ground effect wings fades away.

The Flarecraft, with its aircraft engine pusher prop on a pylon behind the cabin ahead of a high tail assembly, flies along a few feet off the water at 100mph or more, designed to use the cushion of air compressed between its stubby wings and the surface of the water. His video was fascinating stuff, introduced by a snippet from an earlier Russian film of testing surface effect, followed by some views from "flying" 6 feet over the bay.

Why not an airplane and be done with it? Well, then FAA regulations apply, lots of them. As a boat the Flarecraft falls under U.S.C.G regulation, much simpler says Russell. How well received this 100mph surface skimmer would be in our bays and harbors is a social question yet to be addressed. Right now Russell is trying to get his concept to market to start earning back some of its development costs.

Walter Giger presented some drawings and comments relative to the ground effect and surface effect craft designed by Chuck Bixel, Jr. In a similar fashion to the Flarecraft, Bixel's designs look like amphibian aircraft with marginal wings, and his literature traces the trail from the conventional seaplane to the surface effect concepts he has developed (see sidebar). While the Flarecraft is viewed as a commuter craft, Bixel's designs envision big stuff, 100 foot hull lengths and more for freight carrying capacity. He's built small prototypes and they apparently do work.

All this "flying boat" designing is the logical end of striving to reduce drag. The hydrofoil is the furthest advanced concept to achieve this that still retains contact with the water. By floating the boat on an air cushion the surface effect concept finally breaks loose from the water itself while still relying on its surface for support.

But is it a boat still? And how about that social acceptance thing? The air cushion machines that have been offered so far, supported by air pumped under them by a big fan into a space enclosed by curtains cannot be used in

many states at all due to their giant vacuum cleaner roar and also to reluctance of authorities to accept a different concept. Imagine, a boat that also travels on land.

John Sieburth is a retired oceanographer, or marine biologist, or some combination of both, who cannot give up his trade. He had Sam Devlin build him *Melanitta* several years ago with an eye to making the little 24' Surf Scoter a floating, cruising marine lab. Sieburth put a bundle into doing it right. So his presentation, along with his fellow researcher, Dana Kester, was all about yacht research being conducted FROM a yacht rather than FOR a yacht.

Dana Kester showed us all how modern technologies are coming onstream that permit real time investigation of the marine environment while out on it, such as when aboard John's *Melanitta*. John had the boat, Dana had the high tech scientific instruments. It was all computer stuff, of course, with actual readings of data gathered on the boat on a short trip over to Newport from Warwick, temperature vs salinity graphs, that sort of thing. This is these guys' professional field and they are very much caught up in gathering all this data for research.

Thus, "yacht research". Amateur? Well, the nature of AYRS is that even professionals may belong as long as they have the amateur's love of doing for its own sake. Certainly John Sieburth qualifies, he's retired. Dana works professionally at this work at URI, and had arranged to charter John's boat as a floating lab.

Sieburth concluded the day's presentations with details on how thoroughly he had designed and organized *Melanitta* into the perfect little all season research vessel for the amateur oceanographer/marine biologist (see August 1, 1993 issue). He sure does love what he's doing. And that whole setup, the little yacht, the big diesel pickup tow truck, the highway trailer. Ready to roll anywhere. Like to Puget Sound last year, to do hobby research.

AYRS people are a lot further out there in concepts than this report might indicate, one member designed the boat (a tri-foiler) that holds the world's fastest sailboat record, others work on things like Flettner Rotors instead of sails, and often their journal has pages of computations that can only gladden the heart of the mathematician or physicist. But behind all the technical calculations and computations lies a real love for boats and a yearning to get the most from them.

Membership is a stiff \$50 for a September to September year, (\$15 stays here, the rest goes back to England). AYRS has a long list of published materials available in back issues of their journal, and ongoing journals with current news of member projects and ideas as well. If you'd like to find out more about joining contact Gail Ferris, 1 Bowhay Hill Rd., Stony Creek, CT 06405, (203) 481-4539.

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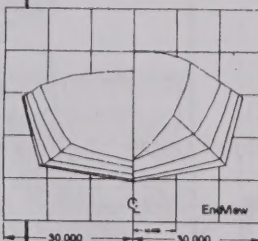


John Sieburth (right) has Paul Coble's attention, as Dick Newick listens in.



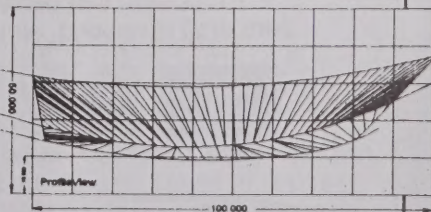
Melanitta, a fully equipped hydrographic research yacht, John Sieburth's little "retirement project." It's a Devlin Surf Scoter.

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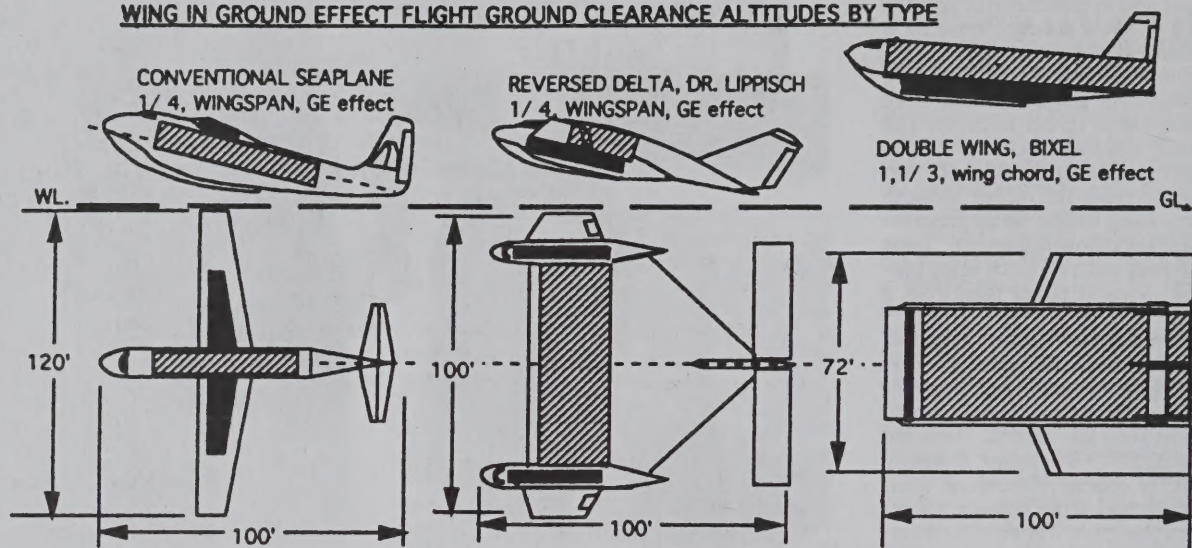


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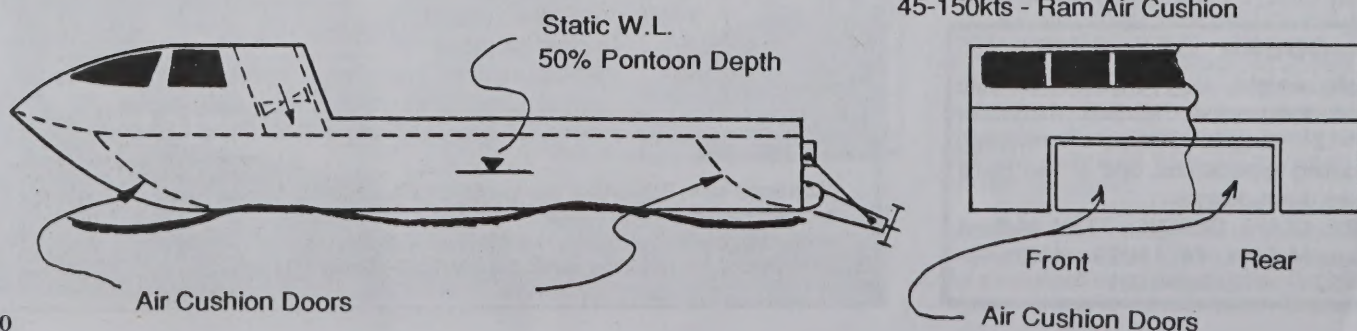
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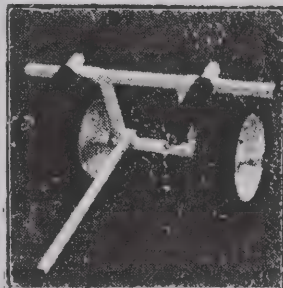
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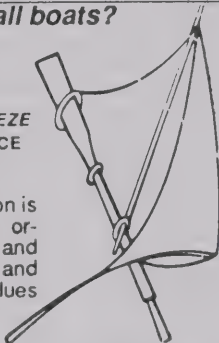
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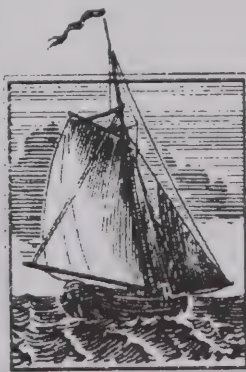


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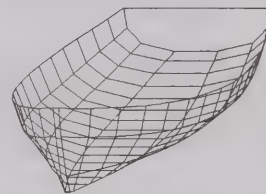
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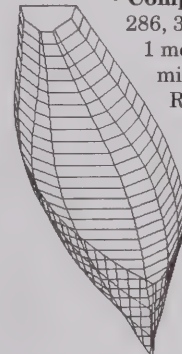
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None of us were overly anxious to leave the delightful Azores behind and gear up for another crossing. Ocean sailing can be described in many ways but "easy" isn't one of them. But we did set sail and once away from the island breeze we powered on in calm air.

As we headed east the setting sun transformed the western sky above the island of San Miguel. Her dark mountains reached up into a strikingly beautiful sunset and one that for us was tinged with melancholy. A luminous wake trailed astern. It was hard to imagine that we had half again the distance covered still to go. The vastness is beyond words and thoughts. *Trilogy* carries enough fuel to power for 1,000 miles. This fact did not make us feel secure.

On the second day the wind filled in and ushered in several of the best days of the whole trip. We were on a broad reach with no sea to speak of and a fast easy motion. The days were sunny and warm and wonderful and the nights were spectacularly clear. We covered great distances effortlessly. The glorious sailing took my mind off "the transgression", especially with "The Colonel" gone.

Michael is a pretty special guy. He's a big man with gentle features and is always attentive, good natured and cheerful. Well, there was one exception. One night on the way over we'd lost the brand new spinnaker. It was a beautiful red, white and blue sail, just right for a world cruise, and had been flown only once. We'd left it lashed forward in invigorating weather. The lashings held fine and remained exactly as made. However, the sail and its bag had eloped. Michael took it hard and was down in the dumps for days.

Even as captain he's patient and considerate to the point of almost being democratic. He always explains things and asks for other ideas or approaches. He never raises his voice or is short tempered in any way. In short, it's always a pleasure to sail with him. This in spite of the fact that he's Italian. Joseph Conrad considered an even tempered Mediterranean as "that rarest of all types".

But one day when all four of us were sitting in the cockpit he was talking about how often people change when they get on a boat and how even nice people act like Captain Bligh. He went on to describe my behaviour precisely and at length. "The Colonel" was listening intently. Imagine that guy talking like that in front of my wife! From that point on I sought opportunities to drown him. Glorious weather forestalled revenge.

The next few days were God's way of punishing us for enjoying the wonderful

First Sail of the Season (Conclusion)

By Paul Schwartz

(In the March 15th issue, Paul left us in the Azores with 1,000 miles to go on his first sail of the season, a trans-Atlantic crossing from Newport, RI to Gibraltar with his wife, "The Colonel" and friends Michael and Susan on the latter's 43' cutter *Trilogy*. Now it's time to conclude his trip).

weather so much. The wind stayed on the quarter but there was too much of it and it became gusty. It kicked up a sea and we got into that miserable type of rolling motion. The temperature plummeted and it was uncomfortable and very demanding. The last two days spent closing on the Portuguese coast were as cold and miserable as the first two days had been leaving the American coast. No rain or fog, but the spray was flying, the decks were awash and there was the occasional small boarding sea.

Added to all this was, the increasingly heavy vessel traffic headed for the Med. We were making 8 to 8-1/2 knots generally and occasionally 9 knots. This was with nothing but a double reefed main and Yankee. The cold was unexpected in the latitude of the southern end of Portugal. The vessel traffic was the thing that kept us on edge. Eighteen to twenty-two knots is common for ships today so vigilance is needed, especially when more than one vessel is in view. One came too close for comfort. All in all it was tough.

We were also reduced to heavy weather cooking, which is mostly beans, rice and whatever else fits into one pot and can be eaten from one bowl. This diet produces flatulence, proving that "A man's evil returneth upon his own head", especially when wearing bib overalls.

In the cold night we bore down on the famous Cabo de Sao Vicente, Cape St. Vincent. We were somehow aware of the significance of this headland, yet were more fully involved in the sailing and piloting at hand. That great cape remains in memory only as a radar image in the dark night.

In the early morning hours we cut inside the shipping lanes two miles from shore and rounded the cape. As we came into its lee the motion changed. The sea abated and the wind died. We could smell the land. We powered

along the coast of Portugal into the dawn. The rising sun revealed a flat sea bordered by lovely sandstone cliffs and white sandy beaches. There were the high rise buildings of a great city. We entered the estuary of Portimao and anchored in warm still water bathed in bright sunlight. Mountains rose in the background.

We had crossed the Atlantic yet felt none of the joy and excitement that coming to the Azores had brought. We were too tired and too used up. We had crossed from San Miguel in six and one-half days. It was the 1st of August.

On August 2nd the gales in the Straits of Gibraltar abated so we set sail. Current always flows into the Med so when strong winds blow out against it a very dangerous sea sets up. It didn't seem too special to be sailing along the coast of Portugal and Spain. They were lovely yet didn't evoke great emotion. The shipping traffic heading for the Straits is incredibly heavy and we considered ourselves fortunate to be outside the lanes.

The morning of August 3rd found us sailing down along the Spanish coast towards the funnel. Around 1300 we sighted the mountains of Africa off the starboard bow. Africa! It was overwhelming. Fantastic sheer cliffs rose on the African side of the Straits. Gibraltar itself lay hidden around a bend and showed itself just before dark. We arrived at customs at Gibraltar at 2100, August 3rd. It was the end of the line for me.

This trip was certainly a spiritual experience. Like all such experiences it gives birth to profound change. The nature of the change is subtle and internal and elusive. Susan expressed it best when we were approaching Fayal. She spoke about humility. She was a CEO when she retired so she was very much used to being effective and to getting things done. As far as I know Susan is not a religious person. Yet she spoke from her heart about humility.

All of us had different reactions at the end. "The Colonel" bought a bicycle as soon as she got home and resolved to do all of her ocean crossing in a plane. I'd like to extend the flush deck of our Stonehorse a couple of feet into the cockpit and sail it to Ireland.

For our friends Kinkle and Bud and Susan and Michael it was just the beginning of a planned cruise around the world. Winter in Spain. Then who knows where? Where whim and wind take them. The Balearics. Italy and Greece and Turkey. Then on to the fabled and far flung reaches of the Nota Republic. Who knows what lies ahead for them?

"Call the Coast Guard and get us in from this endurance contest!" My exasperated scream to my husband climaxed the adventures and troubles of our Florida Gulf Coast charter. I was frustrated, angry and fearful, all at once. We had been out for eight days of the chartered ten and on this, the night of the eighth day, we had at last to call for help and be towed into port. This was because we had lost our steering and had an undependable engine. These were the worst of our problems.

My husband, Bill, had always wanted to sail the waters of Florida's West Coast, so he planned a ten-day charter for us in December, before a holiday reunion with our Florida children. Such a trip enabled us to have a crew consisting of our three sons, one daughter-in-law and myself. My husband and sons are all good sailors, a fortunate situation, as the trip turned out.

Only one of the seven or eight chartering companies Bill had contacted responded with the offer of a sloop which, on paper, generally satisfied Bill's requirements. So on the day before we depart on the cruise, Bill and I preceded our crew to the marina at North Fort Myers. Our proposed cruise would take us from the marina to the Outer Keys, the Dry Tortugas, then eastward to Key West, thence north to the southern-most point of the Florida peninsula, Cape Sable, and then back up the lower West Coast to home port.

We picked out our vessel, the *Dulcinea*, a Watkins 36' yacht, from among the sleek, white boats tied up in their slips. We went aboard, found the cabin open, and Bill began to check her out. The boat's interior was good with plenty of head room, good storage space, roomy bunks and an efficient galley with gas range and oven in gimbelts and a large icebox. Bill had wanted a good sailing boat but had also requested one that would accommodate six people comfortably. Remembering an idyllic charter in the Bahamas several years earlier, we happily discussed our intended triangular course with the agent, a worried-looking young man who finally appeared the next morning. Some corrections were made at Bill's request, like adjusting the mast headlight for anchoring at night. Later I recalled the agent's somewhat dubious and even negative attitude about certain aspects of the sloop. But the boat was basically what Bill wanted and it was our only alternative at this point, so I dismissed the agent's diffidence.

After our night on board, we greeted our crew with joy and expectation. Our three sons, Chuck, Dick and Don, ranged in age from 26 to 31. Our daughter-in-law, Ann, Chuck's wife, was to experience her second deep water sailing trip. She was to be tried and not found wanting! Our youngest son, Don, was to put to good use his recent four-month course in seamanship and a summer of serving as bos'n on a recreational schooner in Long Island Sound.

Prior to our arrival, Bill had asked our older sons to provision the boat, that is, to lay out menus for the ten days and to lay on the materials for these menus. This was a clever move on Bill's part as none of the crew could complain about meals or blame the skipper or "first mate" (myself) for unliked meals. As it worked out, they had done a good job. We had all we wanted or needed to eat and what we liked. It wasn't "gourmet," but we hadn't expected that!

The weather was cool and bright,

You Don't Give Up Easily

By Virginia Clarendon

Florida's December best, as we sailed out of the Fort Myers Beach channel and headed over to an anchorage in the lee of Sanibel Island, we saw a lovely sunset and then the coastal lights as we ate supper on deck. The stars came out in multitudes and we spent a good first night in preparation for the long leg of the trip: Sanibel to the Dry Tortugas.

As Dick could only spend half of the charter time with us, Bill had decided to sail the longest leg first. Thus Dick could be included in the visit to Fort Jefferson, the old Civil War fort in the Tortugas Keys.

We left Sanibel about 8 AM and set the course at 200°T for Loggerhead Key. The Coast Guard seemed to bid us farewell with a flyover of a Lear jet, marked with their red slash, and then a look-see by one of their cutters. We guessed that they thought we might be drug-runners!

Now the wind began to blow against us out of the southwest. This necessitated steady tacking in order to gain distance. Throughout the trip, the winds ranged from ten to twenty-five knots and the waves were from three to six or seven feet. In these waters, the tidal range is not more than three feet under normal conditions, so tide levels were not a major consideration for us.

But things began to happen. We saw that the main sail lacked four out of four battens and had a small tear in the luff. We noticed that the alarm of the depth meter, an important piece of equipment in the Gulf's generally shallow waters, did not function. This meant watching the digital depth meter closely and constantly, in deference to our 4.5' draft. Never mind, sail on!

The seas became bigger and bouncier and Ann finally succumbed to mal de mer. After this attack, she seemed to get her sea legs and was never actually ill again. She stayed on deck and only went below to prepare proven-der, like a veteran sea cook.

Our sons trolled for fish as they had done as small boys on earlier sailing expeditions. Don caught a brightly colored mackerel and Chuck later pulled in a bonito. Both fish were cleaned, gutted for bait and placed on ice. There they reposed until supper when they were fried and eaten. Some of the fresh meat was kept and marinated in lime juice, oil, onion and salt: "Seviche!"

By this time, we had recognized that the *Dulcinea* seemed to pound the "square waves" of the Gulf instead of cutting through them. This created a yawing, pitching motion at times and made for difficult equilibrium above and below decks. But, since this is part of deep water cruising, we carried on, only noting that the *Dulcinea* did not seem to be a good sea boat.

What was not good was the behavior of the 36 hp Perkins diesel engine. It had started all right at first, and then, on the morning of the second day, began to quit unexpectedly. Bill and the boys looked into it many times thereafter. They thought that the problem was air in the fuel line. This supposition was correct, we later learned. Fortunately, Chuck, being familiar with diesels was able to start the

engine repeatedly. This knowledge was invaluable throughout the trip. But, even after the repair of the engine in Key West, it was never completely dependable.

Bill set up watches, and each of our sons was given a three-hour watch during the night while the rest of the crew turned in for sleep. During the dark hours, the boat plunged on through choppy seas. Occasionally, ghostly dolphin, luminous with phosphorescence, paced the boat or played in the wake. Farther out in the Gulf we saw the tiny lights of lone shrimp boats. Some of us saw the spectacular sight of thousands of small silvery fish jumping out of the water for yards around us. The sky was spangled with stars; we said we never knew there were so many. Some of us on the dawn watch thought we spotted Haley's Comet low in the western sky. One afternoon we saw a six-foot hammerhead shark beside the boat. It looked us over, did a U-turn and swam away.

We continued under sail with Bill questioning our ability to get safely into an unknown anchorage at Fort Jefferson without the help of an engine and in the twilight of day's end. So, disappointed as we all were, he decided against the visit to the old fort and we turned eastward to Key West, engineless now. Ironically, the wind continued to blow from the south, southwest and the current ran against us as we headed east. There was another long night of sailing and, as dawn began to flush the sky ahead, we picked up the markers for the northwest entrance to Key West Harbor, from Pulaski Shoal to Key West buoy.

Don was the first to notice a very dark, threatening sky building astern and he hurried us down the channel. Bill had to decide quickly, and without prior visual knowledge of what he would find, to drop anchor somewhere between the mainland of Key West and two small keys about a quarter of a mile offshore. He had learned from guide books and charts that there was a marina nearby this anchorage. There were some frantic moments getting the hook down as we tacked in and out among the various anchored craft, all this without the stabilizing influence and help of an engine. All four men worked like mad while Ann and I sat in the cockpit and prayed. The anchor was dropped once and did not hold. We had some near misses with other boats and a few neighboring yachtsmen came out on their decks in slickers to watch us apprehensively. After much maneuvering, the anchor was dropped and held just as the squall hit. Rain came down in torrents and, by Bill's reckoning, the winds gusted to around forty miles an hour. When the storm abated, he called the dockmaster at the marina on the ship-to-shore radio, asking that they send out a launch to tow us in. After about thirty minutes, the dockmaster and a boy appeared in a Boston Whaler.

But raising the anchor now was not easy. It was hooked, we discovered, on a large, thick cable. According to the dockmaster, the cable was probably a hurricane cable used by construction crews in the big blows! Untangling and detaching the anchor took all the efforts and strength of our crew and the launch's occupants. At last, after considerable jockeying, we got free of the cable which had been stretched across the anchorage.

In abating rain and under cold, gray skies, the *Dulcinea* was towed into a three-sided boat basin and tied along side the sea wall, just in front of the old Key West Naval Station. The

wind was still blowing so hard that we were told to put out a breasting anchor to keep from pounding the sea wall.

It was unusual to see Key West in the grip of a cold wave: temperatures 45 to 50° F with an unrelenting cold northwest wind blowing. The Conchs, as the inhabitants call themselves, were freezing in a town which prides itself on never having a frost and always being warm. We spent that Saturday and Sunday there and all hands went ashore to see the sights and explore. Some of us shopped, some visited the lovely old Audubon house and all of us ate sea food at Jimmy Buffet's seafood restaurant. We also heard a country music guitarist play at a breezy open-air bar. On Sunday afternoon, our second son, Dick, left us to return home and work. He would be missed; now we were five.

Bill had called the chartering agent after our arrival and had told him of the engine trouble. The agent said he would send a mechanic down from Key Largo to check the engine out and repair it. This surprised us; Key Largo is about 100 miles from Key West. Finally, late on Sunday morning, an easygoing young man, a local mechanic, pulled up in a van and asked if we were the boat with diesel problems. He came on-board, worked three hours on the engine and pronounced it "fixed." It was, temporarily, but never dependably. We became accustomed to its sound of increased action and racing, which always signaled its imminent stopping. On hearing this sound, Bill and the boys would dash to the after cabin, remove the panels surrounding the engine and, temporarily, fix it. But at this juncture in Key West, we were blissfully unaware that the trouble would continue until the voyage's end.

Monday morning dawned sunny but still cold and very windy, the wind stubbornly remaining north, northwest. The dockmaster advised us to set course up the outside, or south side, of the Keys: the Hawk Channel, in order to achieve some protection from the wind. Everyone took heart, we departed Key West at about 9:30 and set course for Marathon on Vaca Key on a port tack. This was nice, steady sailing until Bill discovered two holes in the starboard side of the hull. He surmised that these had been drilled to accommodate an air conditioning unit which had later been removed. But the through-hull fittings had never been properly plugged, and the bilges were filling with sea water when the boat heeled over on a port tack. Bill managed to plug the holes with pencils wrapped in adhesive tape. He then made the discovery that the only manual bilge pump on board was inoperative. He learned this because he didn't want to use the batteries for the electric bilge pump, which went back to the fact that the two batteries were not fully charged. He had found this out on the second full day out when he had tried to start the faltering engine. At the same time he discovered, after trying to use each battery in turn, that they had to be used in parallel. Thus, in attempting to save what power we had, he had not used the batteries at all thus far. At these new developments, our spirits were dampened, but we sailed on.

That night, we put into Marathon, where we found a cold, windy but protected anchorage. Thoughts of snow and reindeer anchored to me as I saw the Christmas lights on shore and we all put on all the sweaters we had, which were not many!

We left Marathon next morning at 6:15,

sailed back to the Moser Channel, under the Keys Causeway bridge, and set course northward for Cape Sable, the southern-most point of Florida. From here on, the waters are quite shallow, two to four fathoms, and we had, perforce, to keep an eagle eye on the depth meter with its non-functioning alarm.

That afternoon, December 17, we sailed past Cape Sable and looked longingly at the white sandy beach where one or two other sailboats were anchored. Bill did not want to venture in so late in the day and risk seeking safe anchorage in the fast-fading light and with an unreliable motor. So once again we gave up an anticipated part of the voyage. The only consolation was that the weather was so cold that the prospect of swimming did not appeal to us. Other yachtsmen may have been deterred by the cool weathers; on the entire trip we never saw many boats under sail in these waters.

We sailed on, tracing the shoreline and out from it one to four miles. That night, at about 9 PM, and after complete darkness had fallen, we found safe anchorage in the Little Shark River, just inside a mangrove headland on the western edge of the Everglades National Park. This was a pleasant respite from battering winds and choppy seas. All around us was the wilderness of mangroves and the wonderful sea and shore birds of the Everglades. There were pelicans, herons, hawks and all kinds of seagulls.

Next morning we set off at 8 AM using the engine. Now everyone on board recognized the sound of a dying diesel and sprang to remedy it. The air in the fuel line had to be temporarily released each time the engine failed. At 8:45 AM we cut the engine and continued up the coast under mainsail and jib.

The usual small injuries: banged heads, cut fingers and scraped toes occurred, and I was amazed to find that there were no band-aids in the first aid box. My own supply was soon exhausted and I hoped that no one would suffer more or greater injuries.

The crew, when on deck together, played many games of Ghost, a word game from the boys' childhood days, and also seated charades. I got out my guitar when the seas allowed and strummed a few songs.

That night we sailed into Russell Pass, the entrance to Everglades City. This entrance opens up into a series of large, protected bays and coves. Here the crew spent the rest of the darkening day assembling a Klepper kayak, a German-made canvas covered craft. The next morning various of us took rides in this light, fragile boat, exploring the many inlets and byways among the mangroves. We then upped anchor and motored into Everglades City to replenish our drinking water supply. Here the crew went ashore to look around at what used to be a sleepy Florida fishing village. It has become a rather prosperous looking town, due, we were told, to the big drug trade which has taken place there.

Back on board, we motored out of the pass, then sailed to a sea buoy about seven or eight miles out. By now we were aware of Cape Romano, just north of us, with its many shoals, sand bars and shifting current. The wind was still blowing out of the northwest and there was a current setting us east toward the Cape. Bill was spending more and more time bent over the charts in the cabin in order to set course more safely.

Darkness fell, and the seas became even

rougher in the freshening northwest wind. Ann had whipped up a pasta casserole with what remained of various food items and, even though the little oven never failed us and baked the dish well, no one was too interested in eating. Watches were set for the night and a course fixed for home port. Chuck, at the wheel, and I were left on deck with a moon scudding through dark clouds. The rest of the crew had retired below for some sleep. My son and I were just having a quiet talk when, at 8:15, the wheel spun uselessly in his hands. The wheel had somehow detached from the rudder cable and we had no steering.

Chuck shouted to his father to get upon deck: no steering. We began to flounder and thrash around in the seas. Both sails were set at this time. Suddenly Ann and Don were on deck also and Don doused the jib. We kept the main set. Bill and the boys thought at first that the chain had come off the sprocket, but not so, as we learned next day. The cable connecting the wheel to the rudder had simply parted.

After going below to look the situation over, Chuck said he thought he could jury-rig a steering device by using a broken-off pipe wrench to hold an aluminum bracket from an overhead hatch on the rudder post. This would enable him to turn and steer while seated in the after cabin. Don held a hand-held bearing compass there for his brother. Ann and I supplemented this by shouting "port" or "starboard" from above, and Bill bent over the charts in the main cabin. The tool chest on board had not offered much more than a screw driver and a pair of pliers.

After a time, Chuck bolted from the cabin to be sick. The diesel fumes from the bilge, where oil had spilled during the Key West engine repair, had finally gotten to him in the stuffy cabin. But he was the only one able to hold the wrench on the rudder post, so back he went to this task. It was when he came on deck to be sick for the fourth time, on a now-empty stomach, that I lost all patience and screamed at Bill to call the Coast Guard.

So Bill contacted the Coast Guard, told them of our predicament and added that we were "in no immediate danger." The Coast Guard responded but, to hear them, the engine had to be cut, which left us at the sea's mercy. The radio reception was not good; we had to stay on channel 16, the emergency one, to be heard by them. They said they would send out a commercial tow to meet us at a sea buoy off Marco Island, estimated time of arrival to be midnight. The sea buoy, when we finally spotted it in the big seas and the darkness, looked like a candle in the dark; two flicks of light, then a long interval were the signal.

We were there at 11:45 PM and then heard on the radio that the rescue boat had lost its running lights. They could see us, but we could not spot them until they were almost upon us. So we waited, sloshing and banging up and down at anchor.

There was relief on all sides when the boat suddenly appeared out of the gloom. They finally managed to get a bridge tow on our boat, having been fearful of getting too close to a boat with no steering or headway in dark, rough seas. We started the long trip to dock side tie-up in the Marco Island marina's inlet, where we arrived at 1:15 AM. During the haul, Bill was very concerned that, because we had a quartering sea and were yawing badly, the two boats would go on opposite sides of the

markers in the narrow pass into the inlet. Luck was with us; this did not happen.

The crew fell, exhausted, into their bunks and slept the deep sleep of tired seamen until the next morning. Bill then called the chartering agent, told him that the boat no longer was operative and why, and requested transportation for us back to Fort Myers. The man appeared in a pick-up truck about two hours later. He promptly drove us to a bank, where he cashed a check and gave us back the cost of the two missed days of the charter. He was full of explanations, apologies and sympathy and offered a week's free charter at a later date. Bill said, "No, thank you."

I think the two worst moments of the charter for me were, first, when Chuck came on deck to be ill for the fourth time on an empty stomach, and second, when Ann and I, in those dark, turbulent hours on deck that last night

off Cape Romano, saw the depth meter hit .02 feet. We both thought of the shoals east of us and of going aground with no steering and a flaky engine. We later learned that the low reading was caused, at least in part, by the pounding of the bow creating air bubbles in the depth meter and hence, an incorrect reading. But it was too close to reality for us at that moment!

So much for the voyage of the ill-fated *Dulcinea*. It is certain that throughout the trip the weather was against us. But the boat was not sea-ready, or sea-worthy, for the cruise which the agent knew we intended to make.

Friends have asked us, "Why did you continue on the trip with such a boat?"

Bill's steady answer is, "Well, you don't give up easily."

Perhaps charterers can learn from our experience. First, pick a time when winter

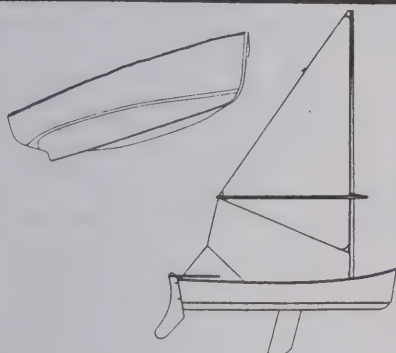
fronts are not so likely to blow through; December's Christmas winds were not kind to us.

Secondly, know as much as you can about the chartering agent. Our agent was the only one in the North Fort Myers area who answered our request for a ten-day charter at that time. And, upon our early return, he first of all rushed us to the bank and stuffed, in cash, the cost of the remaining two days of the charter into my husband's hands!

Thirdly, go over the boat with a fine-tooth comb, checking every possible item and part before undertaking the charter.

The cruise is a memory now, an adventure, which, like all such experiences, has good and bad parts.

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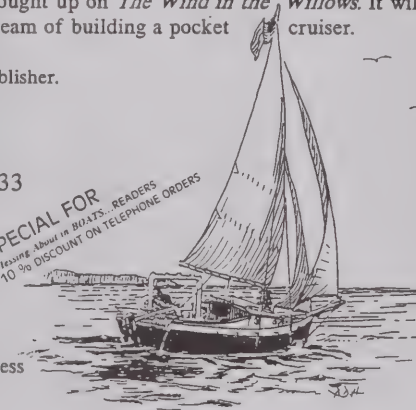
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"You *do* know how to run breakers on an inlet bar... right?" Cal Perkins was wearing one of his more serious faces.

"Not to worry Cal," I nipped back. "I'm pretty sure that with the northwest breeze blowing about 15 and no ocean swell to speak of, the approach to Westport should make a mill pond seem rough."

Our wonderful Buzzard's Bay inaugural journey from Mattapoissett to Westport was rapidly heading towards closure. *Buckrammer* had just rounded Gooseberry Island, a landmark that my dad and I knew as the last significant hurdle prior to making port.

Mr. Perkins was not as certain as the senior and junior Conways. "Pretty sure, eh?"

Like countless mariners before him, Cal had been deceived by Westport's somewhat undeserved reputation as a "difficult approach." Truth be told, under the right conditions (i.e., large ocean swells, say from a storm passing south of New England, combined with strong southwest winds on an ebb tide) Nature *does* turn the peaceful seas around Westport into the hellish mess popularized by pitchpole illustrations in *Chapman* and by Coast Guard photos of a wave-engulfed Motor Surf Crasher standing upright on her hind quarters.

Fortunately, this situation only occurs on about five widely separated days in any given year...and today was just not one of them.

Nevertheless, our entry into Westport would not be entirely effortless. Heavy rains coupled with a full-bodied spring tide had flooded the Westport river to the limits of her capacity. All of that water was now fighting to exit at about four knots through a 100-yard wide gap (or sluice?) that defined the river's mouth. *Buckrammer's* Westerbeke was about to be given her first real test under new ownership.

On top of this, the beautiful blue of the May morning skies had gradually given way to clouds of an ever more darkening and threatening gray. If the weather front kept moving at its current rate, we'd be lucky to reach our mooring ahead of a real downpour. Things were about to get reasonably interesting.

Cal eyed the situation.

"I'd advise that we get the Old Girl's sail in before we attempt to 'shoot the rapids.'"

My dad and I agreed. It would be hard enough for our diesel auxiliary to push against a full-force spring ebb. The added baggage of 500 square feet of "canvas" luffing into a strong "norwester" would probably stop us cold. We fired the engine, rounded up into the wind, reversed the unfurling procedure and, in short order, had everything tucked in and gasketed.

Her throttle advanced to half speed, *Buckrammer* turned into the face of the white water. To port passed Mount Nubble, a large bedrock outcropping that guards Westport's western entrance. To starboard passed Half-Mile Rock, a large, semi-submerged, glacial boulder that occasionally takes night-time yachters by surprise...the hard way.

"Looks like we're coming into a three or four foot standing wave situation," dad commented.

The wicked current, sculpted by the undulating river bottom, was generating a perfect train of white-capped waves over a stretch of 200 yards or so in length...*across the full width of the channel.*

Cal instinctively increased the engine

The Family, Me and the Catboat All Good Things...

By John E. Conway



Buckrammer approaches the Westport Harbor entrance. (Photo by Dr. Martin Kelly)

speed to 3/4-full just as the leading edge of the "rapids" engaged *Buckrammer's* bow. Our forward movement began to drop. Cal boosted the throttle to 7/8-full but this had little effect. A red nun buoy, almost fully submerged by the force of the ebb flow, bobbed off of our starboard side *but did not pass.*

"I don't like to use full speed," Cal shouted. "It puts too much stress on things...but I don't see any other way."

He advanced the throttle to its limit. *Nothing happened.* At full speed ahead *Buckrammer* was dead in the water in the forward direction yet suffering the indignity of severe buffeting from four-foot seas on every

Westport can be an hellish place under the wrong conditions.



quarter. We were clearly on the verge of throwing in the sponge and coming about.

Suddenly, the expression on my dad's face changed from one of frustration to one of enlightenment. He raced into the cabin and began to crank the centerboard winch.

"Blast!" I roared.

In our haste to furl the sail, we all had forgotten to pull in *Buckrammer's* centerboard...200 pounds of oak, bronze and lead that, fully lowered as it was, put a seven foot "brake" into the maximum force of the current.

Like magic, our speed increased noticeably as each inch of board slipped up into its case. Within seconds, the Old Girl kicked into high gear and leapt through the race. The strong wind and rough water flung spray everywhere. Dead ahead, where the river widened considerably, lay calm water. Yet *Buckrammer* had to go through a minute or so more of exhilarating baptism to get there. Finally things smoothed out and the throttle was eased. As always seems the case in boating, in a blink our almost failed approach had turned into a memorable, though somewhat wet and salty, victory.

"Ahoy, Conways." Our good friend Dr. Kelly hailed us from the helm of his 13' Boston Whaler *River Rat*. He had generously offered us the use of one of his unoccupied moorings while the town of Westport decided where to permanently assign *Buckrammer*.

Dr. Kelly pulled alongside and continued, "Good news! I just learned that the Harbormaster has assigned you to mooring #8, right off of the main dock and an easy row from Slaughter's. So, as much as I'd like you to hove up on my mooring, you can head to your permanent, new home right now if you like."

Like it we did! Number 8 was one of a handful of town-owned "berths" close to all of Westport's amenities (marine supply shops, post office, general store, etc.) and to our summer cottage. We had expected something closer to Cory's Island, almost a half-mile further away.

The assignment of this choice mooring seemed to cap off our wonderful adventure but Mother Nature had one more surprise in store for us. As we snagged the mooring painter and pulled it through *Buckrammer's* bow chocks to a secure position on the forward bollard, an horizon-to-horizon rainbow, created by the approaching storm, illuminated the scene.

My dad, Cap'n Cal, Dr. Kelly and I all just stood there staring at the sky full of colors, a tad awestruck by the spectacle. We had bested the tide and beaten the storm. Now the Westport gods seemed to be broadcasting acceptance of *Buckrammer* and her new home.

Meanwhile, Back in Real Time...

All of these past events raced through my mind as I turned the ignition key for the first time since the near-disaster of a few days ago.

"Runh, Runh, RUNH!!!!"

Thank goodness! With the throttle in the off position, Old Red had turned over. This meant that, at a minimum, the electrical system was back on-line and the engine had not seized.

Now for the acid test...would the thing fire up?

I once again checked the dipsticks to make sure that the new crankcase and transmission oil levels were OK. The fuel bowl was inspected to make doubly sure that no water or air had contaminated the mix. Everything seemed to be fine. I advanced the throttle to the start position, squirted a tiny drop of starting fluid ether into the air intake and turned the starter key.

"Broom, Broom, BROOM!!!!"

The engine fired up as sweetly as the first time I had started her so many months before. The tach stabilized at 850 rpm, normal idling speed, and the oil pressure read 45 psi, the typical cold start pressure. Coolant water surged out of the exhaust accompanied by a trace of grayish-white smoke...ALL NORMAL.

Fishermen on the Horseneck Beach Bridge, looking down on the scene, probably thought that another boat owner had gone off his nut. There in *Buckrammer's* cockpit they witnessed a full-grown man dancing a jig to the tune of a 20-year-old Westerbeke 440.

The celebration lasted about five minutes...just long enough not to jinx things.

OK, the engine had started and seemed none the worse for wear...but would it continue to function? Only a good long run would reveal that.

Then there was the matter of the transmission. It had clearly been submerged in salt water for a spell. Would all of the myriad spinning and meshing parts still work perfectly?

Finally there was the cold reality of this afternoon's trip across the river to the hauling ramp. Would all of these moving parts work long enough to get me over to the dock?

Buckrammer was far from out of the woods yet and a plan had to be developed to address this stuff...but the danged engine *HAD STARTED!!!* Yes!

Right! Well, phase one of the plan clearly depended on the main engine; would it keep running as normally as it had been? The best way to determine that, of course, was to let her run for an hour or so while monitoring the gauges. If everything kept whirling then we could move on to the "transmission test" phase, and, Lord willing, a phase three trial run.

I took a seat next to the binnacle, well within eye shot of the critical oil pressure, water temperature and engine speed gauges. The oil pressure had dropped to 30 psi, normal for a hot engine. The water temperature slowly cruised through 140° F, hopefully on its way to a steady state 185°F. The exhaust still blub-blubbed out its smoky water mixture.

Hmmm. Earlier I had made another stop at Perry's Bakery for a few scones and a thermos of coffee. This seemed like the right time to partake of these treats. The process of breaking out the grub and smell of the "joe" triggered several, additional *Buckrammer* Summer of '93 memories that recent events had pushed to a mental back burner. There's nothing like the blending of coffee, scones and happy memories to help pass the time

The Old Bird Flies Again

The first memory involved the creation of the Pelican Club.

We had moved *Buckrammer* from Mattapoisett in mid-May of 1993. Soon thereafter Memorial Day weekend came upon us and with it the unofficial start of the summer season. I asked Tom Slight if we could move *Buckrammer* over to his dock for the weekend to "fit her out" and, kind soul that he is, Tom agreed.

My son Ned and I marked the channel into Slight's inlet with saplings. On the high tide, we literally followed the guide posts in and slowly motored the big cat up to Tom's pier.

Gene Kennedy, Jr. was first on the scene.

"Hey, Conway! I've come make sure that your new, old bucket isn't too tight."

Pipe in hand, Gene eyed things over. After a stem-to-stem review, he gave nodding approval when I pointed out the minor trickle of seawater seeping in by the centerboard case.

"Wouldn't be a proper catboat without some kind of centerboard leak," Gene puffed.



Gene Kennedy, Jr. conducts his inspection.

Having passed inspection, *Buckrammer* was now fair game for all of the Conway, Slight and neighborhood kids to explore; and explore they did. Within minutes, my son Ned and his buddies hatched a plan.

"Hey Dad," Ned inquired. "Any chance me and a couple of my friends can sleep over on the boat tonight?"

"Sure," I replied. "But one or two parents will have to stay aboard as well for safety sake."

"Great!" Ned shot back. "No prob!"

Word quickly spread through the Westport Point community of 12-year-olds that the *Buckrammer* Hotel was now open for business. Before long, a line of sleeping bag toting tots began to form on the gangplank to

Slight's dock.

"Whoa, buckaroos and buckarettes." The size of the crowd overwhelmed old Cap'n Conway. "How many of you plan to stay aboard this evening?"

Caroline snapped back "All of us Dad, all ten of us, and maybe a few more. Why? Is that a problem?"

"Not if you don't mind sleeping sitting up," I replied.

To make a long story short, we somehow managed to squeeze about nine crew members aboard *Buckrammer* that foggy Memorial Day night. As for the parents? Captain Conway was volunteered by the Adult Watch and Ward Society as official guardian for the duration of the "voyage." The owners of the respective children would gladly retrieve said children on the "morrow."

The evening was spent with the usual drill of card playing, story telling and popcorn makin' and munchin'. 'Round about midnight someone discovered the old pelican figurehead stored in the forward hatch. As the old bird was passed around, one thing led to another and the *Legend of the Pelican* came to life.

Seems that anyone who rubs the chin of the pelican while spending a night aboard is guaranteed safe passage through life's adventures (or something like that). Let me tell you, by lights out time that figurehead was one rubbed-out piece of wood.

Over a breakfast of hot blueberry pancakes and cold juice, the crew decided to form the charter of the Pelican Club. To wit: "Anyone aged 12 or under who spends a night aboard the *Buckrammer* and rubs the chin of the pelican becomes an official member of the Pelican Club and shares in the good fortune such membership provides"

The Captain was commissioned by the crew to take the official photo of the charter members and to generate an official membership certificate. (Unfortunately, by the time film was procured, several charter members had been picked up by their parents. Thus the official photo is missing a few charter members. However, I am pleased to say that the certificate was created and has been distributed to just about all of the approximately 17 current members.)

One of the first official functions of the Pelican Club was a visit with the now late Mrs. Marjorie Robb, a longtime Westport Point resident and one of the last survivors of the *Titanic*. This remarkable woman, 24 years old at the time of the sinking (1912), entertained a houseful of Pelican Club members and their parents for several hours while posing for photos and signing autographs. She created a memory that will remain with "the crew" for a lifetime.

And Then There Was Cuttyhunk...

Another sip of Perry's coffee brought to mind the memory of *Buckrammer's* participation in the 1993 Cuttyhunk Race Weekend. Every summer Westport's Spindle Rock Club runs a sailing school for kids from 6 to 16 years old. Every other August SRC sailing school graduates compete in an invitational weekend race sponsored by the Cuttyhunk Yacht Club. 1993 was one of these other years.

To provide room, board and transport for the racers, SRC Commodore Philip Lee assembles a volunteer flotilla of the largest and saltiest vessels from the area. It was thus that our old Crosby cat found herself in the com-



Snug at Slaight's dock in the Memorial Day fog.



Some charter members of the Pelican Club.



The Buckrammer Hotel...open for business.



The Cuttyhunk Yacht Club's campfire was the highlight of race week-end.

Hammocks and all, nine kids and one grown-up fill the old cat.

Titanic survivor Marjorie Robb entertains Pelican Club members.



pany of both Spartan, the 42-foot former support tender of the America's Cup racer *Intrepid* and *Naiad*, William Underwood's authentic 32-foot reproduction of a Herreshoff Buzzards Bay 25. Together we three crossed the 12-mile gap that separates Cuttyhunk Island from the mainland without incident.

All boats were loaded to their respective plimsoll lines with kids of every stripe. On the way to Cuttyhunk, many tried their hand at dragging through the cool currents of Buzzard's Bay. In fact, over the course of three hours it took us to reach the little island, Abby, Ned and Caroline mastered the Triple Grand Turk...a yet-to-be-repeated achievement.

The races commenced around noontime on Saturday and everyone had a grand time. However, the highlight of the trip had to be the beach cookout. Around dusk, the good folks of the Cuttyhunk Yacht Club built a roaring fire on the rocky spit that forms the western boundary of the little inner harbor. An infinite supply of hotdogs and hamburgers were distributed, roasted and inhaled by the throng. Someone discovered a guitar and before long, under the spell of a picture book sunset everyone joined in the fun. This is what summer and boating are all about.

The Season Comes to a Close

My 1993 reverie easily burnt off an hour in happy contemplation. When I snapped out of it, Old Red was still chuffing along, her gauges displaying a normal range of vital statistics. Now seemed like a good time to test the transmission.

To keep things under control, I decided to remain securely tied to the mooring during the initial tests.

First I'd see how *Buckrammer* reversed.

Old Red's shift lever was gently tugged astern. A burst of suds shot under the keel. Everything seemed to work properly. The big boat accelerated backwards and began to place strain on the mooring line. Whew! The Old Girl had passed the reverse test.

Now for the big one.

With the engine just ticking over, the shift lever was nudged into forward. A burst of water discharged against the barn door rudder and *Buckrammer* moved out. Still secured to the mooring painter, the boat quickly seized up against the line.

Yes! She had passed the forward drill with flying colors.

It now struck me that I had not tried to restart the old engine. I hit the kill switch, waited until all breathing stopped and hit the ignition.

Vvvrrrooom! She fired up immediately! Phase two had ended successfully.

To commence phase three, I freed up the plow anchor on *Buckrammer's* bow roller...just in case Old Red conked out and I had to anchor up quickly. I flicked on the VHF to channel 9...just in case I needed another emergency hand from Harbormaster Earle. The engine gauges were given one last scan.

A OK!

Instinctively, I took a look around for approaching traffic. It being November, all was eerily quiet.

"Well, here goes nothing," I whispered and cast off the mooring line. Scooting back to the cockpit, I kicked the shifter into forward and advanced the throttle to 1/4-full.

"Quick as a cat" *Buckrammer* pulled out into the mainstream with *Splinter* following close behind. An incoming commercial swordfishing boat gave a couple of giddy blows on her horn as we passed. Her skipper came out of the pilot house and yelled, "Good to see the old bucket under way. She gave us a good scare but I guess everything's OK?"

"Everything was OK," I grinned back and as *Buckrammer* headed toward the hauling ramp, I do believe that she was smiling too.

A Buckrammer By Any Other Name...

Buckrammer has worn many names over her long lifetime, including *Esther*, *Josephine S.*, *Pelican* and *Cape Girl*. When we took custodianship of the Old Girl in 1993 we were tempted to restore her original name of *Esther*, but obviously this did not happen. Why then *Buckrammer*?

As mentioned earlier in this tale, as a child I was enchanted by countless sea stories told at my grandfather's knee. To counter this male dominated situation I suspect, my grandmother, Mary McDonough Green, would occasionally break in to tell the one sea tale that she knew, the true story of how her father (my great grandfather) and his brothers built a backyard boat. From her description, the craft must have been a variation on the classic 30-foot Boston Hooker. (See Chapelle's *American Small Sailing Craft*, pp 278 to 282.)

They built the little ship behind their tenement in a space that backed up against the New Haven Railroad Yards in South Boston. (Somehow they convinced the NHRR yardmaster to allow them to move the completed vessel across the tracks for launching and mooring in the Fort Point Channel near what is now the Gillette Company's Research Center...but that's another story.)

My grandmother and her brothers watched faithfully as the McDonough elders assembled the boat over the course of the spring of 1908. The McDonough children used the backyard's high wooden slat fence as their observation platform and were forever being warned of two things as a result.

1. Don't fall off into the train yard
2. Don't touch the buckrammers or the cayoopers.

Buckrammers? Cayoopers?

It seems that the waterfront train yard had a huge problem with rats. To counter this, my grandmother insisted that the railroad had actually developed or imported an oversized, street smart breed of cat called buckrammers and an equally effective breed of dog called cayoopers. By night these animals kept the rodent population in check. By day they dozed atop the backyard fences that bordered the train yards, ever looking for a table scrap or two. (From this experience my grandmother eventually referred to all cats as buckrammers.)

As a child, I always fancied that my great grandfather's boat must have been named *Buckrammer* (or maybe *Cayooopa*?...nah). In a single word, buckrammer seemed to somehow capture buccaneer and hammer, two of my favorite childhood things. (In reality the boat was probably called *Irish Girl* or something equally imaginative.)

Meanwhile, if anyone out there can corroborate any of this "buckrammer origins" story (or if you have a buckrammer derivation of your own), please write MAIB.-JC

Resources in TFMATC-V

Chapman's Piloting, Seamanship and SBH, Chapelle's American Small Sailing Craft. Both available from: Columbia Trading Company, 1 Barnstable Road, Hyannis, MA 02601, Phone: (508) 778-2929

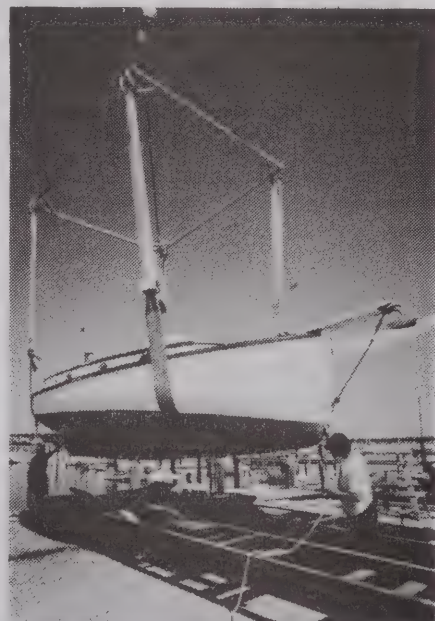
Town of Westport, Richard Earle, Harbormaster, Westport Point, MA 02791, Channel 9 VHF

Pelican Club, c/o The Conway Kids, Box 46, Westport Point, MA 02791

Titanic Information, on-line: <http://www.ipswichcity.qld.gov.au/~dalgarry/main.html>; on-line: MuseumFR@aol.com; Museum: Maritime Museum of Fall River, Rattleship Cove State Park, Fall River, MA, Phone (508) 674-3533

Spindle Rock Club, 762 River Road, Westport Harbor, MA 02790, Phone: 508-636-5422, Channel 9 VHF

Cuttyhunk Yacht Club, Cuttyhunk Island, MA, Phone: 508-990-7578 (Harbormaster), Channel 9 VHF

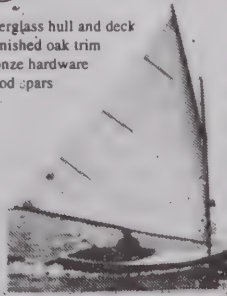


A smiling(?) *Buckrammer* heads to winter storage.



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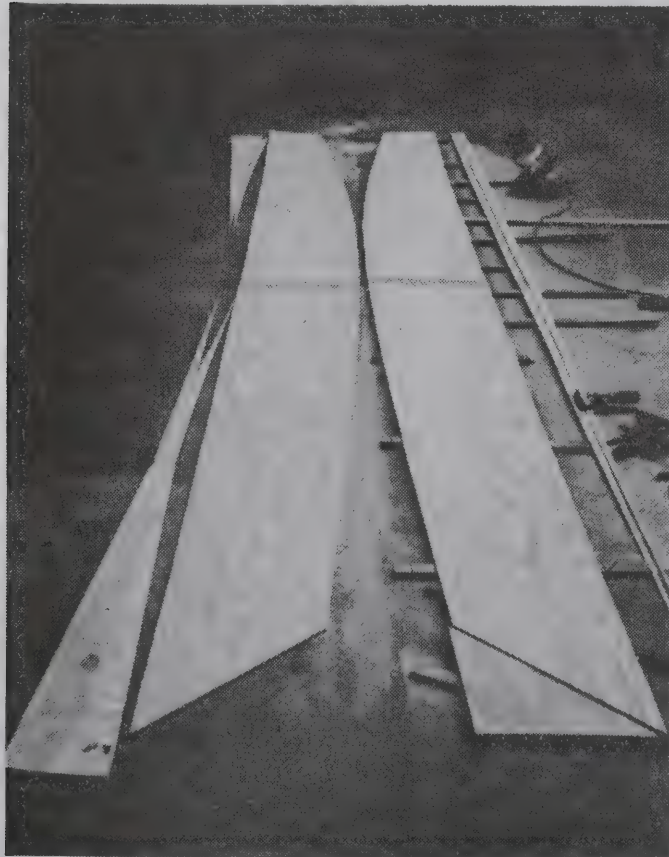
This sailing skiff is based on the hull of Phil Bolger's Featherwind. Presenting the design in his book *Small Boats* in 1973, he described it as the best flat-bottomed, straight-sided sailboat he could draw and continued "I don't see how a real sailboat, with as good performance and as few vices as most, could be put together, one-off, much quicker than this one, or out of cheaper materials."

In 1979 I built the Featherwind hull, but gave it a lateen rig using a Sunfish-clone sail. We took the boat to the Mystic Small Craft Workshop in June of that year. She elicited a lot of favorable comments from people who used her, including an exuberant "she accelerates like a Laser" from one guy. Bolger responded to my photos and account, "Your rig is a big improvement on the original."

Later I sailed against Sunfish and found that she stayed right with them. Of course I was fat, dumb, happy, and dry while they were being soaked. Four adults daysailed nicely in her. I tried a borrowed Sunfish rig and found it no better than my homemade rig. Carl Noe wrote in *Messing About in Boats* in 1993 that he had done the same thing to use a Sunfish rig and I got to thinking about building a tack-and-tape version aiming at minimum weight. I changed my tack, though, when shortly after I got questions from members of the local museum and library staffs about how to get sailing at low cost.

While I bought a new Sunfish in the box for \$300 in 1960, a new one today is over \$2,000. *Build a Clancy* presents as a simple, low-cost boat a 10' sailing dinghy with a materials cost of \$1,500 and a complicated building process starting with a building jig.

Perfectly matched side planks laid open.



My \$200 Sailboat

By David Carnell



I set my goal as a good boat with the lowest possible materials cost that could be built quickly by persons with little woodworking experience. Phil Bolger had designed a hull to be built by "pulling preshaped sides around some frames and screwing the bottom on". There is no lofting nor is a building jig required.

I simplified the Featherwind hull by eliminating decks, bulkheads, and the cambered thwart structure. The hull structure is built around three frames, the transom, and the stem. Chines are external. The single pivoting leeboard is the simplest of Jim Michalak's

designs.

The materials required for hull, spars, oars and rigging, everything except the sail are:

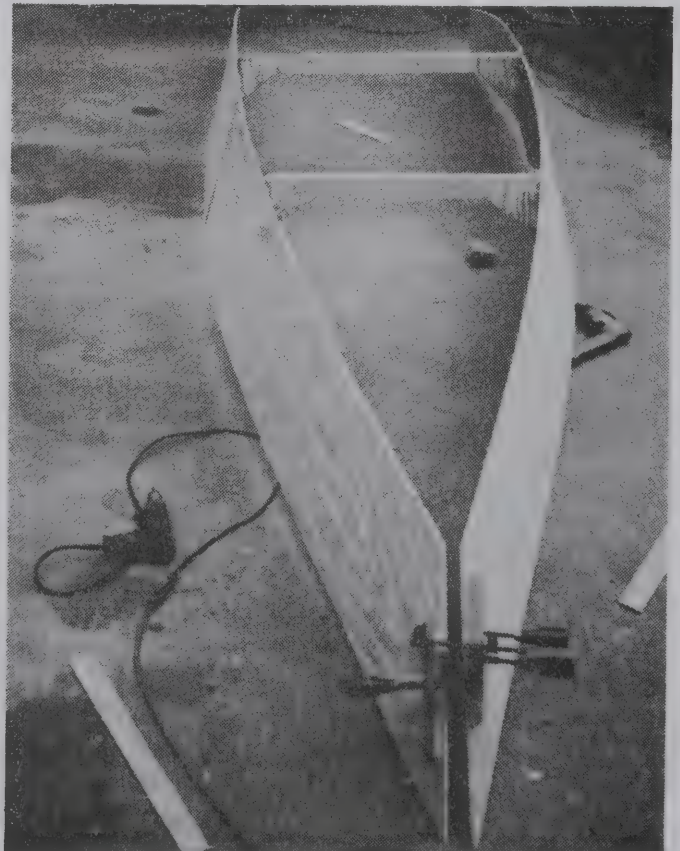
- 4 sheets 4 " exterior plywood.
- 1 sheet 1/2" exterior plywood.
- 30 lineal feet of 1"x 3" pine.
- 1 18' spruce 2"x 10".
- 200 3/4" stainless steel screws.
- 24+ longer screws.
- 4 3/8" bolts for pivots.
- A quart of epoxy resin.
- 4yds 2" wide fiberglass tape.
- 1/2 gallon latex house paint.
- 100' of 4 " nylon rope.
- Oarlocks and rudder fittings.

The total cost will not exceed \$200 (1994). There is \$35 in the oarlocks and rudder fittings. Use wood tholepins and you'll eliminate \$14. Rudder fittings (pintles and gudgeons) made from metal scrap and a couple of bolts will cost almost nothing and cut cost about \$20.

To capture the wind's power you need a sail. Any used Sunfish-type lateen sail will do. If you have a Sunfish and would like to sail with a dry bottom, you can just drop the whole rig into this hull. You can sew up a lateen sail from a blue polytarp as Jim Michalak has described in past issues or use hot melt glue instead of sewing. I have also shown an alternative lugsail made from an uncut polytarp that will cost about \$5.

The 7' oars are made from 6' pieces of 1-1/2"x1-1/2" stock, rounded and tapered, with blades of 1/4" plywood epoxied into slots at the ends. The "leathers" are double wraps of polyester doubleknit stretch material saturated with epoxy resin. I leave the grips a full 1-1/2" round for easier gripping, especially by

Side planks assembled to frames #10 and #6. Pulling planks together to install stem.



my arthritic hands. These oars look good, perform very well, and could hardly be easier to make.

The rowing seat is an upside-down wooden box; a small cooler might double as the rowing seat.

The whole building sequence is designed to be as simple as possible and to require a minimum of tools. You can build the boat with hand tools, but an electric circular saw and drill will speed things a lot. If you don't have them, but intend to build anything else they will quickly pay back their cost.

For the saw, I recommend buying the cheapest model. Black and Decker and Skil both have 7 1/4" blade models that sell for \$35-45 here. Throw away the blade that comes with the saw or save it for cutting firewood and buy a 40 tooth carbide-tipped blade (\$10-20). This will cut plywood and your framing lumber smoothly, quickly and accurately.

For the drill, get the cheapest 3/8" vari-

able speed drill you can find that has a maximum speed of 1200 or less rpm. Then, with care, you can also use it to drive screws. A set of twist drills, 1/16"-1/4", and a 3/8" bit will take care of all the drilling.

For those of you distressed at the idea of buying the cheapest tool available, let me tell you a true story. Right after WW II the DuPont shops were buying many 1" electric drills. The shop foremen bought only top-of-the-line models and paid to have them repaired when the bearings wore out or the motors burned out.

The company's Engineering Test Center looked at the cost of all this and set up an automated test program in which various drill models drilled 1" diameter holes in 1" steel plate until they gave out. The drills tested ranged from the cheapest to the most expensive. When all the results were in the drills had pretty much all performed the same, though some of the cheap models had been

outstanding and a few of the most expensive, early failures. ETC's conclusion was buy the low-priced drills and make no repairs.

You will need at least two clamps with 4" or greater opening. Four will be better and quick adjusting bar clamps are much easier to use than C-clamps. For layout you will need a steel tape at least 12' long, a 24" square (you can get by with a smaller one), and a 36" straightedge (yardstick).

For trimming, fitting, and beveling you will need a block plane. A four-in-one rasp (shoe rasp) is handy. Sanding can be done by hand. I use mostly a finishing sander that takes 1/6 of a sandpaper sheet.

In keeping with the overall low cost nature of this boat, my plans with complete detailed directions are \$20, 10% of the cost of the boat.

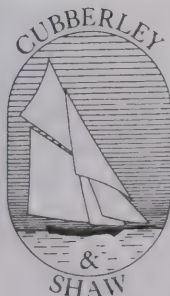
David Carnell, 322 Pages Creek Dr., Wilmington, NC 28405.



Checking hull symmetry with line from stem to center of transom. Line must touch centerline of all frames. Push hull around until it does.



The assembled hull.



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A couple of years ago, when I had just given up my schooner and was looking to buy a small rowing and sailing boat, Bob Walters of Ferry Sloops was looking around for a new yawl boat for *Sojourner Truth*. We developed a set of criteria together. I ended up ordering the bare hull that has come to be known as *Privateer* from C.A. "Jim" Thayer to be delivered at the 1989 Revival.

The New York Whitehall boat described in Howard I. Chapelle's *American Small Sailing Craft*, pages 196-198, Figure 72 (reproduced below) has been used in many different forms for pleasure and business since around 1820. No boarding master or gentleman's yacht was without one during the Age of Sail. The boat was perfect for my needs as a sailing test bed and training boat. With minimum finish work, she turns heads wherever she is seen. There have been four trainees aboard with me on several occasions and, except on one blustery day, she has never shipped any water over the side. As a stability test, I have sat my (almost 300 lb.) weight on the rail without getting wet. She handles the rough waters of Jamaica Bay very well. I expect she will handle New York Harbor and Raritan Bay quite comfortably when she finally ventures into them.

The spars of the sprit rig are light and bendy. This is a safety factor. When a gust strikes, the flex of the spars allows the sail to spill enough wind that the crew are not placed in jeopardy if they are not experienced enough to respond quickly. The springiness also gives a little extra push as the gust eases. All of the good things that have been said about the sprit rig are true. Properly designed, it can do anything that any traditional rig can do. It will not go upwind as well as the modern rigs, but in unconfined waters it will get the boat almost anywhere you wish to go. The original sail that was built for the boat was a little too large. The new sail, made by John Eggers of South Amboy, New Jersey, is just right. It has a deep reef built into it and can also be scandalized if conditions warrant it. The sprit will have to be shortened so the reef can be used properly. The sail is boomless and the foot of the sail angles up so that people who don't duck fast enough won't learn the alternate meaning of 'boom.'

She rows easily with up to four people at the oars. The oar locks are all machine fitted to avoid the sloppiness that commercial locks

Learning from *Privateer*

By Eric Russell

seem to have built in. This fitting makes rowing smooth and quiet. When not rowing, the after oar locks provide a home for a pair of belaying pins which have the main sheet traveler installed between them. The mast thwart has holes for three belaying pins and has a fairlead for the anchor rode. Though there has not yet been any need to anchor, any boat which has the capacity to leave the dock should be equipped with an anchor and rode as a safety item. As with a car, the ability to stop is as important as the ability to go. Belaying pins were chosen not for their traditional appearance but for the fact that what can be removed from the boat does not have to be carried with the boat when she is being hand carried down the narrow walkway where she lives.

The boat that ventures in the future will be slightly different from the current *Privateer*. That hull is for sale and the next will incorporate the lessons from this one. The centerboard trunk will be a different shape, requiring less hardware and allowing a larger board with less invasion of hull space than the current trunk demands. The forward thwart and the forward end of the trunk will still mutually support each other. Initially, the top of the centerboard trunk will not be removed as the boat will have leeboards. If the leeboards are as successful as hoped, the centerboard may never be installed. Leeboards have one advantage that a centerboard can never have. They can be shaped asymmetrically and aimed a couple of degrees from parallel to help the boat gain advantage upwind. A centerboard, like a fixed keel, cannot do this in a simple manner. It has other advantages that a leeboard cannot match. Time will tell.

The one difficulty I have found with *Privateer* is that she weighs a lot. A trailer launching ramp or a davit would make it possible to use the boat even more than I do. Presently, one criterion for launching is that there must be another person at the club capable of helping me carry the boat to the launching float. The new boat will be made of exotic materials and is expected to weigh in at about 75

pounds for the bare hull instead of the about 150 the current boat weighs. When completed, she should come in at about 90 pounds and be easier and safer to cartop. By being lighter, it will not be necessary to launch from a trailer or have help carrying the boat to the water.

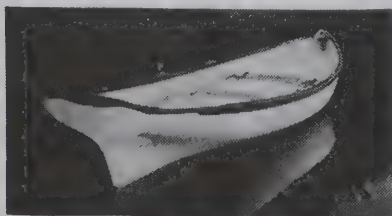
The current *Privateer* draws about four inches of water with two people aboard. The new one will draw about the same because most of the real weight is added to the boat after it is launched in the form of people and rigging. When rowing in breezy conditions, it is useful to have the centerboard lowered because so little of the boat is immersed and providing "lateral plane" or resistance to being pushed around by the wind. She rows well solo or with a full load aboard.

Privateer cost relatively little. With floatation tanks and centerboard trunk built in, she was delivered for \$950. The "exotic" hull will cost about \$1600 with the same equipment. If I did not have my special launching needs, I would certainly get another fiberglass hull. The builder provides minor modifications as part of the package and makes himself available by telephone for further consultation. The sail costs about \$310. The more we have made at a time, the less each will cost. The rowlocks, rudder hardware, spar hardware and belaying pins cost less than \$100. Functionally, there is no reason for belaying pins to be any more complicated than pieces of dowel, pinned to keep them from falling out.

I stand by my original assessment published in *The River Rag* when this boat was first being considered. She will make a good, inexpensive boat for the sloop clubs. Our original criteria are certainly met. She is: 1) easy to maintain, 2) capacious, 3) easy for one or two under oars or sail, 4) stable, 5) affordable and 6) traditional looking. Most of all, once she is on the water, she is fun.

Since the above was written, she has sailed the lower Hudson River as part of Clearwater's 1991 Pumpkin Sail. As the Brooklyn Sloop Club representative, she acquitted herself well and came in looking smart in her designed waters. She coped well with wakes from power boats and tugs and was not at all bothered by wave or tide. With one rower, she moved well against a full ebb tide and there was no loss of control either downstream or across the current.

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Without Spending a Fortune

By Stefan Kristjanson

also supply boats you can finish yourself.

As many of you are do-it-yourself types, I also can supply kits, and offer my design plans which include full size patterns or half patterns for all the odd shaped pieces, and in-

structions for stitch and tape assembly. I use 4" nylon cable ties instead of steel wire as they sand like wood, do not rust, and are not so sharp on the ends. There are no long variable bevels to cut, no jigs or frames to throw away afterwards. Pretty simple. A skill saw, jig saw, drill and epoxy finish tools are all that are required.

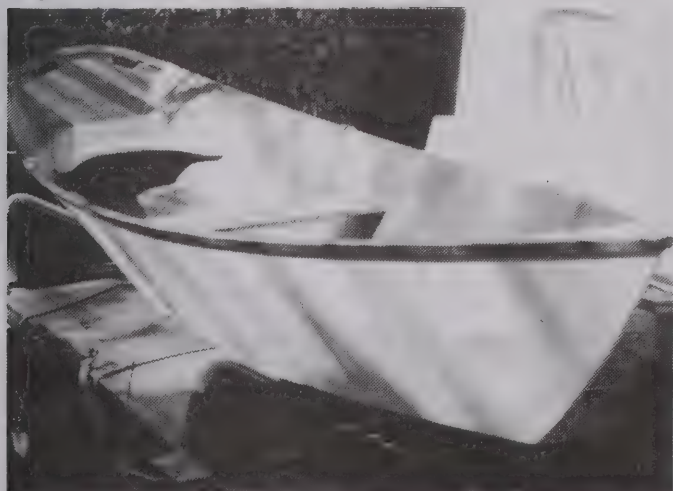
Kristjanson Boatworks, 123 E. Edgar St., Seattle, WA 98102, (206) 323-0314.



10' Pinecone: A great all purpose skiff. It's long enough to row nicely and still light enough to be easily handled. Length 10', Beam 49", Depth 13", Weight 75lbs.

12' Pinecone: Wider and longer than the 10' Pinecone, this is a good family boat, lots of capacity for the kids, dog and a picnic lunch. Length 12', Beam 55", Depth 13", Weight 110lbs.

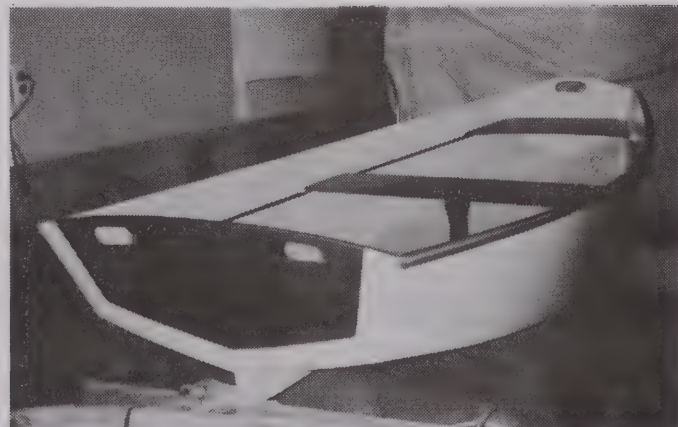
Aimless: As the name implies this is a perfect boat for wandering aimlessly. It's easy to row, even with a heavy load, and can handle a bit of rough water with no fuss. If you must row fast, it can do that too. Length 13'6", Beam 49", Depth 16", Weight 115lbs.



Little Ripple: A solo canoe for the minimalist. Easy to paddle, carry and care for, small enough to be launched for exploring just about anywhere. You couldn't ask for less. Length 12'6", Beam 29", Depth 12", Weight 30lbs.

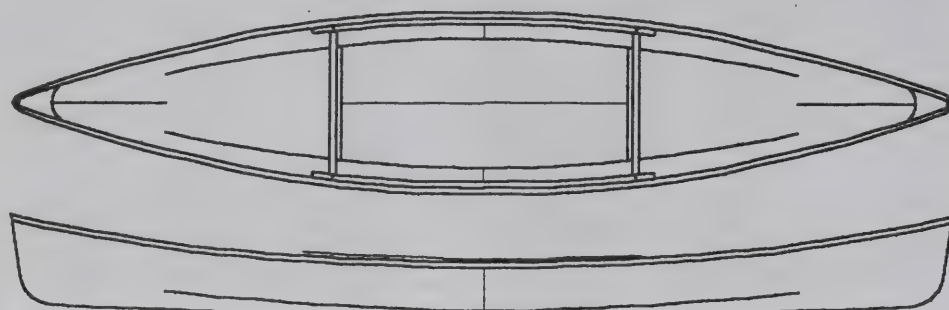
Ripple: Stretched out a bit, this light canoe can easily be handled alone, but has capacity for a second person. Length 14'6", Beam 29", Depth 12", Weight 35lbs.

Little Shot: A lot in a small package. Just under eight feet long, this little pram makes an excellent tender or cartopper and it's light enough that the kids can carry it for you. Length 7'11", Beam 47", Depth 15", Weight 55lbs.



Sweet Dream

© Copyright By Marc Pettingill 1996



An Ultralight Solo Canoe in "Folded-Ply"

by Marc Pettingill

A few recent letters in MAIB have commented on my *Sweet Dream* ultralight canoe design that Phil Green and I introduced at the 13th Mid-Atlantic Small Craft Festival at the Chesapeake Bay Maritime Museum in St. Michaels, MD, on Oct. 6-8, 1995. Here is some general information on the canoe and its construction philosophy, and some details on the construction manual that will be published in summer '96.

Through countless centuries in antiquity, the canoe was refined to its simplest and most efficient forms. As a result, the canoe is one of the few aboriginal forms that survives into the modern world with few significant changes. While canoe hull shapes are old beyond time, the materials and techniques used to build one needn't be. *Sweet Dream* combines an ancient canoe form with contemporary materials and building techniques to create a delightfully light and responsive solo canoe for today's wooden canoe builders and paddlers.

The *Sweet Dream* design makes maximum use of materials, is easily and quickly built using hand tools, is stunning to look at, and gives excellent paddling performance for beginning and experienced canoeists alike. *Sweet Dream* can be built in 12', 13', or 14' lengths and weighs about 27 pounds. The 14' hull can accommodate overall weights up to 350 pounds.

The "folded-ply" technique follows in the wakes of the designers and builders of the mid to late 1800's who pioneered new construction methods at the cutting edge of their technology. *Sweet Dream's* innovative construction expands the limits of what is possible using plywood and epoxy.

The "folded ply" building technique uses high quality 4mm okume marine plywood for its inherent strength and easy workability. *Sweet Dream's* distinctive hull lines join smoothly contoured, three dimensional curves at the ends of the hull with an arched bottom and hard chines amidships. Modified stitch and glue construction produces an incredibly strong monocoque hull with a clean, uncluttered interior that is usually found only on more costly cedar strip or cold moulded canoes. Building costs, except for painting and varnishing, come to about \$250. Building the hull takes about 40 hours.

The hull is built using two sheets of 4mm thick okume marine plywood. Two 125cm by 250cm sheets are joined end to end to make one panel slightly larger than 4' x 16'. The accompanying diagram shows the arrangement of various parts on half of the okume panel. Only an additional 14' x 4" x 3/4" piece of mahogany, spruce, ash, etc. is needed for the thwarts and rails.

- Hull. The hull is drawn and cut out first.
- Breasthooks. Two pieces are laminated to make two 8mm thick breasthook blanks.
- Bottom Doubler. Two pieces make up the doubler which is epoxied against the inside of the hull, centered amidships.
- Paddle Blades. There is enough material

for either one 8mm thick single or two 4mm thick double paddle blades.

- Double Paddle Backrest. Flat or curved backrest pads may be fitted. Two pieces are laminated to make an 8mm thick blank.

- Single Paddle Seat. Two pieces are laminated for an 8mm thick seat.

- Some additional small pieces are also cut from the hull scrap; parts for a simple feeler gage, pieces to make backrest stretcher support blocks, clamping pads, etc.

All told there's little waste; more than 85% of the okume plywood is used in building *Sweet Dream*.

Once *Sweet Dream's* distinctive hull shape is cut out, the hull takes its final shape in just a few hours' work. At times it seems more like conjuring a canoe out of thin air than building one from scratch. Of

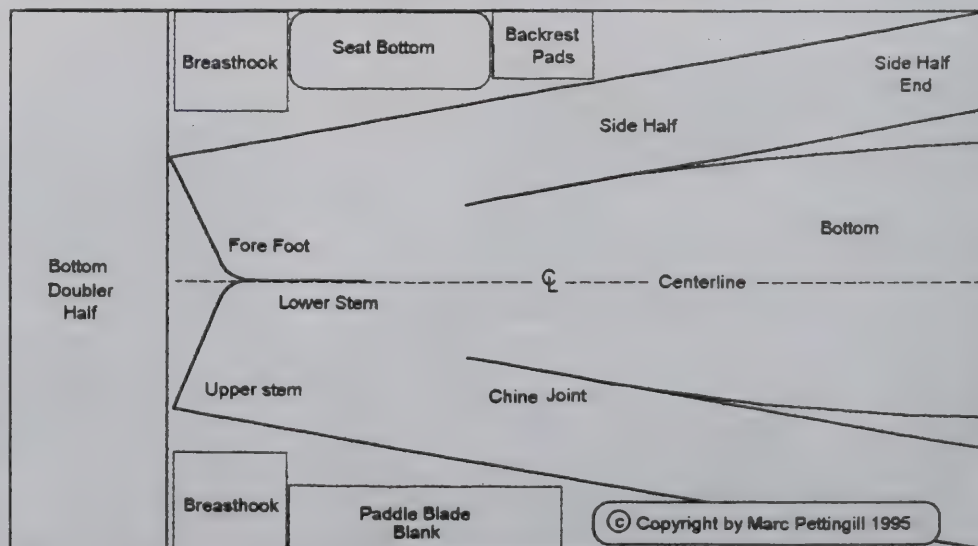
course, it takes some additional time to fit the breasthooks and rails, and finish the hull. Still, "folded-ply" is probably the quickest way to build your own custom all-wood ultralight solo canoe.

The construction manual, *Building Sweet Dream*, provides all the information needed to build *Sweet Dream*. The book is about 160 pages long. It includes plans for 12, 13, & 14 ft. hulls, about 40 drawings, and at least that many photos. The standard building sequence, painting and varnishing, advanced building techniques, and much, much more are covered in detail. Price will be about \$25. *Building Sweet Dream* will be available from:

Tiller Publishing
P.O. Box 447S

St. Michaels, MD 21663 USA
1-800-6Tiller

Building Sweet Dream will be introduced at the WoodenBoat Show in Mystic, CT: June 28-30, '96, and I will be demonstrating *Sweet Dream's* construction during the show. If you're going to Mystic, be sure to stop by, I know you'll be intrigued by *Sweet Dream*. Otherwise, watch for *Building Sweet Dream* in the Benford Design Group - Tiller Publishing ads in small and wooden boat magazines.



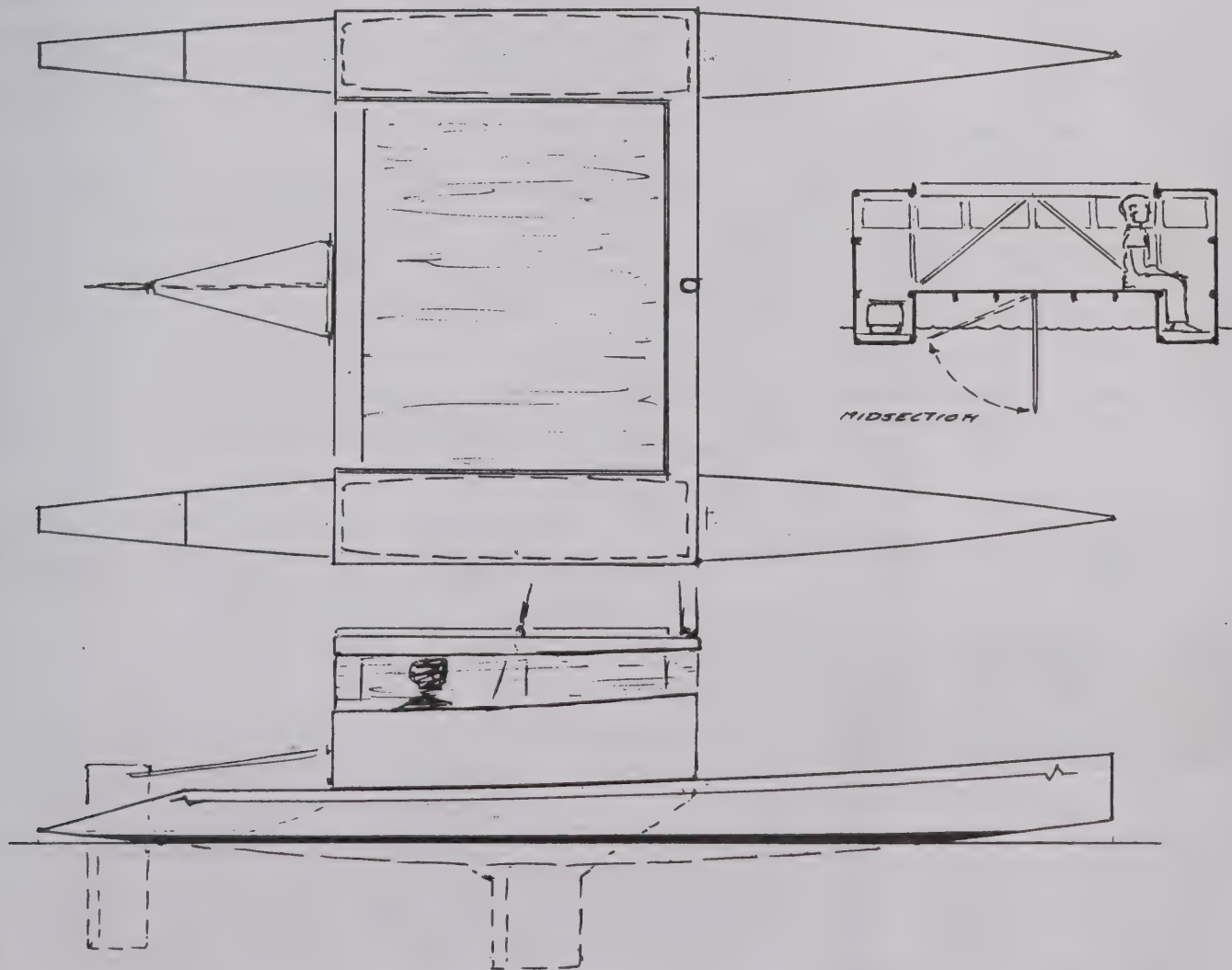
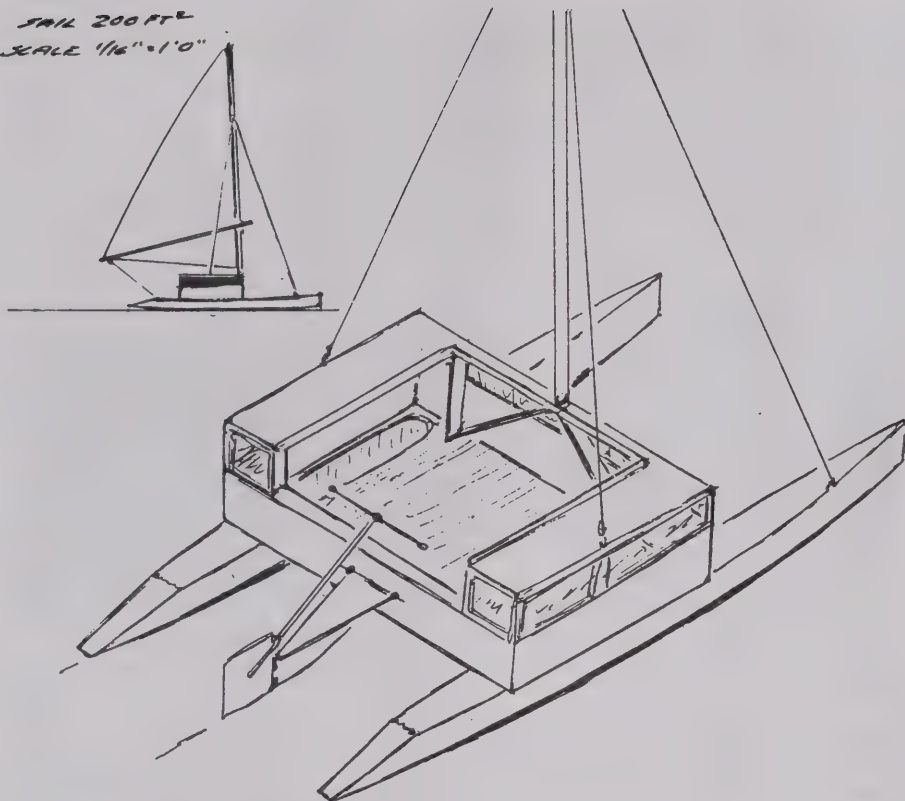
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Bolger on Design

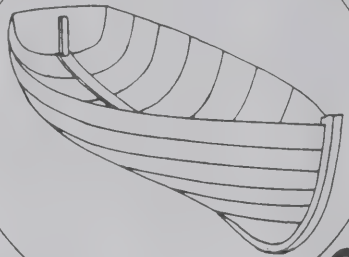
June 1: Sharpie Catamaran Concept, 23'6" x 12'0"

I made these cartoons for a man who wanted a cheap home-built cruising catamaran. When I showed him this, he thought I was pulling his leg and got quite sore. It seems that he expected me to copy a Wharram cat. I wasn't joking and think it has the makings of a fast and handy, if probably rather noisy, boat. It most certainly could be built very quickly and its ergonomics are quite good for a multihull. The square bridge/shelter would no doubt tend to stop her in stays, but it's only 45 feet above the water and, with her short static waterline and centerboard on the axis of rotation, she should spin and fill on the new tack with more certainty than most catamarans. It has an extremely good mix of simplicity, lightness, and rigidity besides generating a lot of sprawling space. It is true that we have some difference of opinion in our design office about the merits of ignoring aesthetics to this extent.

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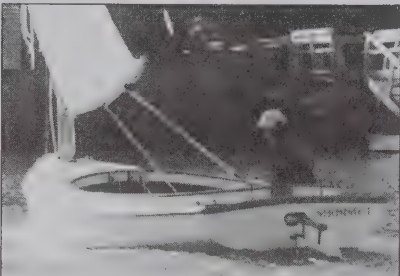
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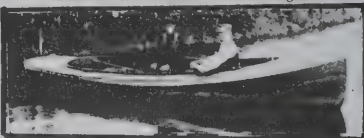
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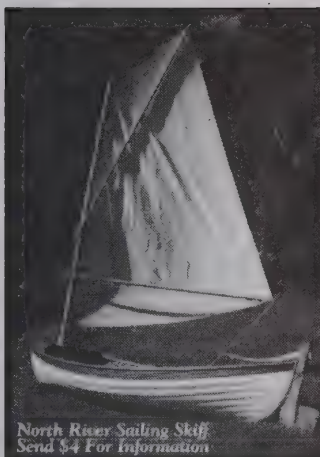
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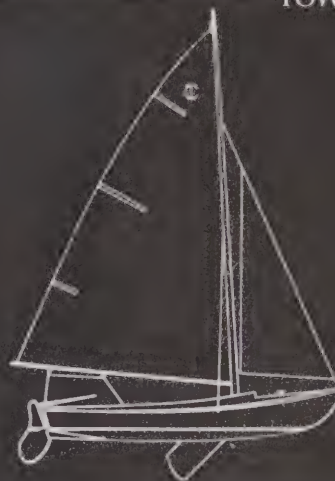


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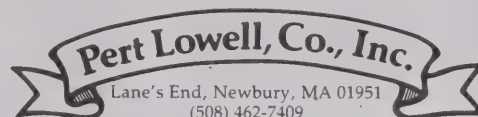
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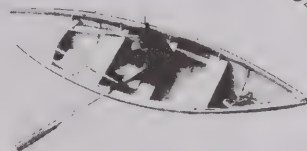
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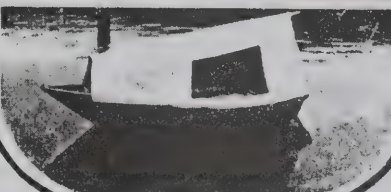
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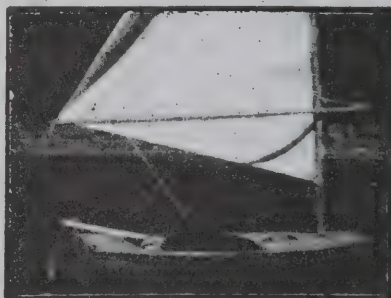
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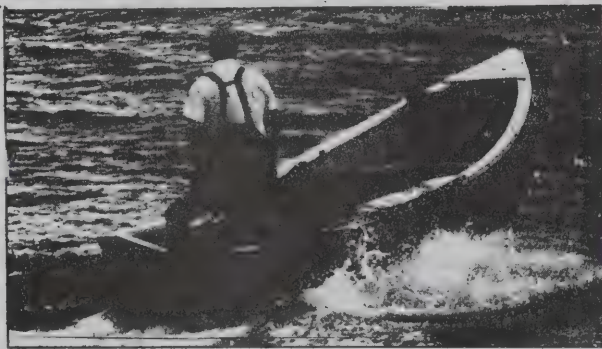
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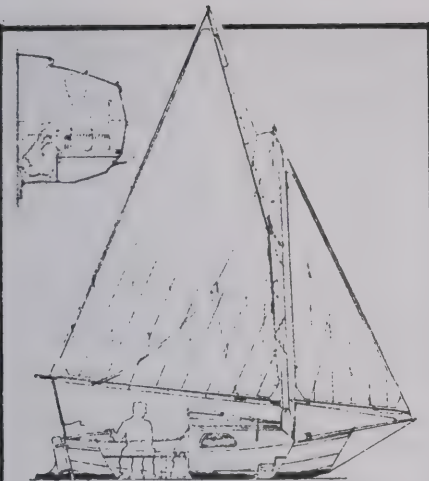
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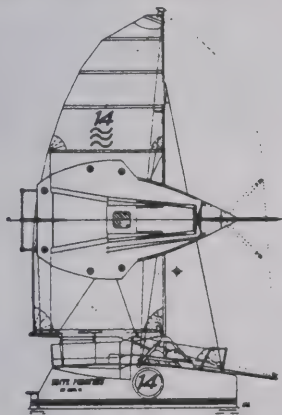
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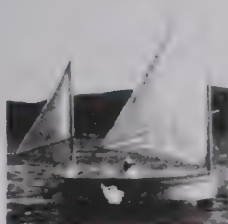
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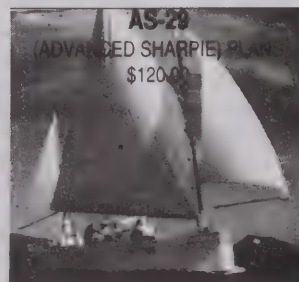
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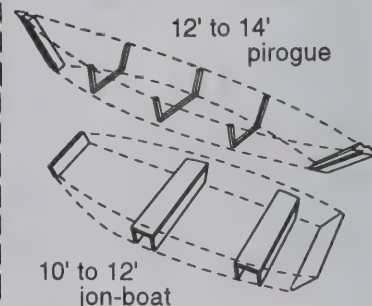


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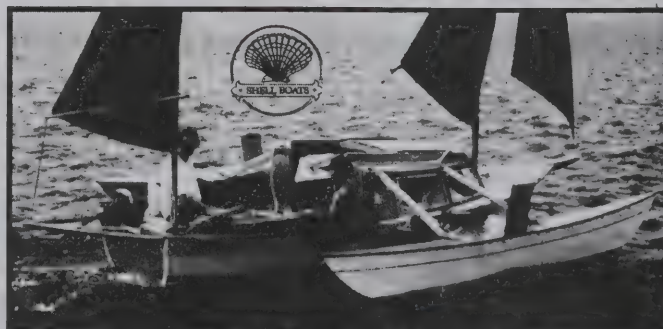
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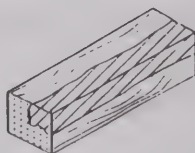
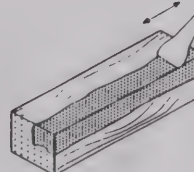
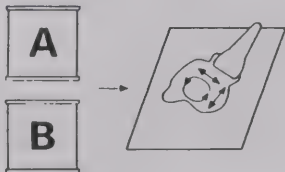
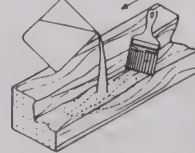
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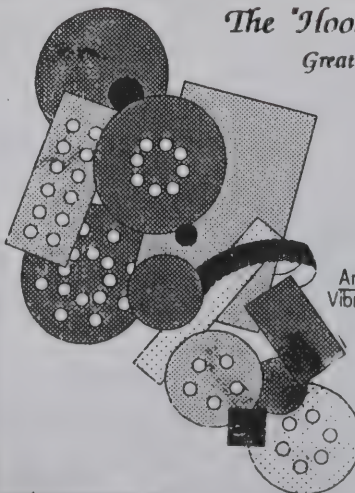
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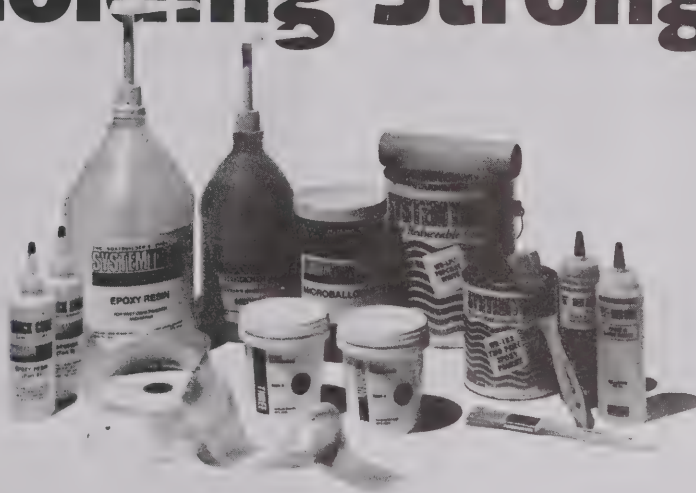


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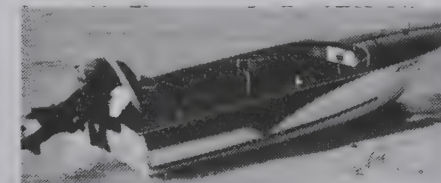


14' So-Du-It, Ted Brewer design. Prototype equipped w/carbon fiber A-frame mast w/tabernacles, carbon fiber retractable keel & rudder, main/head sail & staysail. Hull cold molded in red cedar Running lights. See articles in Vol 9 No 18, Vol 11 No 3 & Vol 12 No 18. \$2,500 OBO. NILS ANDERSSON, 8956 Harness St., Spring Valley, CA 91977, (619) 697-9537, E-mail NilsSail@aol.com. (4)

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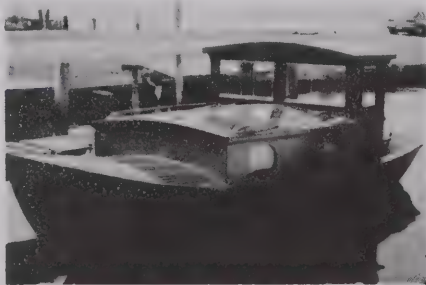
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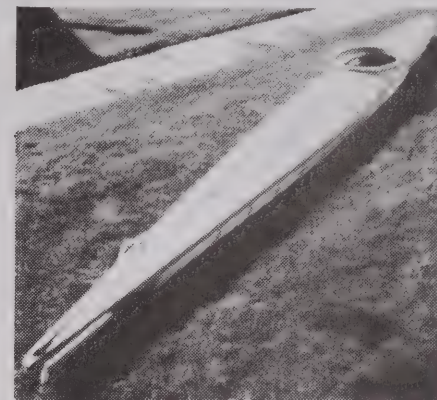


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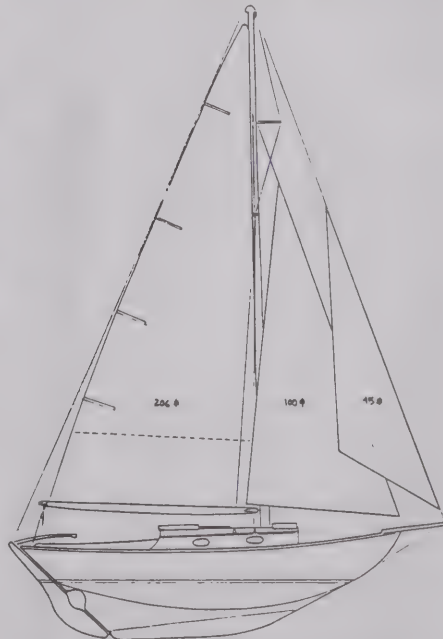
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17' Drascombe Driver, FG/teak trim, standing lug rig, shrimp IB, tilt trlr, spray head, many extras. \$3,250 OBO. CARL HAY, 178 Brook St., Carlisle, MA 01741, (508) 369-4951. (4)

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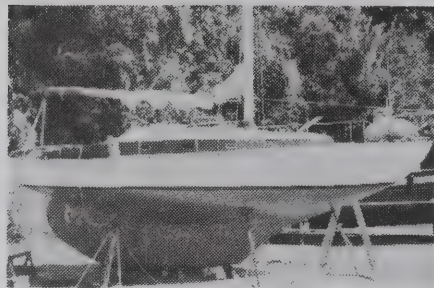


26' Bolger Design Dugong, 6' beam, 8" draft. Cold molded canoe cruiser w/watertight cabin. Featured in *SBJ* Aug '81, *Cruising World* Aug '84, *Sail* Apr '84 & '85. \$4,900. IDA LITTLE, P.O. Box 431, Monument Beach, MA 02553, (508) 759-5785. (3)

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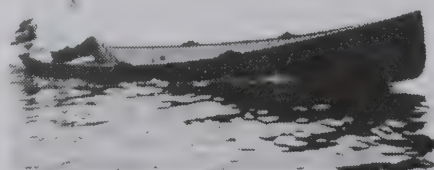
32' Double Ended Sloop, Dutch built longleaf pine on oak, teak decks & cabin trunk. 6.5' draft, 9.5' beam, 6' 2" hdm in traditional cabin layout, 44' mast. 31hp Graymarine gas IB, Aries windvane, dinghy. Must sell to fund master's degree. US \$10,000 OBO. TIM MINTER, 2114 Oak St., Palatka, FL 32177, (904) 328-3206. (3)



14' Keiper Hydrofoil Trimaran, (see cover story 4/15) beach boat, assembled & launched by 1 person. Cartop or trlr. Safe & fast. Marine ply/epoxy constr. W/trlr \$2,900. Delivery possible. **10' Auray Punt**, w/oars & sail rig. \$350. JAMES MONTGOMERY, 2840 Greeley Ave. Erie, PA 16506, (814) 833-4432. (3)

38' Keel/CB Sloop, Fred Geiger design blt '38 by Morton Johnson. 38' x 30' x 10' x 4' brd up. *Golden Fleece* has exceptional lines w/beautiful woods. It's good therapy to be onboard. Partially restored, rigged in water. Regretfully must sell, no time to finish. \$3,750. Yard fees pd. **31' International Masthead Sloop**, blt '60 by top Holland yard. Designed by Robert Henry. 31' x 8' 8" x 4' 8", exc rig. Nds work, primarily refinishing. Grt potential, beautiful lines. Lying City Island, NY. \$1,500. JOE FITTIPALDI, Somerset, NJ, (609) 734-9354. (3)

25' Bristol 24, shabby but functional, gd old boat. \$4,000 OBO. **Bolger Dovekie**, hull #23, SS gallows, 2 wooden leeboards, orig w/trlr. \$4,000 OBO. R.D. ZAHN, 320 Edsam Ave., Pitman, NJ 08071, (609) 589-2407. (3)



17' Rangely Guideboat, Ellis, restored '94 in Rangeley. \$1,600. \$2,000 firm w/'58 classic Mercury Mk 10 mint 10hp OB, 60 hrs since new, red/cream, winterized. OB separate \$750. CHARLES SMITH, Cambridge, MA, (617) 354-3971. (3)



31' Pacemaker, Pelican. Sell @ \$6,300 w/out electronics or will take smaller boat towards price or trade even if value about same. Classic vessel for sale is '66 flying bridge sport fisherman solidly blt in NJ of mahogany on closely spaced oak ribs in perf cond. Single FWC 260hp V8 installed new in '83 in gd cond, abt 450 hours. Cruise, fish, dive, explore w/small craft along. Lots of room in 11' x 8' cockpit, seats more on flying bridge. Gd family boat, slps 4, daytrips 8+, has SS galley, encl head w/ht, dual controls. Seeking day/cruising sailboat or small trailerable powerboat w/cuddy. Prefer wood in as gd cond as *Pelican*. Will probably go for other material if in gd cond. Reason for selling *Pelican*, too big for upcoming nds, bldg inland. Boat in southern ME. All reasonable arrangements considered incl layaway w/one-third down, balance by fall. 3rd owner. ED CASS, 122 Stacy Ln., Eliot, ME 03903, (207) 748-0929 (w), (207) 683-2435 (s). (4)

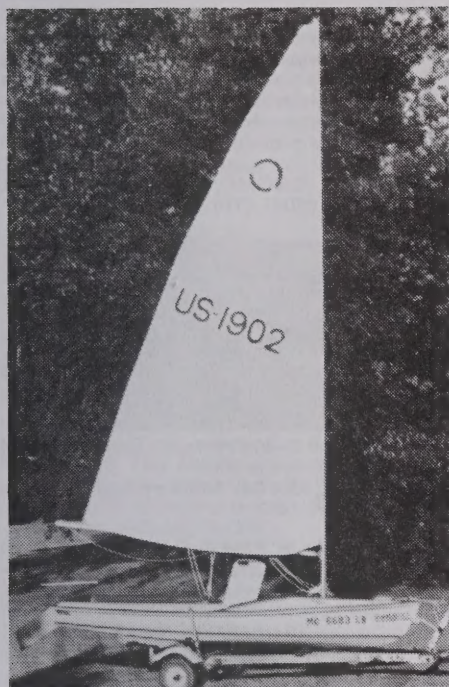
Too Many Canoes: 16'9" Blackhawk, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. **11'8" Blackhawk**, "Shadow", green turquoise FG, white ash. \$800. **20' Old Town Guide**, '34, w/canvas, spruce gunwales. \$500. TOM HELD, Racine, WI, (414) 634-1272. (TF)



20' Lowell Sea Skiff, blt '73, exc cond, w/Cox dbl axle trlr. No motor. \$2,900 OBO. GENE HICKEY, Glastonbury, CT, (860) 633-8157. (3)

'49 Old Town 18' HW Canoe, fully restored, new canvas, seat caning, gunwales. High & dry for 25 yrs. \$1,400. CHRIS TIRRELL, Dalton, MA, (203) 434-3766 aft 6pm, (413) 684-0641 wknds. (3)

Sweet Pea Partial Kit, Platt Monfort design. Kit incl kevlar roving, dacron skin, epoxy, plans & manuals. Still in box, boat never blt. Too many other projects. \$60. Will ship. JOHN FISKE, Wakefield, MA, (617) 246-1338. (3)



13' Capri Cyclone, FG, fun & fast. Trlr & boat gd cond. \$1,000 or trade for comparable rowing, sailing, dory, dinghy.
L. ERNST, Howell, MI, (517) 548-2781. (3)

13' Sebago OB Runabout, '52 twin cockpit, vy gd cond. \$450. **11'6" Double Paddle Canoe**, ultralight glued lapstrake Tom Hill design. Exc. \$495. **16' Alcar Fisherman**, blt in MA, one of the best semi-vee center consoles made. On galv trlr w/new wheels & tires. '90 Mariner OB used once or twice annually. \$3,800. **Windward 15' Sailboat Hull**, plywood, brand new, w/plans & 1/4" deck plywood for finishing. \$275.
BOB WADON, Randolph, MA, (617) 963-2036. (3)

Catboat Serendipity, 17' Wittholz cruising design, Marston blt '60. Selling w/all gear needed to race or cruise incl 7.5 Evinrude, Pilot dinghy, Shoreline trlr. \$6,500 OBO.
JOHN BOGEAERT, 8 Meadowwood Rd., Essex, CT 06426, (860) 767-3576 eves, (860) 767-8008 pager. (3)

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)

18' Hobie Cat, w/Magnum wings and trlr. Vy fast, sport sailing at its best. Compl w/2 sets of sails: \$1,600. Also **Hobie 18 Mast & Boom**, w/all shrouds except forestay: \$325. **Sailing Surfboard**, home blt w/like-new Sunfish sail. Compl & ready to go. \$225. **DICK MARTIN**, PO Box 52, Newbury, NH 03255, (603) 763-2464. (3)

'83 Hobie 12, w/trlr. \$1,265. Delivery poss in FL. **BARBARA**, St. Augustine, FL, (904) 264-1874 aft 6pm. (4)



16' Launch Hull, heavy strip planked wide beam hull w/skeg & shaft log. Perfect for launch, tug, workboat, steam project. Glassed inside, white epoxy paint outside. Never in water. \$1,200.
DICK TATLOCK, Lincon, MA, (617) 259-0846. (4)

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, (617) 335-6677. (3)

20' Classic Chesapeake Fantail Launch, '85. Pine on oak, 6hp antique gas engine, hand start w/transmission & magneto. Custom trlr. \$4,000.
JAY HOAGLAND, Rockport, ME, (207) 596-0786. (5)

7'9" Dyer Dhow, rowing model. Exc cond, white FG hull, oars & oarlocks. Stored indoors. \$1,000 or reasonable offer.
C. SHERRILL, Beverly Farms, MA, (508) 927-3700. (3)

'89 Dovekie 21', 4hp Evinrude, trlr. Located Salem, MA. \$8,800.
ANDREW VLADIMIR, Coconut Grove, FL, (305) 667-7612. (3)

Aquaterra Sea Kayak, Scimitas plastic w/rudder. Gd cond. \$650 OBO.
JENNIFER SILLS, Swoope, VA, (540) 337-6340. (3)

14' Ken Swan Sailing Skiff, prof blt in ME, finest mtl. Row, motor, sail. Fast, handsome, exc cond. \$1,700. Trlr available.
CHARLES STEWART, Brunswick, ME, (2907) 729-2881. (7P)

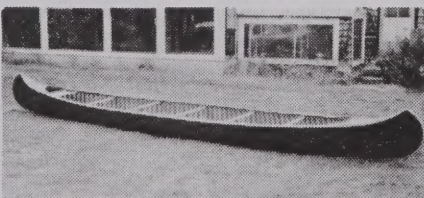
Chesapeake Lightcraft Kayak, "Yare", WEST system, mahogany topsides, exc cond, vy tender, vy fast, \$350.
BILL LANGE, 261 S. Applegate, Ithaca, NY, (607) 277-2619. (3)

17' Old Town Otca Canoe, '25, w/sailing equipment. Orig cond. \$2,500 OBO.
RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087 eves. (3)

10' Herreshoff Pram, cedar on oak, mahogany transoms & thwarts, copper & bronze fastened. Tows & rows well. **9'3" Lawley Tender**, cedar on oak, mahogany transom, thwarts & sheer strake, copper & bronze fastened. Tows & rows well. \$1,400 OBO.
GEORGE OVERBAUGH, 69 S. Stonybrook Dr., Marlborough, CT 06447, (203) 295-0693. (3)

9' Trimaran, telescoping beam 5'-8', dacron sail, trlr. \$350.
KEN CURRIE, 6504 Margot, Ft. Wayne, IN 46835, (219) 485-8571. (3)

17' Folbot Kayak, 2-seater folding model, about 30 yrs old but in gd cond. Wood/aluminum frame with blue vinyl skin, plywood seats, 2 double-blade paddles & complete lateen sail rig. Current list price for a new boat alone is \$1,800, how about \$600 for everything OBO.
CF SIKORSKI, Trenton NJ, (609) 530-1035. (3)



25' Old Town War Canoe, '29, newly restored w/new outer rails, outside stems & decks. \$3,500.
BURT LIBBY, Rt. 1, Box 1090, Litchfield, ME 04350, (207) 268-4802. (3)

Free Boat, '30 Bigelow cutter, 28'x 12' blt by Bigelow family of Monument Beach, Cape Cod MA. Nds ribs, some planking, but sound. Has wooden mast, rigging, lead keel.
REAL SAVOY, Stratham, NH, (603) 772-3999 aft 6pm. (4)

Swiftly Sailboat, plywood, 12'LOA, 5'2" beam, 5" draft, 105# West System throughout. Vy safe & stable boat in exc cond. \$500.OBO.
DON AREY, Camden, ME, (207) 236-8610. (4)

Pete Culler Sailing Skiff, cedar plank 13', sprit rig, oars & locks, new jib unused, trlr w/new lights & bearings. \$850. **Culler Sloop Boat**, 17'6", '67, gd to exc cond, stored inside, new jib unused. Concordia blt. \$4,500 or trade for new 55hp commercial Evinrude OB.
DAVID NIELSEN, S. Windsor, CT, (860) 528-2107 days only. (4)

Sea Pearl 21, '86, galv trlr, camper top, leebrds, ballast tanks, tonneau, oars, etc. Low mileage! \$3,250
DICK MALONE, Severna Park, MD, (410) 544-0347. (3)

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)

'61 Penn Yan, 18', 70hp Johnson, 29 yrs on Lake Erie. Restored, vy gd looking. Ready to go. \$3,850.
BRIAN QUINN, Rowley, MA, (508) 948-2168. (4)

14' Cape Dory, w/oars, sail. Last in water in '85. Lots of TLC. \$1,000. 3hp OB. \$100.
TOM SLEEPER, Marblehead, MA, (617) 631-1855. (4)

Bolger Microtrawler, blt '93, epoxy & Versatex bottom, Teleflex helm & motor controls. Nds motor, has marginal trlr. \$3,000 OBO. Can deliver for gas.
TONY MC GARRY, Freeland, WA, (360) 331-3789. (3)

Westerly Chieftan, (aft cabin Centaur) w/wheel, diesel. Dry stored 5 seasons in VA. Mint. Partial trade for boat or help in building modest cabin in NC.
KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (TF)

Dancer Whitewater Kayak, by Perception. Spray skirt, flotation bags, red hull. \$400.
BOB PORTER, Ipswich, MA, (508) 356-7794. (4)

14' Nimrod Geodesic Canoe, like new, top quality mtl. Dark green. \$600.
KEN PARKER, Wilmington, MA, (508) 988-0102. (3)

Old Town Sport Canoe, 13', mfg '91, w/Shore Lander trlr & fwd facing oars available. Compl unit \$550.
WILLIAM REID, Hopkinton, NH, (603) 225-3564. (4)

O-Day Widgeon, w/trlr. \$1,200. **O'Day DS**, w/trlr. \$1,500.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (4)

BOATS WANTED

Town Class Sloop, or similar wooden CB sloop, about 17', in sailable cond. My spending limit is \$3,500.
ROGER JAMES, 13 Farm Hill Rd, Wallingford, CT 06492, (203) 269-8406 home, (860) 565-5787 work, e-mail jamesrh@pweh.com. (3)

Old Banks Dory, for rebuilding.
JOHN SEIDEL, Simsbury, CT, (203) 658-5314 eves, (203) 658-1991 days. (3)

16' Wayfarer, or 16'-19' plywood daysailer, CB, trlr, within 500 mi of Portsmouth, NH. Up to \$1,500 cash.
DAVID VIRTUE, Kittery Point, ME, (207) 439-8005. (3)

Folkboat.

ROB NIELSEN, 320 Lavina Ave., Sandpoint, ID 83864, (208) 263-0416. (3)

Clipper Ship Model, must be handmade. Cash waiting.

JIM FREEMAN, (703) 237-5184. (3)

18' West Pointer, w/engine in gd serviceable cond. JAY FOLEY, Worcester, MA, (800) 233-6539 days. (3)

Racine Boat Co. Canoes.

TOM HELD, Racine, WI, (414) 634-1272. (4)

Canoes, 17'6" to 18'6", less than 60lbs, easily paddled for camping/cruising.

KEN MEYER, P.O. Box 64, Whitefield, ME 04353, (207) 549-5741. (4)

SALES & RIGGING FOR SALE

Canoe Sail, lateen rig, 60sf w/5 section aluminum frame. Best offer.

MIKE MULLANEY, Johnston RI (401) 942-3722. (3)

Main and Jib, for 20' boat by Mitchell Sails of Sausalito, CA. Gd cond, \$450 plus shipping. Main for 24' boat, gd cond, \$300 plus shipping, KENN LEWIS, Pleasanton, CA, (510) 426-7860. (3)

GEAR FOR SALE



ADD SPIRIT to your rowing! Introducing the OARS ALE T-shirt. 100% heavyweight, garment dyed grey cotton, 2 color graphics. Sizes: M, L, XL, XXL. \$19 each. Add \$2 for XXL. Also oversized 15 oz. OARS ALE MUG \$10. \$4 S&H when you mention *Messing About in Boats*. Toll Free 1,800,985,4421, Fax 207,985,7633. VISA, MC, American Express. Color catalog of rowing gear \$2. WATERMARK, P.O. Box 1037M, Kennebunk, ME 04043, USA.

Nautical Bric-a-Brac. This is your opportunity to beat the Smithsonian to this important find. Everything vy reasonably priced. **4 Burner SS Gas Stove**, w/oven, **75lb Mushroom Anchor**, **55hp Chrysler OB** (anyone who has one of these in running cond will appreciate this assemblage of spare parts), **Motor Mount**, vy nice for sailboat OB or trolling, **15gal Gas Tank**, plastic, low profile, never used. KARL BERARDI, Bedford, NH, (603) 668-4445.

There is nothing— absolutely nothing—

half so much worth doing

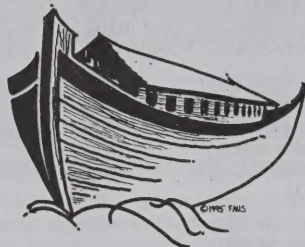


as simply meaning about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.

DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

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T-SHIRTS, as seen at Mid-Atlantic Small Craft Festival. Hwyght 100% cotton, natural color w/ dark green print. Short sleeve, M,L,XL. \$12. Shipping \$3.50.

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

Steve Clark Inventory Reduction Sale, to pay for recent sojourn to Australia. **Van Dusen Drop-in Rowing Seat**, better than Oarmaster or Row Wing. \$300. **International Canoe Mold**, incl seat & blade molds. \$2,000. **A-Class Catamaran Molds**, Australis design. \$1,000.

STEVE CLARK, Warren, RI, (401) 247-0947 home, (401) 245-9597 work, e-mail 76737,3135@CompuServe.com (3)

25hp Johnson Seahorse OB, '54, partially dismantled but all parts there, w/pressure tank. \$185. BOB WADON, Randolph, MA, (617) 963-2036. (3)

Maxwell #24 Self-tailing Winch, 21 speed, \$100; **Force 10 Propane Grill**, plus accessories, like new, cost \$175 + tax new, \$100 plus shipping. **Suspender Safety Harness**, new. \$25.00.

KENN LEWIS, Pleasanton, CA, (510) 426-7860. (3)

3hp Evinrude OB, Yachtwin model 3632E, w/fold-up shank for easy storage. 50 hrs use. \$300.

TOM SLEEPER, Marblehead, MA, (617) 631-1855. (4)

150lb Mushroom & 15' Chain, used 2 yrs. Asking \$125. **Volvo Diesel Engine Core**, MD17C for parts or rebldng. Can deliver. \$750.

JAY FOLEY, Worcester, MA, (800) 233-6539 days. (4)

GEAR WANTED

Klepper Skin, for Aerius II. Will consider purchase of entire kayak if price is reasonable.

JOHN BOGAERT, Essex, CT, (860) 767-3576 eves, (860) 767-8008 pager. (3)

Hurth Transmission, nd HBW gear for small diesel. Will pick up.

JAY FOLEY, Worcester, MA, (800) 233-6539 days. (3)

Used Oars & Oarmaster.

BETSY ROCKWELL, Greenville, ME, (207) 695-2680. (4)

BOOKS & PLANS FOR SALE

Canoe Lines, Plans, Offsets, Mold Patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip blt or wood/canvas construction.

FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.

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

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

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



Kayak, Canoe & Skiff Plans, full line of Blandford plans. \$2 for list of 19 plans.

JOE D. COX, RR1 Box 360, Farmland, IN 47340. (TFP)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details.

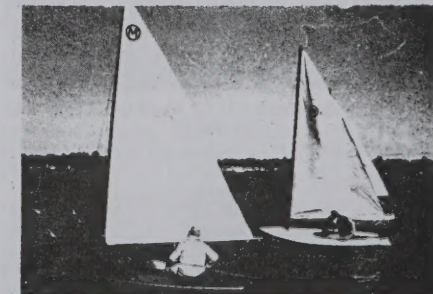
H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (TFP)

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)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50, incl S&H.

D.R. GETCHELL, RR 1 Box 3355, Appleton, ME 04862. (TF)



Classic Moth Boat Plans, available for the Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.

MUSEUM OF THE ALBEMARLE, 1116 US Hwy 175, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

Grandpa's Electric Sailboat, complete plans (40 drawings) and detailed instructions to build an 18' long, 6" beam, round bottom, open cockpit, CB sloop. 104pg soft cover book explains design tradeoffs and advantages of 2 battery ballast and 2 trolling motors. 5 day money back guarantee. Send \$18 (postpaid) to:

RAMON ALAN, 960 Trapelo Rd., Waltham, MA 02154.



Sea Kayak Plans. "Sequin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual.

ROB BRYAN, Kennebec Designs, RR2 Box 311, S. Harpswell, ME 04079. (TFP)

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

Canoe/Kayak Plans, 16' wood/canvas, can be fiberglassed. Since 1962. Free information.

TRAILCRAFT, 405 State St. Dept. M, El Dorado, KS 67042. (TFP)

Canoe, Kayak, Dinghy Plans. Plywood stitch & tape, & original DK's. Send \$2 in bills for leaflet. DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford EX39 1TB, UK. (12TEOI)

Messing About in Boats, Vol 1 (missing Nos 1, 3-10 & 22), Vol 2 to date. *Small Boat Journal*, Pilot Issue March '79, Vol 1, No 4 to *Boat Journal*, March '91. *WoodenBoat*, #54 to present. Some quite old boating magazines, *Yachting*, *Boating*, *Rudder*, *Motor Boating*. MERIC ARNOLD, Amherst, NH, (603) 673-2538. (3)

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

Magazines: *Small Boat Journal*, Pilot issue; Vol 1 nos 1-12, Vol 2 nos 1-3. *WoodenBoat*, Vol 1 nos 1 & 4. All for \$20 plus postage. **Books:** *The Mystic Seaport Cookbook* by L. Langseth-Christensen (ex lib), \$8.75 ins ppd. *The History of American Sailing Ships* by H.I. Chapelle (Bonanza), \$18.50 ins ppd. PAUL LEFEBVRE, 1615 SW 58 Ave., Gainesville, FL 32608-5354, (352) 376-4977. (4)

Small Boat Journal, compl set Pilot issue through #82 (*Boating World*). Mostly in library slip cases. \$200. plus UPS. GORDON STANLEY, Bridgeton, ME, (207) 647-2628. (4)

Unused Plans, for M. Tennant's 7 meter cat "Chevron". A folding design in strip planked or cold molded constr. Slps 4. Grt manual. Full size frame plans. \$150 OBO. RENNIE ARCHIBALD, Grapevine, TX, (817) 488-2366. (4)

BOOKS & PLANS WANTED

Simplified Boatbuilding...the Flat Bottom, Simplified Boatbuilding...the V-Bottom, by Harry Sucher. JIM FREEMAN, (703) 237-5184 aft 5pm. (3)

Racine Boat Co. Catalogs, or any paperwork information. TOM HELD, Racine, WI, (414) 634-1272. (4)

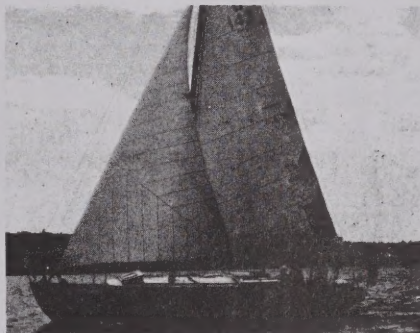
OTHER MARINE RELATED ITEMS

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

ARLINGTON KIRK, N. Arlington, NJ, (201) 991-6894. (3)

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

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



For Charter: 35' classic sailing yacht *Pleiades*. Comfortable cruising for 4 on this fully restored & well maintained vessel. Penobscot Bay, ME. \$975 weekly.

GEORGE EVANS, Isleboro, ME, (207) 734-6641 eves. (6P)

Beetle Cat Lessons, we tailor make one-on-one lessons for anyone over 12 yrs in traditional 12' Beetle Cats. DAVID JONES, Camden, ME, (207) 236-7048. (5P)

Summer Rental, Maine coast, Spruce Head, 2BR on tidal cove. Views, deck, FP, mooring, sail/row dinghy. Available 6 & 9/96 @ \$515/wk & 7/6-7/27 @ \$630/wk. Row, sail or paddle Seal Harbor & Penobscot Bay. 3 MITA islands nrby. FRANK O'BRIEN, Roslindale, MA, (617) 323-4759. (3)

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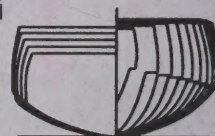
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