

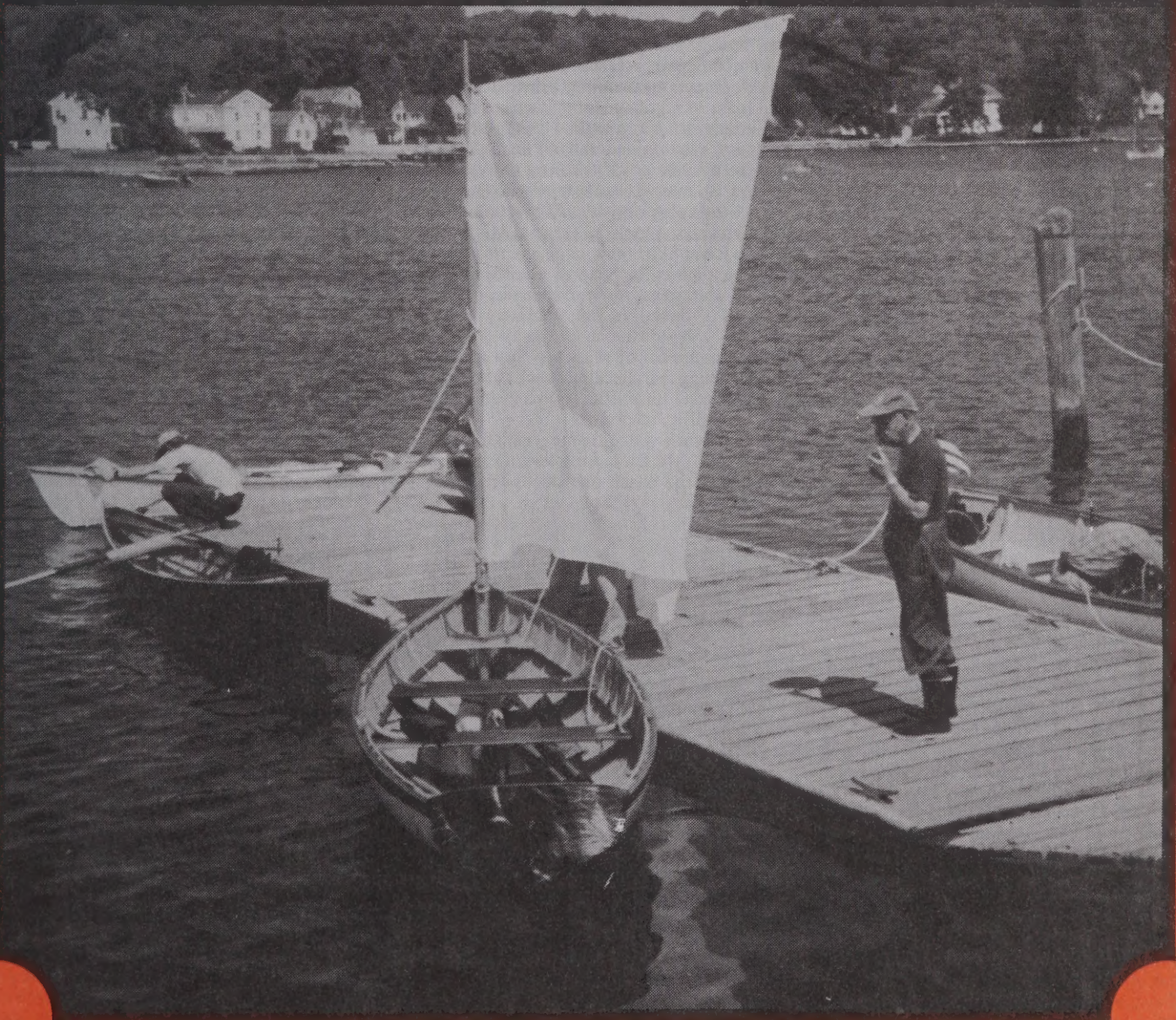
Special Features This Issue
"Mystic Seaport's Small Craft Workshop"
"Wouldn't Boat, an Exercise in Naval Design Anarchy"



messing about in BOATS

Volume 14 - Number 5

July 15, 1996



1015, 305
19585



messing about in BOATS

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

Address is 29 Burley St., Wenham, MA 01984-1943. Telephone is (508) 774-0906, 8:00-5:00 weekdays, no machine.

Editor and Publisher is Bob Hicks.

Production and subscription fulfillment by Office Support Services.

Volume 14 - Number 5
July 15, 1996

In Our Next Issue...

We go a bit heavy on the adventure tales of summer: Tony Trisco's "The Christening", Jim Thayer's "The Big One", Bob Richardson's "Apsu at the Symposium", Allan Weaver's "Cruis'n", Lynnwood Wilson's "Search for Kokopelli", Hugh Ware's "Seeing New Zealand From an Old Coaster", and the second installment of Roger Stone's "Fair Tide, the North Shore" will take up much of the issue.

Harold Burnham continues his series on rebuilding his Friendship sloop *Chrissy* in "Keeping Her Humble".

Bill Foden gets to present his designs, "Serenity, Slowest Boat Afloat" and "60 Minute Dinghy, the Ugly Ducking", and George Hume has sent us his updated design for "Scooter, a 15' Trimaran". Phil Bolger offers his "21' Outboard Utility".

There's an assortment of useful techniques assembled too: Derek Van Loan's "Brailing Line & Boomless Spritsail", Reed Smith's "Reboarding a Dinghy From the Water", Sam Overman's "Launching Aid for Small Boats", and Tim Mayer's "Small Boat Cartopping & Trailering Tips".

On the Cover...

After a two year hiatus, we returned to the annual Mystic Seaport Small Craft Weekend in early June, and happened upon George Kelley contemplating the meaning of it all there at the boat launching dock. Lots more photos of lovely traditional small craft in this issue.

Commentary...

Going back to the Mystic Seaport Small Craft Weekend after a two year hiatus during which I got involved in other things on that first weekend in June, I wondered if I'd still find this gathering as attractive and absorbing as it had once been for me. The event itself has carried on past a slackening of interest a few years ago and today enjoys a resurgence of enthusiasm. It was my own reaction that I wondered about. I have gone on beyond my early 1980's infatuation with traditional small craft and perhaps might have become somewhat jaded.

I need not have been concerned. It was great to return. The wonderful ideal, "what is so rare as a day in June" weather lent the event an aura of summer at its best, and the assembled fleet of small boats and their enthusiastic owners and admirers provided that critical mass of involvement that makes this sort of loosely structured boating event come alive. So many boats to view and talk about, so many people to meet, old friends and new acquaintances. So many boats to try if one chose.

I tried only one. It's been a while since I have rowed so I took out Howard Mittleman's North River Skiff for a longish outing upriver and back along the Seaport waterfront. What a nice boat, so easy to move, so responsive to control of direction. But, it brought back to me why I went to the double paddle kayak for myself a number of years ago, just too much neck craning and checking "back there" where I was headed for traffic. At this event there is a lot of traffic, of course.

Someone watching me watch the little 2 meter Hot Yot trimaran charging back and forth past the beach and docks suggested I might want to try that one, in view of my current infatuation with tris. No thanks. Nothing wrong with the boat, it's me. This was a really small maneuverable craft with a very big sail on it, and I find I no longer adapt instantly to brand new experiences in boats unfamiliar to me. Here amongst all the traffic was no place for me to attempt to sail what appeared to be a very busy little boat.

I find today I really admire and enjoy viewing the work that many of you put into the lovely small boats you dream of and build. I don't find I care much whether I get to try most of them or not. How come? Well, I seem to be increasingly focussing on what grabs me most at the moment, and don't have much curiosity about other boats outside of this focus. There's not time anymore to indulge in random experiences that don't lead in the direction I seem to be going and I seem to be succeeding in narrowing my personal focus to where it matters most.

The collection of unfinished projects here clearly demonstrates that my earlier enthusiasms were spread too thin. Several of them still appeal to me, I do like working on boats apparently more than using them and someday I will get around to them. The using part

has been satisfied with my kayaking, as it offers the convenience of almost instant access to the water with minimal boat upkeep. My vicarious experiences through editing this magazine full of your stories keeps me busy, I have no long leisurely days in my life to work on boats.

What I am working on, sort of, is getting my own kayak triamaran into action this summer with the new longer amas and improved akas. Even this modest scale of effort seems to lag as I just don't get to it. Fiberglassing the amas now as I write this in mid-June seems to be taking a lot of time. That and fabricating the bicycle wheeled hand cart for transporting it from pickup to water. All this stuff comes out of my head, I have no plans for any of it, just general concepts. So I sometimes ponder a lot. Especially when some detail doesn't work as I conceived it should.

As my life in small boats has evolved since I first moved into it about 1975, I have left behind me a long string of unfinished projects and unfulfilled dreams of adventures. In 1983 I was sufficiently motivated to launch this magazine and now 14 years later it is the one consistent aspect of boating in my life. It is really what I want to do most, not just for economic survival, but actually what I seem to be most suited for. I enjoy it, it's not hard work, and it is consistently rewarding.

With this as rationale for my negligence in not getting more actively involved in working on and using small boats, I can better accept the erratic progress I make on my current enthusiasm. And I can accept that I can enjoy an occasional outing in someone else's sailboat without wishing I had one of my own, for I have no burden of responsibility for it. I accept that I just don't have the time now, but do not resent that fact.

The boat tryout at Mystic that I most enjoyed was the Sunday morning trip down river to Mason's Island for breakfast. As I launched my 19' Seda Glider kayak at the little town ramp behind the shipyard I saw boats already headed downstream and figured once again I would be a tail ender. So I set off at a fast pace to overhaul the boats ahead.

The Glider is a fast kayak and I was overtaking boats of slower design speeds and as I approached Mason's I realized that something unheard of was about to happen to me. I realized I had been overtaking early boats, most of the flotilla hadn't even left when I had. Now I would be the very first to arrive, for the only boat still ahead of me, a sliding seat rowing boat with adult and child aboard, had veered away from the island downriver as I caught up to them.

Later when we all departed, I went on around Mason's, my only companion Peter Vermilya in a rowing peapod. It was a really nice long paddle and I enjoyed it a lot. So there is some hope that I will be on the water more this year. Paddling that wonderful Glider and, who knows, maybe even sailing that wonderful trimaran I'm concocting.

I spent eight hours at sea the other night running parallel search patterns in conjunction with a 41' Coast Guard patrol boat and a Coast Guard helicopter off the North Carolina coast. We were looking for a person or persons in the water. It was, in many ways, "normal" duty. The flotilla in which I serve has an Auxiliary boat and crew on 24-hour stand-by for emergency call-outs, and the statistics indicate that two boats working together are five times as effective as one boat working alone.

This particular search was unsuccessful and, as it turned out, unnecessary. Before our vessel was on scene the Coast Guard recovered a single body. The victim, who happened to be a personal friend, was boating alone and his capsized 21' OB was spotted from the beach just before dusk, but the possibility/probability that others had been on board more than justified the search and rescue effort.

My job as a crew member on AUX 085 was to sit on the foredeck with a powerful portable searchlight to scan the waters to port and starboard and to report anything unusual to the skipper. It was a partly cloudy night with seas of 1-2 feet, but with cooler air after sunset there was a slight mist on the water, severely limiting the effective range of my searchlight. There were a lot of false alarms, the white of an occasional breaking wave, the flash in the ocean as bait fish attempted to escape some unseen predator, a surprising number of flying insects (three to six miles offshore) whose wings reflected our light, yet it became increasingly clear as the hours wore on that our chances of spotting a person in the

Small Boat SAFETY

Retro-Reflective

By Tom Shaw, USCG Auxiliary

water, even if wearing a PFD, were slim unless his PFD was fitted with retro-reflective tape. The effectiveness of that tape was dramatically demonstrated when, relieved of duty, we headed for home through the inlet and our searchlight had no trouble picking up the channel buoys.

Are your PFDs fitted with retro-reflective tape? If not, why not? The cost is minor, the difference in terms of the chance of a night rescue is major. I estimate that the effective range of my searchlight the other night was about 50 yards, but that same searchlight could pick up the retro-reflective tape on a channel buoy at 150+ yards. Don't offer yourself the excuse, "I never go out at night." My late friend had not planned to be out at night either.

Addendum: Even after the identity of the victim was known and the "probability" that he was boating alone had been established, the Coast Guard continued its search for other possible people in the water, a search that was

not canceled until there was positive information that there was nobody else out there. The Coast Guard motto is "Semper Paratus," always ready." Their secondary motto is "Never give up" and search and rescue operations continue against all odds until there is definite proof that no further assistance can be provided.

GEODESIC

Designs by Platt Monfort

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

Monfort Associates

RR 2 Box 416MA Wiscasset, ME 04578
(207) 892-5504

**THE
BOATHOUSE**

ROW AT MYSTIC SEAPORT®

**RENT TRADITIONAL SMALL
CRAFT AT THE BOATHOUSE ON
LIGHTHOUSE POINT**

**WEEKENDS SUMMER & FALL
DAILY JULY & AUGUST**

860-572-0711 EXT 4233/5094

MARINE CONCEPTS

41 Oscar Hill Road
Tarpon Springs, FL 34689
Phone: 1-800-881-1525
Local: 937-0166 FAX: 813-937-5660

New Boats Offered

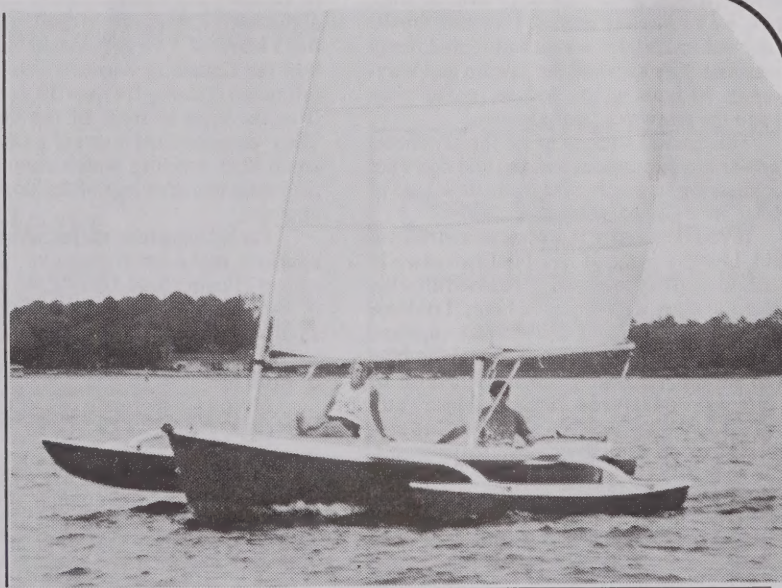
Windrider (personal trimaran)
ComPac (full line)
Sinbad (8ft. row or sail dinghy)
Bauer (8 & 10ft.)

New Boats Built To Order

SeaPearl 21
SeaPearl TRI-21
SeaPearl 28
Rob Roy 23

Brokerage Boats

1992 14' Wayfarer Dinghy	1995 19' Seaward Fox	1986 23' Rob Roy w/Honda 8hp
1987 15' Montgomery	1984 21' Bay Hen	1989 25' Seaward w/outboard
1995 16' Windrider (demo)	1981 21' Lugar Sloop	1987 27' Catalina w/diesel
1986 16' SeaPearl (motor sailer)	1989 21' SeaPearl C/B	1991 28' SeaPearl w/Honda
1986 17' O'Day Daisailer	1992 21' SeaPearl L/B	1991 28' SeaPearl w/Yamaha
1981 17' Marsh Hen	1995 21' SeaPearl L/B (demo)	1986 33' Nauticat (motor sailer)
1976 17' Watkins Daysailer	1985 23' Rob Roy w/diesel	1991 40' Brown SeaRunner TRI



SeaPearl TRI-21

You write to us about...

Your Experiences

A Wonderful Design

I missed my renewal because I was sailing *Julia May*, my Bolger Long Micro, from Port Charlotte, Florida via Boca Grande, Cayo Costa, Captiva and Sanibel, and then from Everglade Dity to Flamingo, to Plantation Key, then back to Flamingo and outside Cape Sable Beach to Everglade, between March 4th and April 9th.

My wife Linda was with me for two weeks, I was on my own for the remainder.

Again I cannot say enough about the speed, comfort, handiness, and worthiness of this design.

Dennis Bradley,

Cruising in Open Daysailers

In response to Tim Barnum's letter in the March 15th issue I thought I'd mention some experiences of mine that might ameliorate Tim's concern about cruising in open daysailers. I've cruised for up to two weeks in remote settings with boats as small as 10' and as large as 16', both smaller than Tim's Lightning.

The first trick I learned was to not capsize. Tim's capsizes were during races. That's okay. During cruises, however, I don't fly spinners. I also have one reef point in my Javelin. My friend Dick has two reef points in his larger 16' Wayfarer. We reef for the gusts, not the lulls, so on a 15 knot day, with 20 knot gusts, we're already reefed. I've had my 10 footer out in 20 knot winds and reefed down it was fine. I've also had the Javelin and Wayfarer in 30 knot winds and we never even dipped the gunwales, reefed down.

The second trick is to tie the jib sheets together in a continuous loop so you don't get stuck having to reach over to the low side to release it.

If you do capsize there are more tricks at hand. I have a piece of flexible foam sewn in to the head of my mainsail. I've also filled the top of the mast with spray-in foam. I did this with all my boats, and deliberately capsized them repeatedly. The foam prevents the boat from turning turtle. A capsized Javelin or Wayfarer is rightable so long as it doesn't turn turtle. If you don't want to spoil a racing sail, get a set of cruising ones or have your sailmaker stitch a double fabric at the top with velcro on the leach to hold the foam for when you're not racing.

Also, if you capsize and have an open centerboard trunk, keep a piece of foam handy that fits the centerboard slot. When you right the boat, lift the centerboard (it'll keep the boat from tripping since it'll likely be lying broadside to the waves) and insert the foam that you've pre-cut to fit around the board. Then you can easily bail it out. Keep two small buckets tied in. Large ones are too heavy to easily lift full of water. Test it out in your backyard first.

My Javelin also has flotation under the floor. It's the only kind of Javelin that allows for easy sleeping aboard. But, yes, Tim's right, it will try to turn turtle. So I've installed lots of foam under the far reaches of the foredeck and a friend built a buoyancy box with kayak

hatches for stowage at the stern. This plus the foam at the head of the mainsail counteracts the boat's tendency turn turtle. A good capsize test will be instructive as to where to place the foam.

Tim mentions that he's cautious at age 54. I'm 49 and Dick's 60. We've both gotten less cautious with time. I guess it's the realization that we're not immortal and don't need to be precious with ourselves. Which is different than common-sense caution.

Yes, you can buy a modest sized cruising boat in the under 20 foot range. Tim's got a Precision 18. He asks why risk the danger of an open boat. Well, the little boats have little gear that can be yanked around by manual strength. Caught in the shallows at 3AM with a dragging anchor, I can hold my boat off and pull it to safety. Its draft is small enough to treat it almost like a canoe and get into places other boats can't. I'm also less concerned about bumping rocks and reefs since I can hop over the side and push off. I can climb aboard from a swim without a ladder. I can trailer it with a tiny car. I can launch from any ramp and sometimes when there is no ramp. Not to mention the pocketbook issues.

My interest in cruising with daysailers began when I read about Frank Dye's trips in his Wayfarer. The thought went, "If he could do that, then..." Since then I got in touch with the British Dinghy Cruising Association which holds open boat cruises in rougher conditions than I normally experience. Half a dozen books by British small boat cruisers stand as the most authoritative literature on cruising of this type that I know of. I've got most of them. In addition the Canadian Wayfarer Association has promoted cruising for over 30 years, much of it in the remote areas of the Great Lakes. They've published a great pamphlet about small boat cruising which contains full descriptions and drawings of the ideas mentioned above.

Each cruise teaches me more. And each confirms that a small daysailer makes an excellent cruising boat. Having been on all sizes of boats, given my druthers, I'd cruise in a small one anytime. If anyone's interested in a list of the literature available, you're welcome to write me.

Martin Cooperman, 2613 Princeton Rd., Cleveland Heights, OH 44118.

Discovering What's Always Been

As they say, there really isn't anything new in this world, it's only we are discovering things that have always been.

Some fifty years ago when I got out of the Marines I picked up a couple of fiber gas pods from a surplus store and tied them on my canoe as outriggers with a couple of 2x4's. I was able to rig a sizeable mast and sail and had a real sporting craft that stayed upright and moved along at a good clip.

Of course this was nothing really new for quite often as youngsters we had tied two canoes together with paddles and made a makeshift mast and sail to go downwind. It worked pretty well, was sociable and made going downwind on a big lake a lot of fun. Of course this wasn't anything new for I am sure we got these ideas from reading *National Geographic* and seeing photos of Polynesians sailing with

their dugout canoes and outriggers.

I am now more of a purist or traditionalist. I paddle my wood/canvas canoe with a solid straight beavertail paddle, and I sail my 17' cedar/oak lapstrake skiff with canvas sails on a sprit rig. I enjoy the feel that a wood/canvas canoe has, and I particularly enjoy the sound and feel a wooden lapstrake sailboat has. In a good breeze or when a puff of wind comes I really get a thrill from heeling way over and seeing the water foaming up along the gunwales. I may not be going all that fast but it feels like it and I find it exciting and a challenge.

I am sure I would miss this aspect of sailing were I to shift to a craft with outriggers. Besides if I want speed I can always get into my friends fiberglass outboard and wind up his 90 horsepower engine. That's real speed but not much else in the way of satisfaction.

But everyone to his or her own likes, and it's great that people are discovering (or re-discovering) all these different ways to move about on the water. So far it seems there is enough water to handle all types both fast and slow. Hopefully it won't become like the ski slopes where speed seems to be everything and if you start swooping back and forth across the slopes like we did in the '50's you get run over or yelled at.

Duncan A. Campbell, Bennington, VT 05201.

"Humming" Down the Rollers

Good to see Dave Keiper featured in the April 15th issue. His trip from Sausalito to Hawaii was the first trans-ocean trip in a sailing hydrofoil. His description of *Williwaw's* "humming" down the backs of the green Pacific rollers with the tradewinds behind him, has always stuck with me. As I remember David told me he studied aircraft design before he got into boating. *Williwaw* was a masterpiece in compound bent 1/4" plywood. I'm going to order a copy of his book.

Derek Van Loan, Mill Valley, CA

Your Needs

Asking Gets Results

My inquiry into multihulls which you published earlier this year brought me two replies.

Ken Pagans of Corpus Christi, TX offered his Ian Farrier designed Tramp Eagle Trailer Tri which he is selling for health reasons. This is a 19'6" open camper cruiser daysailer type with a small cuddy which is said to be super stable. He included a copy of a nine page article about this boat by Dan Segal in the June/July 1983 *Small Boat Journal*, and a four page copy of info on this boat from Pyramid International of Houston, TX.

A second reply came from Bob Liebon (not sure of spelling), "a multihull enthusiast", whose address I have lost. I want him to know I thank him for his reply. He sent information on the 20' Discovery Tri by Chris White Designs of S. Dartmouth, MA, and the Constant Camber Cyclone 23 by John Maples of Port Orchard, WA (see December 1, 1995 issue). These are both open trailerable daysailer camp cruiser types.

The design I am now most interested in is the Constant Camber 26 Folding Cruiser with a fully enclosed cabin by John Marples.

My experience illustrates that wondering out loud by writing out my thoughts on your pages did bring results.

John Menard, Baltimore, MD.

Electric Drive for a Pontoon Boat

At 77 years I am feeling definitely out of step with the times in boating. Each year the new boats on our little lake seem to be faster and noisier, where as I am wanting to go slower and quieter. When by myself I meet this need nicely by rowing an Alden single (the only one on the lake), but for company I use a 20' pontoon boat. It's 28 horse Johnson is small by present standards but still faster than I need and too noisy for comfortable conversation.

An electric drive seems like the obvious answer, but nobody around here has or uses one for that purpose I want an electric outboard that will drive the pontoon at about 5 mph and at least maintain headway if a stiff breeze comes up. Surely others must have perceived this problem and found a suitable motor. Who can tell me how much thrust I need and where to find such a motor? If you have any experience of this sort, I'd love to hear from you.

John McKee, 15 Kusa Circle, Cherokee Village, AR 72529

Electric Power...Positives & Negatives

Anyone wanting to look at electric power for any small boat should look at the positives and negatives.

Positives:

Top of my list for going with an electric motor is very low noise and vibration. A great joy in rowing and paddling is how quiet it is. I can talk to another on board without yelling. With electric power I can very quietly move along close to wildlife, but when I use my 2hp Yamaha gas motor that wildlife runs for cover long before I can get close. And the vibration turns my boat into a rattletrap.

Next is easy starting. The act of starting a gas motor can be a challenge, I think just pulling the rope can create more stress on the motor mount than running the motor. With an electric motor you have, well, electric starting.

Adaptability to any small boat is possible with an electric motor as the motor can be easily raised or lowered in its mount.

Many choices are available, lots of power 70 to 90 pounds of thrust, or a very light 20 pound thrust motor, such as the Motor Guide Stealth ST 170, hanging on the side of your canoe or kayak.

Negatives:

Battery weight is a negative, the motor is light but the batteries are very heavy, not getting around that. I have found that the new gel cell types are great for small boats as they are totally sealed and can be laid on their sides to lower their weight in the bottom of the boat.

Limited range compared to gas motors is major negative, but I have found that good batteries and a low amp motor will last longer than I will on a small boat outing. Four to five hours running time get to and from the spot I have chosen to be at, with me rowing or paddling when I get there will allow me to be out all day.

James Morrissey, Oklahoma City, OK.

Golden Era Whereabouts?

I have acquired one of the boats built by Golden Era Boats of Noank, Connecticut and would like to locate the builder if possible. They are no longer in business apparently.

John Pierson, 67 Island Dr., Rye, NY 10580, (800) 221-3780 XT 8266.

Anyone Have a Wesort?

I have acquired a small 12' plywood sailing skiff known as a Wesort (Hull #171), designed and built by G.H. Vogel in Millersville, MD and sailed/raced on the Severn River. I would like to correspond with anyone who owns one of these or has information on them.

Robert Estes, 2978 Valley View Rd., Annapolis, MD 21401, (410) 573-5289.

Wooden Sail Battens

I have checked advertisers in a half dozen issues and couldn't find one who specifically offered wooden sail battens. I have been unable to find them in the Washington DC area. Can anyone direct me to a source?

Gordon Smith, 1504 Crofton Pkwy, Crofton, MD 21114.

Looking for a Katama

We are looking for a Katama shallow draft fiberglass sloop built in the early '70's by Talman Yacht Company of Brooksville, ME. The boat measures 27'11" LOA (including bowsprit), 21'2" LWL, draft w/keel centerboard is 2'9"/5'3" and displacement is 6,000lbs. It has an 8' self bailing cockpit and diesel inboard power.

Amelia & Bertil Whyman, 2916 Whitehaven Rd., Tyaskin, MD 21865, (410) 873-9702.

Your Boats

Sea Pearl Even Better

As soon as I get my Sea Pearl, which has been converted to a trimaran, into the water locally I will send you a photo of it under sail. Improvements were made in the amas and it's even a better cruiser than it was.

Richard Sheperd, Cincinnati, OH.

My Used Boat Fleet

My present fleet includes a Sea Pearl 21 (proa version), a 21' trimaran with a plywood main hull and Hobie amas, a 15' Prindle, a Laser, a sailing canoe and a butterfly scow.

Howard Schafer, Stuart, FL.

Blasphemous Addition to Fleet

My fleet did consist of a 16' runabout, a 21' Sea Pearl cat/ketch, and a 18.5' antique St Lawrence River skiff. Perhaps blasphemously, I recently added a 14.5' Sea Doo jet boat. It is great fun. It was bought partly to save on outboard prop repairs. However, on my first trip on the Magothy, it ingested a small board, bent the impeller and chewed up the plastic housing. The Magothy and Chesapeake Bay are full of junk sent down from the floods and heavy snows this winter.

Richard Malone

Your Projects

Eager to Start

I am eager to start building my 10' tri design with a right angle V-bottom. I got to sail Dale Neiman's 3 meter tri, which you published an article about, in Florida this past winter. My 9' tri has been advertised for sale in the June issues.

Ken Currie, Ft. Wayne, IN.

Decided to Go Smaller

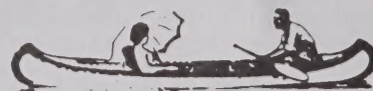
I have a 17' O'Day Daysailer. After a long time thinking about moving up to a bigger sailboat I've decided instead to go smaller. While large craft have their allure, I believe less is more sometimes.

I have it fixed in my head that I want something with pontoons or amas. This is because my girl friend and I are no longer athletic and we're leery of capsizing.

At present I will work with my 17' Grumman canoe. I need to locate a source for plans for amas. I know I'm headed towards kayaks eventually, a trimaran type of sailing rig is what I'd like. For my canoe, to start with, I'd like to have a miniaturized set of Hobie cat hulls.

I want to thank all the readers who responded to my earlier request for plans to convert my canoe for sailing, especially the American Canoe Association which sent plans, newsletters and application forms. The response was much greater than I imagined it would be. This underscores the personal and friendly nature of the readers of this magazine and the small boat community.

Pete McCombs, 47 River St., Sayville, NY 11782.



Largest Selection of Canoes in New England

Nearly 500 on display

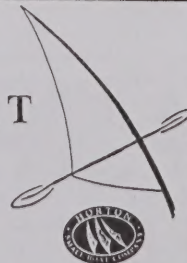
OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S

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

**SOLID
COMFORT
BOATS**

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers' Sampans



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



An important part of using the boats is talking about them first on the beach.

The 1996 Mystic Seaport Small Craft Workshop schedule sheet led off with, "Let's use the boats!" It was followed up with a minimum of organized workshops, all on Saturday afternoon, "all" being three choices, one of which was for the kids. Now beyond its 25th anniversary, the Mystic event is moving more towards a family orientation, and providing something for the kids to enjoy is a good thing.

"Let's use the boats!" That's always been the main thing at this event, after all there is always a wonderful array of traditional small boats on hand, most of which their owners generously allow others to try out. This year, accepting reality, and concerned about the growing complexity of trying to "entertain" the participants too much, organizer Peter Vermyla chose this more laid back approach. Judging from the sustained enthusiasm over the weekend radiated by everyone I spoke

TSCA prez Frank Durham (left) supervising the traditional launching of his Swampscott dory.

Mystic Seaport's Small Craft Workshop "Let's Use the Boats!"

By Bob Hicks

with, this was a good thing too.

My photos tell the story about using the boats, but a few words need to be said about the programs that were offered.

The Childrens' Session was for age 4-9 and these kids assembled model boats under

the supervision of various parents from parts supplied by Bob Watts.

In the Grey Boat Shop, Shipyard Manager Barry Thomas and Chris Rawlings discussed the documentation and replication project for a Seaford Skiff.

In the Clagett Boat Shed, John Blaiklock discussed stitch and glue kayak construction.

All the workshops attracted enough participant interest to make them useful and successful.

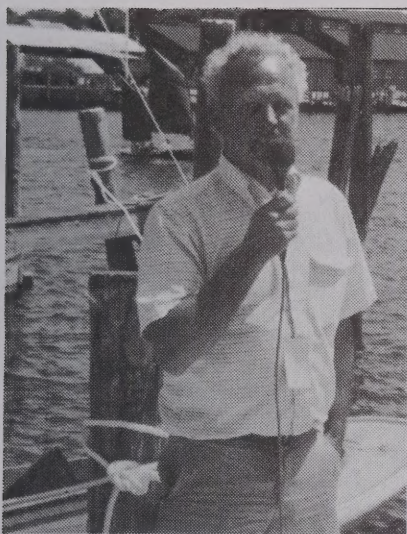
In the evening, many of us gathered in the old meeting house to hear and view slides about a couple of interesting projects. The Rockland Apprenticeship crew, introduced by Lance Lee, told us about their replication of a Gil Smith Great South Bay catboat, with Wade Smith on the documentation and Bob Miller showing slides of the construction. Warren Barker then told us about *Madigan*, his replication of a Herreshoff Alerion.

On to the boats. What an array. Over 225 persons registered, a majority of them bringing along boats. The weather was superb both days, early morning calm succeeded by a brisk sea breeze under sunny skies. With the Seaport backdrop, it was a picture book classic summer scene of small boating under sail, oar and paddle.

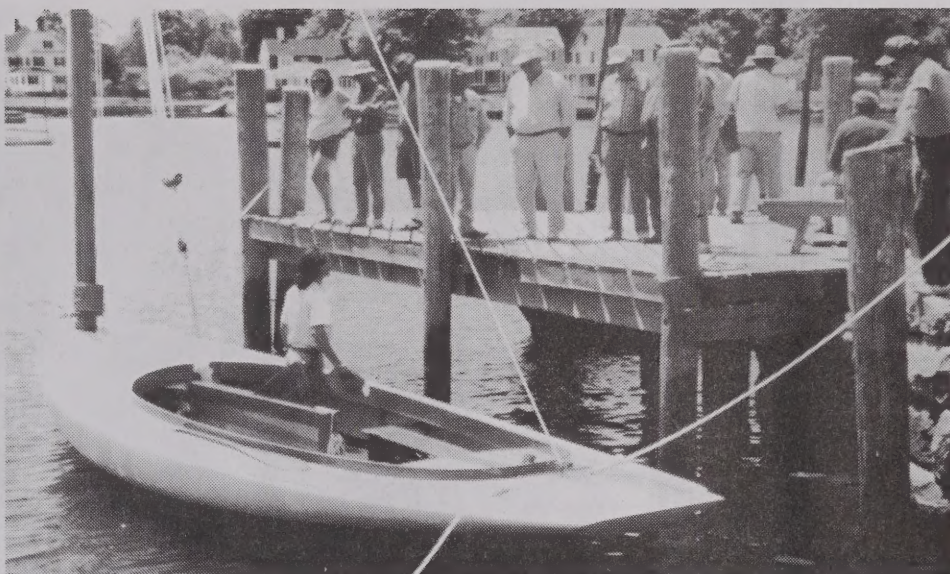
Sunday morning's trip downriver returned again to Mason's Island after a two year hiatus when it had to short circuit to the Mystic Community Center's beach due to some nesting bird activity on Mason's. It was a calm, sunny, cool, ideal early morning outing. The flotilla gathered for breakfast brought downstream in the Seaport's whaleboats, along with participants without boats of their own. The optional continuation around Mason's Island was indulged in by just two of us, Peter Vermyla rowing a Seaport peapod and me in my hi-tech modern 19' Seda Glider sea kayak.

It was good to be back after my own two year hiatus, even after close to 20 years now since I first attended this event, its charms remain appealing. It was good to see and experience all the boats, and even better to meet the enthusiastic owners and lovers of traditional small boats.





Lance Lee was in top form at this dockside presentation of his Rockland Apprenticeshop's Great South Bay catboat replica.



The immaculate Gil Smith Great South Bay catboat replica done by the Rockland Apprenticeshop just made it to Mystic, drew admiring attention at dockside.



Family sailing in a nice little catboat.



Scott LaVertue (right) from Springfield Fan Centerboard discusses his racing sailing canoe, a complete restoration of an original 1923 vintage 16' Mermaid 1630 class canoe he obtained from the late Jules Weibel.

When the sea breeze picked up the sailboats headed out.

A tiny coracle was pretty much on-the-water seating, sculling it around the docks provided its occupant with closeup viewing.





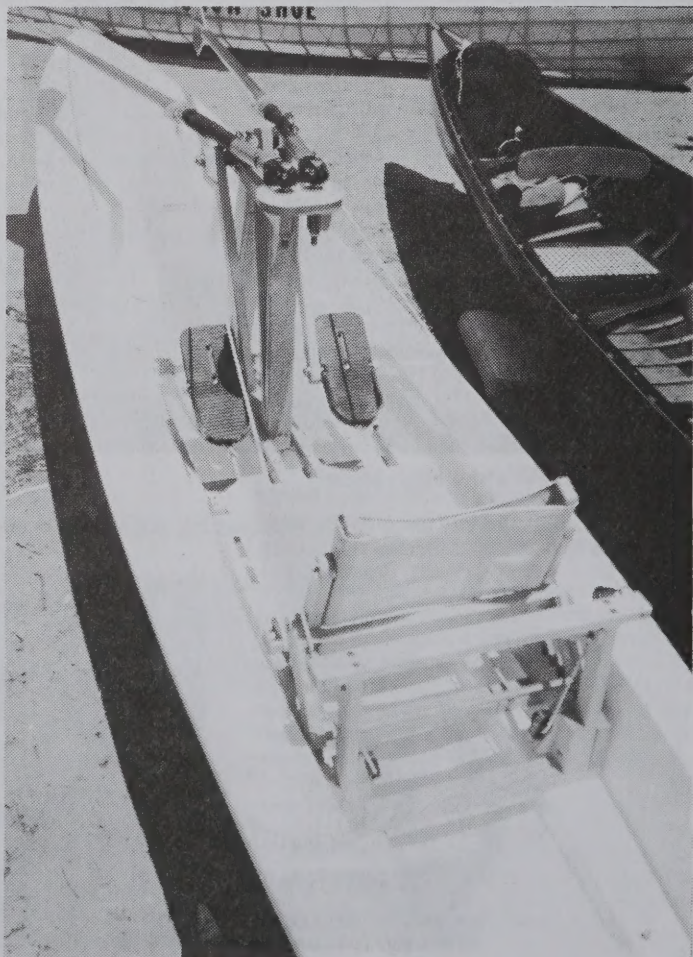
Barry Thomas at ease in the Grey Boatshop talking about the Seaport's Seaford Skiff project.

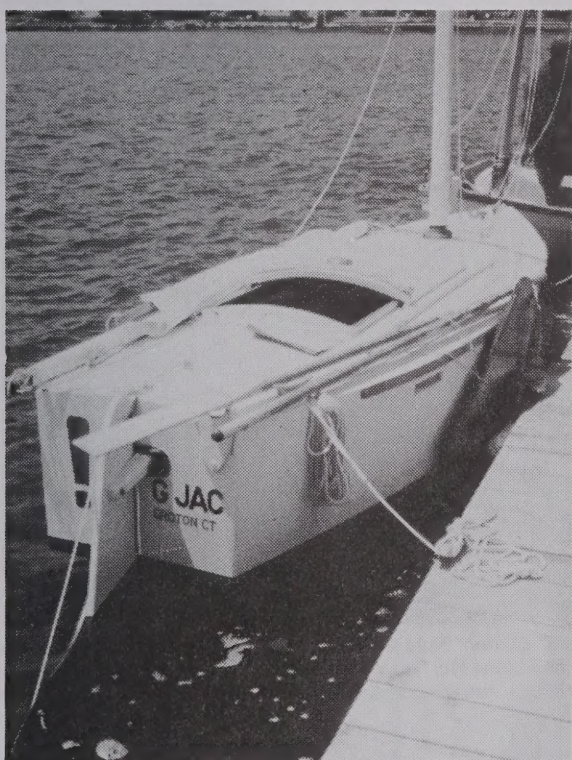
The newest CROPC gig *Freshet* has multiple oarlock positions for accommodating different numbers of crew.



Interested participants gather around John Blaiklock as he begins his discussion of stitch and glue kayak building.

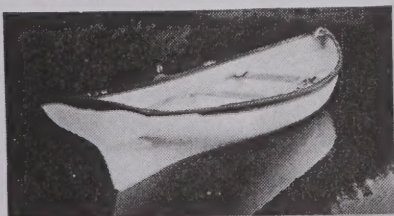
Ron Rantilla had his Front Row forward facing oar system installed in a fast new rowing hull design, the *Endeavor*. Ron said that in his testing it was 5% faster than his usual canoe trial boat.





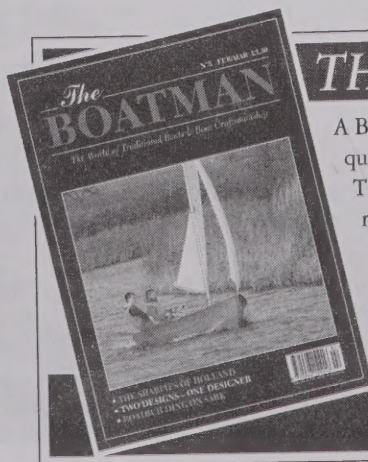
Two of Matt Layden's mini-cruisers came to sail together. Clockwise from top left: Enjoying the sea breeze, Don Musante in #3, the 14' 10" *G Jac* chases Jeff Levy in #1, the 13' 6" *Swamp Thing*. Jeff paddles out of the dock area prior to setting sail. *G Jac* at the dock. Don tries the fit of #1, "even smaller than mine!"

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



BOATWORKS LTD.

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



THE BOATMAN

A British magazine of exceptional
quality about traditional boats.
The accent is on the smaller and
more affordable vessels.

Ten issues per year.
Subscriptions:

1 yr \$58.50, 2 yrs \$112.00.

Sample copy \$6.50 postpaid.

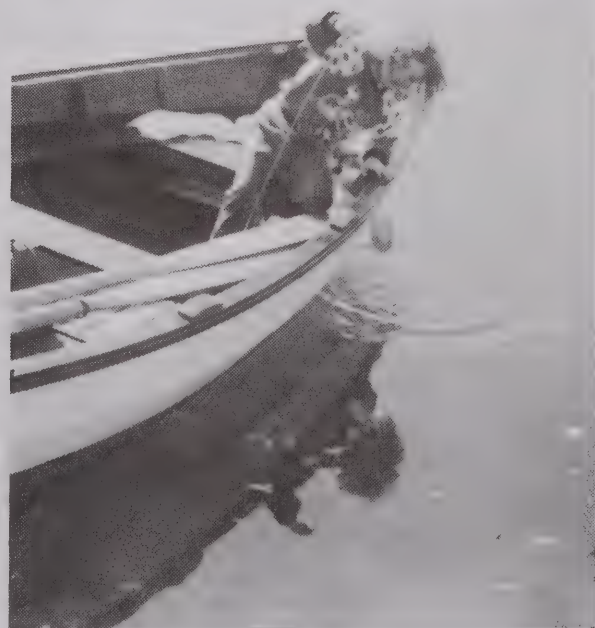
ARROWHEART PUBLICATIONS LTD,
PO Box 496M, Boothbay, ME 04537.
Tel/Fax Toll Free: 1 - 800 - 804 - 7670.



Dan Read arrives with some of his Hot Yot fleet. He's a practitioner of the "less is more" school. Note the fancy deck construction on the boat he is paddling. His little tender is a minimal transportation concept from boat to shore. The hottest Hot Yot was Dan's 2 meter tri, which he took out from time to time as the breeze picked up and charged back and forth off the docks and beach. Amazing how fast so short (just over 6') a boat would go. And turn on a dime.



Down on Mason's Island A portion of the flotilla on the beach. An old Banks dory arrives under modern electric power. Family boating, dad and the kids come ashore in their tiny Wee Lassie type canoe. On a larger scale, a whaleboat disembarks participants without boats of their own who didn't want to miss breakfast. Betsy Woodward displays her ultra light geodesic canoe (her own design) and its ultra light downwind sail. "Oh to be the skipper of my own boat," is perhaps this lad's thought in the bow of the whaleboat, while this young lady conducts some dipping experiments from her family's dory.





Sharon lends a hand while dockmaster watches.

Last winter it was suggested that what this country needs is an indigenous small boat group. Ideally it would be a non-organization with the positive aspects of an organization. Call it THE INTERMOUNTAIN WHAT-EVER SMALL BOAT THING, or something that would produce a nifty acronym. Since it doesn't really exist, we needn't worry overmuch about it. The only standing committee so far is charged with developing a personal watercraft vaporizer.

Anyway, the first unofficial non-meet was May 4 and 5 at Utah Lake State Park, on the shores of the largest freshwater lake in Utah. Not sure what we might need, I settled on a Punkin Eater, A Duckah! and a little canoe. Susan and Jessie, sensing a rare adventure, booked the jump seats in the old Nissan and the four of us rolled into the park about 1800 on Friday. Ten bucks got us camping with the promise of hot showers. We pitched the tents on the sward at the water's edge and rustled up supper. Gene Riggs, keen local small boat sailor and builder, checked by to see if we had made it.

The lake was high and reed fragments on the grass indicated that it had been higher still. Currently the water was right at the top of the wave-cut drop-off so that one could step right out on the grass dry shod with the rudder down. Ain't never had it so good.

We lingered over supper, watching the apenglow creep up the snowy shoulders of Mt. Timpanogos and the other bastions of the Wastch Front. Fifty miles to the west, snowcapped mountains loomed above the brown hills bordering the lake. It wasn't as dramatic as Jackson Hole or B.C., but it was mighty fine.

Shortly after the 2:00 AM latrine check, the truck began to rock and the wind set up a mournful howl through the crack in the window. It was still honking at sunup and guarding the sack another hour failed to produce any improvement. The girls quoted a section of the Campers Contract which mandates breakfast in town under such circumstances.

Intermountain Season Opener

By Jim Thayer

Back at the park, Gene soon showed up with his Lark and a six-hour canoe which had clearly taken a lot more than six hours. Gene abjured that sailing was out of the question for the Lark. By now there was a fellow at the launch ramp with a small cabin keel boat. He turned out to be Tracy Ellington with a 13-foot Guppy. He powered over to the day use slips and proceeded to run up a sliver of mainsail. The boom couldn't have been over

forty inches.

Unfortunately, I had only my non-reefing Dabler racing sail for the Punkin Eater. Nonetheless, Gene and I rigged up and set out to see what we could do. She had a ton of weather helm and didn't make the full-sail tack, but we thrashed around and had a good time although Gene took a little cold spray. Back at the float I took a ride with Tracy and when we got back Jerry Gardner had showed up. Jerry insisted that he wasn't going unless Tracy put up the jib. The jib was duly hoisted and away they went. Gene told me that Jerry had carried his hang glider to the top of Timpanogos and flown down. Evidently he likes some spice in his sport.

To blow away the rest of the morning, Gene and I each rowed the A Duckah! out past the breakwater to ride the swells. Two of Gene's young friends showed up and paddled his canoe up the Provo river.

More family, Chip and Sharon, rolled in and we all got together in the lee of the fish cleaning station, luckily still closed for the season, for a bowl of beans.

After lunch Susan, Jessie and I rowed the A Duckah! up the Provo river, under a spider infested bridge and through a fearsome logjam. We found three nice balls and a large snail, which had tired eyes by the time we got home.

We ate supper all bundled up and were draped in sleeping bags before it got dark. The wind, undiminished, rocked us to sleep.

Sunday dawned clear and warm. I got busy and put together the new lug rig for the A Duckah!, then took a long slow sail around to the lagoon. Gene showed up around noon so we mooched around the lagoon and then headed out into the lake. The fine weather had brought out the thunder boats and swarms of scooters.

We switched boats after getting out past most of the wakes and reached well out into the lake. It was lovely. Ere long I detected the slightest hesitation in the breeze and instantly put the helm up. We were soon headed and

Tracy Ellington and 13-foot Guppy in the lagoon.



then becalmed. The shallow lake had been a muddy brown on Saturday but had now settled to a glacial meltwater blue. It was nap time except that I had a funeral in the Junction on Monday. So we put the Punkin in tow mode and deployed paddles from the big boat. After a good workout, Gene helped load up and we were soon pounding eastward. We camped out of Price, and at the Green River gas stop Susan noticed that the oar bag was dragging behind the trailer. We ran back as far as our time cushion would allow but with negative results.

They were Culler pattern clear sitka. Sigh! I suppose they have gone to join a pair I left on a float in Camden years ago.

Oars aside, it was a fine trip and I think Utah Lake merits a week's cruise.

Next up on the Intermountain calendar is the Lake Pend Oreille Rendezvous, August 24-26. For map and late breaking news, SASE to Bob Simmons, P.O. Box 2010, Sandpoint, ID 83864-0906

See you on the water.



Camping at lake edge.



Surf.

Sunday morning calm and new A Duckah ! rig.



PRECISION

New 15' Ballast Keel
15' C.B.
16-1/2' B.K.
18' - 21' 23'

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



1996 BOAT BUILDING SCHOOL SCHEDULE

RESTORATION

JULY 26TH - 28TH

Mike Mahoney & Bill Smithers, Instructors

Fee \$150.00

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

(see "Refinishing" below)

REFINISHING

AUGUST 24TH & 25TH

Mike Mahoney, Instructor

Fee: \$100.00

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

BUILDING THE RUSHTON 109

SEPTEMBER 21ST - 28TH

Dan Sutherland & Bill Smithers, Instructors

Fee \$375.00

The Rushton 109 is a double ended, lapstrake, pulling boat built by Henry Rushton in the late 1880s. The class will launch the completed boat and have first option to purchase the Rushton 109.

RESTORATION

OCTOBER 11TH - 13TH

Mike Mahoney & Dan Sutherland, Instructors

Fee \$150.00

(see "Restoration" above)

RESTORATION

FEBRUARY 7TH - 9TH, 1997

Bill Smithers & Mike Mahoney, Instructors

Fee \$150.00

(see "Restoration" above)

THE ANTIQUE BOAT MUSEUM

750 Mary Street, Clayton, New York 13624

Tel. (315) 686-4104 Fax (315) 686-2775

In search of a sailboat to borrow, I am in Greenport with the thick air of a muggy afternoon lying heavy over the saltmarsh, waiting for Kiremidjian. My wife, Flo, and I are staying at the family-owned Silver Sands Motel, which lies on thirty-six acres facing little-spoiled Peconic Bay. Workers scurry about in preparation for the upcoming summer season, and ospreys screech from a nearby nesting platform. Redwing blackbirds gurgle.

Dave Kiremidjian, an emeritus professor of comparative literature at Brooklyn College, has offered the loan of a 1950s-era wooden boat. We have come to Greenport, an old seafaring town at the eastern end of Long Island, New York, to meet him and take a look. As evening approaches he appears in his battered Volvo.

Tall and slim with arresting blue eyes and a grey blond ponytail, Kiremidjian bounds towards us with smooth, feline grace. He makes room within the gear-strewn car, and we bundle aboard.

"This is Lee," he says, introducing us to a dark-haired woman who has been sitting quietly in the passenger seat. "She is restoring a little schooner and I'm helping her.

"I used to live up-island," Kiremidjian explains, "around Hempstead Harbor where many wooden boats were built in the old days, and I founded a nonprofit organization called Full Sea, Inc. Its purpose was to educate kids and others about wooden boatbuilding and the region's boating history. We financed the project by obtaining donations of wooden boats, restoring and then selling them. At one time we were doing pretty well—one year we cleared \$80,000. It's dwindled since I've gotten older and moved out here to Cutchogue. But Full Sea still has *Storm*, a magnificent forty-eight-foot Luders sloop that I've been working on for the past four years. And last year Full Sea was given *Piper*, which might be the right boat for you to use this summer."

Dave turns into the Brewer Yacht Yard, where *Piper*, a twenty-five-foot wooden racing and cruising sloop of the Amphibi-con class, built on Mount Desert Island in Maine in 1956, has spent the winter. The yard is still full of land-bound sailboats being made ready for the spring launch. We find *Piper* up on chocks, tucked away in a back corner. She is a peculiar-looking craft. With a high freeboard, an ungainly pop-up cabin roof and an oddly convex turtle-shape known as reverse sheer, *Piper* lacks the classic beauty of a vessel with the trim elegance of a traditional John Alden or Philip Rhodes design. When we peel away her winter coat of sky blue plastic and climb a ladder to get aboard, the need for a fix-up becomes apparent. Paint has worn thin. Mildew abounds. Wires lead nowhere. No sailing hardware, except for two small antique winches with a fine green patina, grace the decks. Dead leaves half-fill the small cockpit, and tendrils of honeysuckle and poison ivy crowd the boat's transom.

Clearly, considerable work will be required to get *Piper* into the water and operable. Cheerfully, though, Kiremidjian announces that from his perspective as a skilled boat restorer the task at hand is no big deal.

"Sally, who used to own *Piper*, did about 90 percent of what is needed," he says. "She lived aboard this boat and worked hard on her before switching to something bigger and donating *Piper* to Full Sea. She redid the keel bolts, took other steps to strengthen the hull

Beyond the Blitz

Fair Tide, Sailing Towards Long Island's Future

Beyond the Blitz
By Roger Stone

Roger Stone's new book, *Fair Tide, Sailing Towards Long Island's Future*, is a study of the impact of development upon the resources and quality of life on Long Island. Roger used an old wooden sloop as a vehicle for his circumnavigational survey of his subject and incorporated into the book's discussion of development issues vignettes from his circumnavigation.

We are pleased to bring you in the next several issues those portions of the book relating to Roger's cruise, concluding with a follow up sequel not included in the book about the fate of his little vessel, *Piper*.

Fair Tide is available in better bookstores (\$22.95 hardcover) or direct from the publisher, Waterline Books, 438 River Bend Rd., Great Falls, VA 22066, (703) 759-0368. The book's discussion of the developmental pressures and their results on Long Island, while not boat related, is a fascinating documentation of the impact of population pressures in our time.

and refinished most of the interior. There are a few major jobs to be done—new floorboards for the main cabin, bomb-bay doors for the outboard engine compartment, hooking up the electrical system, installing the deck hardware. The rest is cosmetic. I'd say the whole job would take two experienced people about three full days."

As we continue our exploration, we find more and more evidence that *Piper* can be made into an appealing little cruising boat. She has full headroom in the main cabin, roomy bunks for four, an operable marine toilet, an icebox, a sink, a two-burner alcohol stove, spaces to store food, clothing and gear. The fifteen-horsepower Johnson outboard has just been refurbished and is in fine condition, says Kiremidjian, and *Piper* comes equipped with an excellent suit of sails. With some sweat equity on my part and help from the yard to do the carpentry and electrical work of which I am not capable, I conclude *Piper* can quickly be transformed into a cruising vessel no less comfortable or serviceable than many I have experienced over close to fifty years of often masochistic cruising adventure.

So, over an indifferent seafood dinner in downtown Greenport, I tell Dave that I will take on the responsibility of making *Piper* operable in return for the free use of her during the summer. I need her to complete a task I have set for myself: a circumnavigation of Long Island. My plan is to sail from Greenport, around Orient Point at the tip of the North Fork, westward down Long Island Sound to

New York City, through Hell Gate and down the East River to New York Harbor, under the Verrazzano Narrows Bridge, then eastward along the shallow bays and barrier islands of the South Shore to Montauk Point and then back into Gardiners and the Peconic Bays to *Piper*'s home port. As the crow flies, some 300 miles of cruising will be required. Dave quizzes me a little on my credentials as a sailor and, once satisfied, agrees to my proposal. *Piper* will be my partner.

Under a broiling mid-June sun, plagued by wasps seeking places to build their nests, I remove underbrush from *Piper*'s cockpit and mildew from her main cabin. With a rotary power sander I attack the boat's bumpy, blue bottom and, amid flying dust, succeed in turning all of me its color. "Look," says a young mother to her child in a stroller, "there's a blue man!" From time to time Kiremidjian appears in coveralls and, donning goggles and mask, gives expert little demonstrations on how to operate his own set of power tools, use paint scrapers and sandpaper, apply masking tape.

Periodically crew members Kyrill Schabert and Charlie Nichols come to help out. They paint *Piper*'s bottom a vivid red. They sand and varnish. Unsure of the owner's intentions, Nichols declines the high-quality brush that Kiremidjian has carefully selected to make the topsides gleam. He does most of the job with a throwaway. We paint the cockpit but walk on it before it fully dries, turning it into a bluish white, abstract painting. Other mistakes are made, and we try the patience of Kiremidjian, a self-proclaimed perfectionist when it comes to working on wooden boats. Nimble from many years as a yoga practitioner, he gracefully folds himself into a working stance to sand or varnish or apply epoxy. And indeed, when he does it, it comes out beautifully.

By early July we sense progress toward the finish line. The painting and varnishing are nearing completion. Matt, the carpenter, is finishing up the new floorboards and the doors for the engine compartment. Ed, the electrician, who along with Matt forms part of Brewer's skilled crew of workers, has begun to hook things up. Kiremidjian shows up occasionally, bearing boxes of hardware, cushions, sails, odds and ends. Failing to secure the loan of a tender, Kyrill and I patch up an old Sea Eagle inflatable that mice have gnawed and rendered barely serviceable. We make repeated visits to local stores for hardware, tools and food.

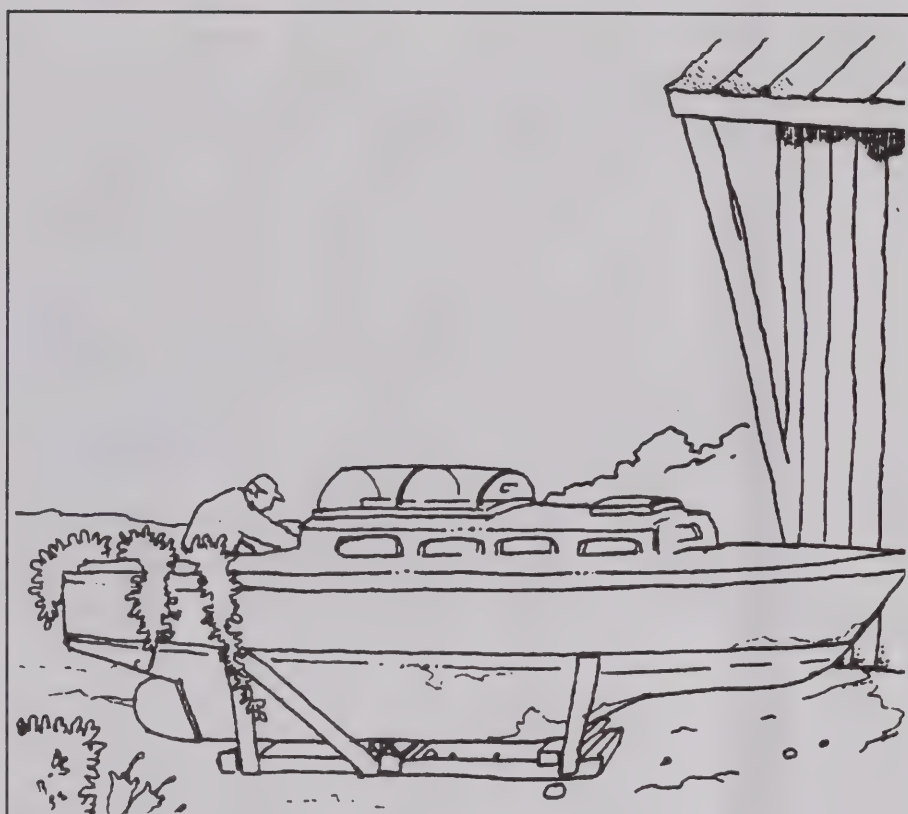
The night of July 10, Kyrill and I dine aboard on fresh weakfish, cooked on *Piper*'s balky alcohol stove, as boat and all hands dangle in a sling over the launch site. Keen with anticipation that we will finally be off, we awake the next morning to a buzz of activity. And, sure enough, by late morning the little boat is in the water. In case of heavy leakage, we keep the straps attached while the wood swells. But little water seeps in. "It looks like you have a floater," says Steve, the yard foreman. That afternoon, though, Ed has "a few more hours" of work to do on the electrical system and despite Kiremidjian's harsh eleventh-hour critique of our workmanship, we are at last ready to take *Piper* on a shakedown sail.

Against a strong southwesterly breeze blowing straight toward us down the aisle between two rows of slips, *Piper* refuses to respond to the tiller. We cannot swing her bow into the wind. Skittering sideways, we come

perilously close to collision with several of the beautiful, burnished yachts parked along the alley. Then, giving up, we ignominiously back the boat out into open water. Soon after this inauspicious debut, though, we are under sail in the narrow channel between Greenport and Shelter Island. The boat sails well, with the responsiveness of a dinghy yet the sturdy feel of a much larger vessel. We test the sails and the roller reefing gear, sail upwind and down, anchor for the night at Dering Harbor on Shelter Island, and return early in the morning to the Brewer yard for one final day of fitting-out.

It is a cliffhanger. Ed, who always faces many demands for his time, shows up on schedule in his red truck and completes his wiring. With assistance from us, Matt finishes screwing down the deck tracks for the jib sheets. Kiremidjian brings battens for the mainsail, winch handles, other odds and ends. But soon before quitting time at the yard, Kyrill notices that there is a sag in the goose-neck (the connection between the boom and the mast). Closer inspection reveals a section of rotten wood (and a large section of fungus) that has come unhitched as a result of our test of the roller reefing system, which winds the mainsail around the boom. We see Steve the foreman, hail him, and explain that we can not bear the thought of another night at the yard.

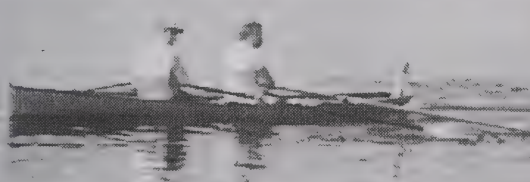
"Quick fix, quick fix," he murmurs. Then he finds Matt, who is working that day only because his wife has been unable to take their planned day off. Together, the two of them find a fine piece of new oak and pare it down enough to make it fit into the connection. Matt remains half an hour overtime to finish the job. Kiremidjian appears, now all smiles, with a camera to record *Piper's* renaissance for Sally,



her former owner. Then, at five o'clock on the evening of July 13, after almost a month of work instead of the six man-days that Kiremidjian forecast, having learned much and suffered a little, we are at last free. Motoring

out of the yard, bow first this time, we head eastward from the Greenport breakwater and down the channel to Gardiners Bay.

To Be Continued...



Adirondack Wherry



ADIRONDACK ROWING
306 Lake George Ave.
Ticonderoga, NY 12883
(518) 585-7870



Solid Spruce - Ash Oars from 5' to 16'
Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"
FREE WATER POWER PRODUCTS BROCHURE
RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
PH: (902) 688-2351

Free Catalog

Books, Art and Accessories
on the Sport of Rowing.



Rower's Bookshelf
P.O. Box 368 Eliot, ME 03903
1-800-626-1535

The Wooden Canoe Heritage Association

The WCHA is dedicated to studying, preserving, building, and using
wooden and birchbark canoes

Members receive *Wooden Canoe*, a bimonthly magazine, and have access to books on canoe building, reprints of important articles, and historic canoe manufacturers' catalogs.

Membership is \$20 a year. For more information please contact:

WCHA Membership Coordinator, P.O. Box 255, Paul Smiths, NY 12970
(518) 327-3259 • (518) 327-3632 Fax • <http://www.wcha.org>

Sailing is a learning experience. I've been sailing for over 25 years and I still keep on learning. Maybe the hard way.

Strange weather here on Saturday. Cloudy, overcast, gray and lots of fog. I have never seen fog like that on the Chesapeake Bay. It looked more like the Bay of Fundy or maybe San Francisco Bay in the early morning. I listened to NOAA Weather Radio as I made my 23-foot Alberg Sea Sprite sloop ready to sail. The weather report called for clearing later in the day and winds were blowing nicely from the southeast at about 15 knots. Based on the anticipation of improving weather, I decided to go out anyway, even though thunderstorms were possible.

I need to traverse a narrow channel, about a 1000 yards long, to get from my marina into deep water. Going out the channel from the marina I couldn't see more than a 100 yards. Nobody was out. I put up the sails and decided to do some tacks south down Herring Bay and see what was what. It was eerie, sailing at hull speed and not being able to see a thing. Nothing. Then, all of a sudden, another boat came out of the fog. We passed and the other boat just as quickly disappeared. I expected to hear "Twilight Zone" music.

When I got to the south end of Herring Bay, the weather cleared a bit and I kept hoping the sun would burn off the fog. I decided to head east out across the bay and practice some dead reckoning runs to some of the navids 5 or 6 nm out there. The further east I went, the more the weather worsened. I did a few nice DR plots and then turned back toward home.

Going west now, I calculated my speed and drift and figured my time to reach Holland Point #1, the southern entrance back into Herring Bay. Sure enough, Holland Pt #1 came up just where it should have. It was good feeling to see that familiar navid in the murky gloom. But it may have given me false confidence for what was to come.

I headed north and back toward the marina, about 3 nm distant. By this time of day, a few other boats had ventured out and it was comforting to see that everyone was being very careful. Continuing north, I sailed up to what I thought was about 1 nm from the head of the channel leading back in through the breakwater and into the marina. I know the water all around there pretty well. Taking a sight on the compass, I turned into the wind and dropped my sails. When I was done folding the sails, I noted the boat had turned and drifted a bit and that visibility had now fallen to absolute zero.

A Watery Wake-Up Call

By Warren Milberg

It was very disorienting. I was no more than a mile from shore, near very shallow water, very near my marina, but I could barely see the end of the bow pulpit.

The engine started easily and I turned the boat back toward where I thought the channel would be and headed slowly forward. I also turned on the depth sounder and noted, as I expected, that I was in about 10 feet of water. A few minutes later a 45-foot sailboat hove into view very close on my port side. The sound of his diesel engine had reached my ears before I actually saw him. We waved to one another and he passed in front of me. Being the wizard that I am, I decided to follow him thinking he must know where he is going as he surely had better electronics on board than I did.

I fell in behind him, just barely keeping his stern in sight. A few minutes later, I saw him hobby horse up and down and realized he was aground. My depth sounder was showing five feet. Yikes. Where the hell was I?

My mind was racing as I proceeded ahead. I thought I knew exactly where I was when I dropped the sails. I should have been in 10-12 feet of water no more than a quarter mile from the first navid marking the head of the channel into the marina. My mind was picturing the chart for this area, as I could draw the one-fathom line almost from memory. I kept thinking about where the water is five feet and below and thinking that I could not be anywhere close to those areas. Yet I obviously was. I put the motor in neutral, climbed into the cabin and grabbed the hand-held GPS unit.

I had bought the GPS last season when the prices for them began to drop, thinking it would be a fun, but not necessary, instrument to have. Sailing on the Chesapeake is mostly an eyeball affair with most navids pretty visible. I quickly taught myself how to use the GPS and plugged in 30-or-so waypoints in the general areas of the Chesapeake Bay in which I sail.

It took an agonizingly long time for the GPS to acquire the minimum satellites to begin the needed plots. All the while the depth sounder alarm was beeping its little heart out. My heart was beeping, too.

Finally, the GPS came on station and I pulled up the waypoint for the first navid into the channel. Yikes again!! I couldn't believe my eyes or the GPS. It was telling me to make a 180 degree turn. My mind is telling me I can't be where the GPS is telling me I am. How could I possibly have gotten this far north of the channel? My heart is pounding now. Everything 200 yards north of the channel is two feet of water, or less. Beep, beep, beep. Wake up call.

My first reaction was to think that the GPS unit was failing due to low battery power. I quickly punched in the screen which, among other things, tells you the condition of the batteries. Three-fourths full. What can be wrong with this thing? Had I programmed in the wrong lat/long coordinates for the waypoint? As a check, I then pulled up a second waypoint on the GPS, which I know is another 2 nm south of the first one. The unit shows the exact same direction, but 2 nm further. How could this be? Beep, beep, beep goes the depth sounder.

I now realize I am making the classical navigational mistake, using intuition to override my instruments.

I slowly turned the boat and went forward at dead slow in the direction the GPS was guiding me. I kept expecting to feel the sickening feeling when your keel buries itself in the mud. Fortunately the bottom is soft, except on Bong Bar, which is made up of hard sand and oyster shells. Was that where I was? A little sweat is on my brow now.

After going about 15 minutes, I saw a vague shape off the starboard beam. I grabbed the binoculars. It was a duckblind which sits about halfway down the rocky breakwater guarding the right side of the channel. The duckblind stands on poles in about two feet of water. The Sea Sprite draws three feet. I now know exactly where I am and can't believe I'm still afloat. I'm in no-man's land, or water. But the tide was rising. As I went forward, I picked out the first navid to the channel. It was exactly where the GPS was pointing. I had never seen it from that angle.

The GPS earned its keep on Saturday, and I learned a lot too.

About the Author

Warren Milberg has been sailing and racing small boats on the Chesapeake Bay for over 25 years. He currently owns and cruises an Alberg-designed Sea Sprite out of Deale, Maryland.



Visit The



Back Yard Yacht Club

Snug harbor for all
homebuilt boat skippers

http://www.stevproj.com

Home of the Weekender and other
fine Stevenson Projects boats.

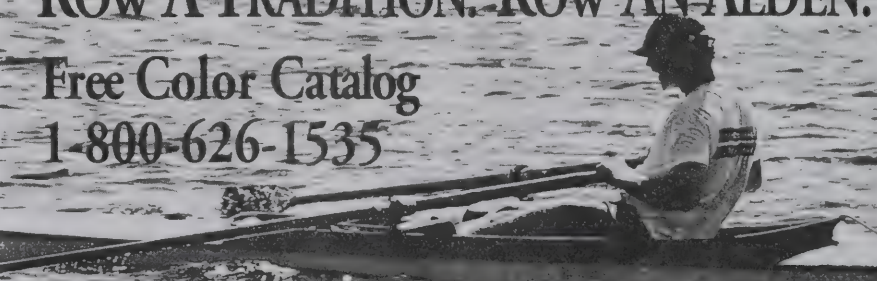
Be sure to check out ProjectCam!

619-481-3111

ROW A TRADITION. ROW AN ALDEN.

Free Color Catalog

1-800-626-1535



Alden Ocean Shells

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

To Chain Saw or Not to Chain Saw

By H.A. Burnham

When I first bought *Chrissy* and got her safely back home from Maine, I was faced with a serious dilemma. I have always felt there was something special about old boats, but as a professional boat builder I figured I should know better than to rebuild one. It is almost always easier, faster and the final product is generally more whole if one just starts from scratch.

Brad Story was completely justified in saying *Chrissy* was simply all used up. When looking at her from a purely objective point of view, there was almost nothing original left on her. Some of her planking, her stem head and her trailboards were all that remained that Charles Morse built. The rest was just patches which, by the way, weren't all connected that well. What made matters worse was that the few original pieces, excepting her trailboards, needed replacing. Even *Chrissy's* shape wasn't the same as it once was. In her more than eighty years she had bent, broken and hogged something awful. Still, much to the chagrin of Brad, who offered his chain saw, and my brother, who offered to cut *Chrissy* up, I decided to put her right.

Although the thought of building a new boat was tempting, and despite the fact that I have spent my life trying not to get emotional 'about boats, I could never cut *Chrissy* up.



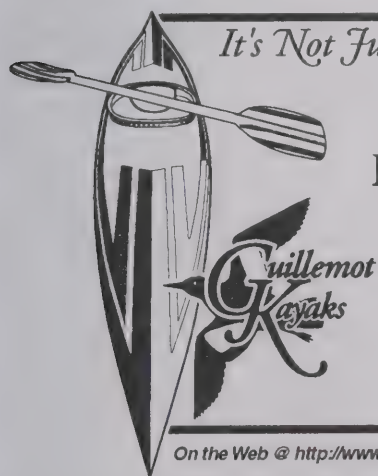
Chrissy safe in Essex.

Chrissy is special not only because she has survived the trials of time but because of what she means to so many people.

To the many members of the Friendship Sloop Society and all those who knew *Chrissy's* former owner, Ernie Wiegleb, *Chrissy* will always be Ernie's boat. *Chrissy's* fine rigging, beautiful handmade blocks and

even her very existence stand as a testament to Ernie's half century of ownership.

To others, *Chrissy* is one of the few surviving original friendship sloops and represents one of the most advanced types of working boats ever driven by sail. As for myself, as much as I hate to admit it, I love that old boat.



It's Not Just Art, It's a Craft!

Unique Wood-Strip,
Performance, Sea Kayaks

**Finished Boats,
Kits & Plans**

Send \$2 for a catalog to:
Nick Schade
Guillemot Kayaks
104 So. 2nd Ave
Taftville, Ct 06380
ph: 860-887-5847

On the Web @ <http://www.mindport.net/~schade/Kayak.html>

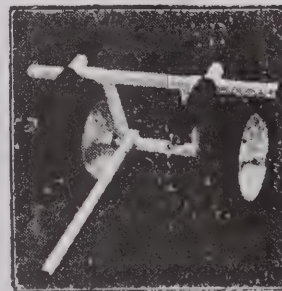
All Terrain Boat Dolly

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

MC/Misa
\$149.95
Plus S&H

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

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



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

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



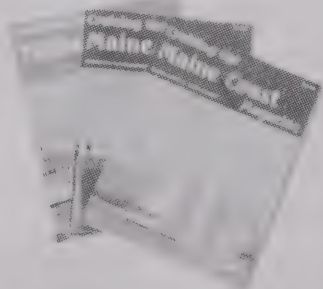
60 knot commuter

New Wave Systems, Inc.

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

Cruise the coast of MAINE...all year long!

Subscribe to a NEW magazine for those who love boating in Maine's spectacular waters. Great gunk-holes, ports-of-call, best cruises, recipes, and lots more!



Cruising the Maine Coast Magazine

RR 1 Box 1769, Troy, ME 04987/ (207) 948-2200

1 year (6 issues)- \$18 ~ Full Satisfaction Guarantee!

The January sun reflects weakly on the ice floes that move along the Piscataqua River. The hillside is still slippery where the sun hasn't found it. I descend carefully and on foot, peering ahead through the woodlot for a sign that will show that I've come to the right place.

At a turn in the lane I see a silhouette of a little bluff-nose cutter wedged between the jaws of an ancient marine railway. A crabbing skiff lies in another cradle just astern, both vessels draped in gray canvas. Across the yard to the north is a long wood frame shop building. A lean-to addition of planks and tar paper runs the length of the building, sagging precipitously on its foundation. Along the near wall is a small mountain of firewood, split and stacked. The rest of the yard is strewn with rough-cut logs and rusted machinery.

The shop is dark and obviously deserted, but directly ahead is the clapboard house, set back from the work yard on a patch of winter-brown grass. A curl of smoke rises from the chimney and I know the old man will be inside.

I pause before knocking. The effects of eight monotonous hours of highway driving, from a riverbank on the Eastern Shore of the Chesapeake Bay to a riverbank in Dover, New Hampshire, have dulled my senses. I want to be alert, for I am a pilgrim today and I've journeyed to meet a man who has become important to me, a man who designed and mostly built a schooner that I've worked on, sailed and lived aboard for the past five years.

I know this schooner now with an intimacy uncommon in these days of production line plastic, from her cast iron keel and white oak framing to her locust trim and two-inch pine decks. I know the integrity and strength of her scantlings and the simplicity of her staysail rig. I know the easy motion that she makes in a seaway and the handiness with which she can be maneuvered in close quarters. I know the smell and touch of pine tar on her rigging and her cabin sole and the odor of linseed oil on decks and bulkheads. She is unpretentious and utterly utilitarian, a rare find in these times of chrome and tacky-tack. I smile inwardly at this thought as I rap my glove against the door.

"Bud McIntosh?"

"Yes, yes. Hello. Come in."

He retreats quickly into the kitchen, stooping slightly, darting shy glances at me as if to indicate that it is too soon to encounter one another eye-to-eye. All at once I realize that I have him at a disadvantage. All he knows of me are a few meager words of correspondence, while I've been living with the product of his handicraft for five years.

My schooner is the second (and last) of his 49-footers, a craft with double house and clipper bows now called *Dawn Treader*, but christened and launched as the first *Appledore* in 1974. She's an honest boat, as the saying goes. Nothing glamorous or even particularly pretty about her, except in the way that an ax handle or an old teapot are pretty. No, she's just a rugged vessel with a job to do. Doubtless she'd inspire confidence in anyone who had worked the sea, fishing the banks or sailing a delivery in an autumn gale. But she'd just as surely fail the glamour test of the mass market.

I feel a vague uncertainty as I close the door and step past a scattering of tools and books in the kitchen. Will the old man measure up to his creation? Will he be the person

Bud McIntosh A Reminiscence

By Myron Arms

I've grown to know in the wood?

He mutters something about the cold as he leads me down a set of steps into his study. He picks up a log-iron and rearranges the coals in the fireplace grate, then sets another log on the fire.

"I have the extra rigging terminals you asked me to make up for your schooner," he says, picking up a box of cast bronze fittings from the large writing table in the center of the room. "I didn't drill them, I hope you don't mind. This way you can use whatever wire you might have on hand and make them up to size as you need them."

I thank him and take the box. I comment on the sensibleness of his decision to leave the fittings undrilled, and I think to myself, yes, this is the person I expected.

He asks me to sit, and I take a moment to glance around the study. Books are everywhere and paper clutter, the sort that betrays the room's main purpose as a working space. There are drafting tools at one end of the table, a roll of drawing paper, a typescript smudged with penciled editing. He points to another manuscript recently finished and lying on top of a brown mailer, and he explains that this is an article on "Building the House," ready to be sent off to his editor at *Woodenboat*. This subject is in the front of his mind.

"Most people think that lofting and planking up the hull is the toughest part of a boatbuilder's job," he says with a curious note of amusement in his voice. "But they've not even *imagined* their problems until they get to the house."

"No doubt you've built a few of those in your time," I say.

"More than eighty large boats. Too many small ones to count. 'Course not all of them with the sort of raised 'trunk' cabins your schooner has." He pauses, and I sense his amusement again, this time obviously with himself.

"Enough, though, for me to work through all the usual mistakes once or twice."

I venture a remark about a problem on my schooner that I've come to ask about, hoping it will not insult.

"One corner of *Dawn Treader's* after house leaks after a long heavy rain," I say. "I've tried to find the source, but at least so far I've not been able to track it down."

Even before I finish speaking he is poised with pencil and paper at hand. The pencil flashes in several quick strokes, in the manner of an artist's preliminary sketch, and I watch the familiar construction of the interior of my schooner's cabin taking form on the page.

"Here is the corner post," he says. "Beveled so. The coaming set in here, and here the fastenings and the covering board. Drill with a 3/8" bit just here at the base." He points to a spot several inches from the bottom of the corner post.

"There is a void sometimes just behind the frame. Force a soft filler into the hole with as much pressure as you can. Plug the drill hole with a wood bung and she won't leak another drop."

I smile.

"You've seen the problem before."

"Herbie found the same leak on the new *Appledore*," he says. As he talks he unrolls a set of drawings for the 65-foot schooner (his most recent) that has just completed a circumnavigation. Her design and construction were commissioned by Herb Smith, the same man who originally commissioned and later sold me *Dawn Treader*.

The lines of the larger vessel are strikingly similar to those of my own.

"She's beautiful," I say without thinking.

"Not beautiful," says the old man. "Sea kindly, you might say. Strong. But never beautiful. Mine all tend to be short astern and full at the chines. Maybe that's why they move well downwind and don't bury the bows."

I ask how long he's been building and how he began.

"Ever since I was a small boy, as long ago as I can remember, I always wanted to put things into this river and see how they would float. When I was eleven my father bought an island down in Great Bay for duck hunting. Then we had to build boats. I built little boats for years. Made a fishing dory before I went off to college. Cruised it down to Maine one summer."

A log shifts lower in the fireplace and the shadows in the room grow deeper.

"Boat building has always been a substitute thing with me, every boat, every year, it's always been pretty much just hanging on by my fingernails. I'd finish a boat, sell it somehow. Never for much, just as long as I could get enough money together to buy a little more lumber and start another boat, then I'd be happy. You wouldn't believe what I've turned out of here for \$3000, would probably sell for \$40,000 or \$50,000 today. If only I were 40 years younger right now. Maybe then I could have made some money out of this boat building thing."

I ask who his teachers have been.

"You mean the designers I stole my ideas from?" He nearly grins. "All the good ones, I suppose. Crocker was one of the most important for me, I built several of his designs and others similar. The little cutter on the railway outside has a bit of Crocker in her. Oh yes, and I've built some fancy boats, too. The Concordia 31, built three of those. One for the Forbes family of Naushon, down on Buzzards Bay."

He picks up a photograph and hands it to me, then an old set of working drawings, then another photograph, creased and worn. Obviously, the fancy boats have always been in the minority. The boats with the unmistakable McIntosh signature are traditional in rig, heavily built, moderately full in the forefoot, long and deep of keel, framed up in oak, with good hard pine planking.

"White cedar decks are best," he says. "They don't shrink and swell as much as pine. Your schooner's decks are local white pine. Harder than cedar."

As he talks, the paper and pencil are always at hand. An idea flashes to mind and the pencil moves across the page to illustrate the point.

"The decking must be beveled so for caulking. Fasteners at the butt-ends must be staggered so as not to split the grain. A leak between keel and garboard can be pulled together with interior bolts here and here."

The afternoon light grows pale gold in the windows of the room. I ask him if he will show me his workshop before it gets too dark.

He stands up and looks almost apologetic as he admits that there is no boat out there this winter.

"I've slowed down some. There was a time I always had something building in the shed. This winter I decided to stay warm for once, indoors, reading, writing."

He finds his jacket and cap and we walk the two dozen steps between house and shop. The main doors of the shed are ajar, the railway empty. The lean-to structure alongside the main building contains a long workbench littered with tools and boxes of parts. The lean-to is collapsing, temporarily stayed up with oak 4x4's.

He lights a cigarette, and I realize with a certain curiosity that he hasn't smoked until now, as if to signal a sort of ritual division between study and shop.

"One of these days I must tear off this old end and build a new one," he says.

I ask if he's ever trained an apprentice.

"Now and again a young fellow comes around asking to work for nothing, to learn the craft, you know. 'Course I can't afford that kind of time, and I tell them so. I tell them if they want to build boats, the best thing is to go find a set of simple plans and a shed and just begin. Build a little skiff, make all the mistakes. Then when it's done, chop it up for stove wood and begin another one. By the third one they'll have learned how to avoid most of the ordinary mistakes. That's how I learned."

I'm about to argue, to protest that the

skills he knows are headed for extinction unless he and others like him will help train the young. Perhaps he senses my consternation.

"Some of those boys have listened and tried what I said. A couple of them have become pretty fair boat builders. Paul Rollins down in York, Maine, for example. I s'pose you might call him my protégé, if anybody is. He's redoing an old centerboarder down there right now, a good, careful job. And Herb Smith. Herbie learned a lot about putting a boat together working on that schooner of yours, and later on the big *Appledore* down at the Harvey Gamage yard. I know the younger ones must carry on. Maybe that's the reason my desk is full of boat building articles this winter instead of new designs."

The shop has grown dark. We begin to move back toward the house, and we stop at the front doorstep. The long, thin clouds overhead are tinted pink in the last light of sunset. We stand and talk a few minutes more. I ask about the little cutter in the cradle just in front of us.

"My wife and I sail her east for six or eight weeks every summer now," he says. "The club jib is handy for that sort of cruising, not so good for sailing offshore."

"It's nice you've kept one of your own," I say. "It must make you feel sad to have said good-bye to so many others you've built."

"I never made the others for myself. No, building boats is like raising children. We do what we can. Then we send them out into the

world hoping they'll behave themselves and make good friends. There's always another boat to build, in any case. I've promised a couple of skiffs this winter. I'll need to be starting on them soon."

I pick up the box of bronze fittings that I've left near the door and start to say good-bye. I want to say, "Thank you for my schooner. Thank you for making her as strong and unpretentious as you are." But there is something utterly unsentimental about Bud McIntosh that won't allow me to form the words.

"Thank you," I say simply.

"I hope we meet again some day," he says.

We shake hands. I wonder if he understands that we will meet again hundreds of times, that we will meet again each time I step aboard my strong little schooner. I wonder if he understands how many countless times and places he meets each of us who have owned and sailed his boats.

Eighty boats and more. They've behaved themselves and made good friends, those many children of his. And they've done him proud. For in their simplicity and their uncompromising honesty they communicate the essence of the man.

ON DISPLAY
LOTS OF
OWNED

INDOORS
PRE-
SAILBOATS

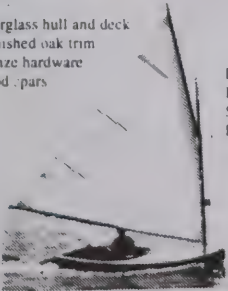


COMPAC 16'-19'-23'
PRECISION 15'-16.5'-18'-21'-23'
SUNFISH - ZUMA - POINT JUDE
FERNALD'S MARINE
ON THE RIVER PARKER
RT. 1A NEWBURY, MA 01951
TEL. 508-465-0312



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

Fiberglass hull and deck
Varnished oak trim
Bronze hardware
Wood parts



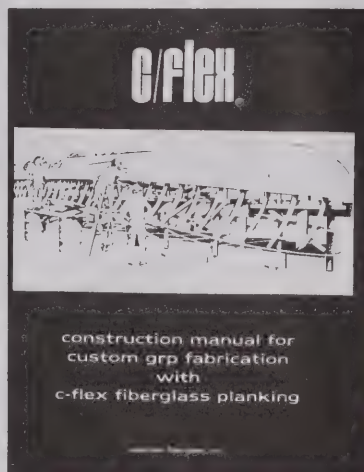
LOA	12' 4"
Beam	6' 2"
S.A.	100 sq ft
Displ.	440 lbs

Classic
Cape Cod
Catboat

RAINBOW
Now in fiberglass

Ready to sail or complete it yourself component kits

This is the book that started it all.



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

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

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

1-800-358-1666

Fax: 504-738-6014

Corporate office: Harahan, LA 70123



The Catspaw dinghy is one of the sweetest little sailboats you can imagine. I have sold our cruising boat and delight in the minor maintenance of this little craft. I suppose the fact that I built her has a good deal to do with the satisfaction. Her best point as a sailboat is that she seems to be docile and lacks vices. Being light, she responds quickly to puffs, but you soon see that normal use of the tiller and perhaps the sheet take care of the situation.

You have the feeling that she is flying. Perhaps being so close to the water causes this. She does move well, 1.35 times the square root of the waterline length gives you about 4-1/2 knots, and that is all right for a boat about 11-1/2 feet on the water. I find I can't quite hold a Sunfish as they are a bit longer, have a few feet more sail and are lighter. However, they make a darn poor yacht tender for all their powerful shape and relative ease of planing.

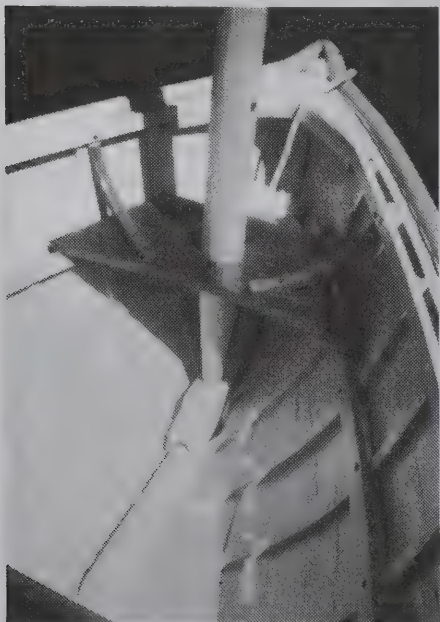
A good boat, but I have trouble keeping her mast standing. Three times in about a year the mast has almost been over the side. It is amazing that, and perhaps I should credit the boat with this, each time *Gem* has sailed back to her pier.

The first time the forward part of the partners split off, the two after fastenings let go and the mast was able to fall aft until the partner knees stopped the movement and, acting gingerly, we eased home. I beefed up the partners by gluing the forward part back onto the rest of it, putting two long 5/16" carriage bolts fore and aft through the cedar, one on each side of the hole for the mast, and finally through-bolting it down to the seat riser it rests on. The design called for one screw fastening in each corner. I doubled that with slender bolts.

I had barely gotten underway for the first time this past spring when, with no wind, a strong current carried me under the overhanging bow of a large power boat. Snap, crackle, pop went the lowest part of the mast and I struggled back to where we started.

Repair this time consisted of gluing a new lower part onto the mast with a 12-1 scarf. I had made the mast out of white spruce; a friend

Catspaw's partners are too close to the mast step.



Mast Troubles

By Irving C. Sheldon



The Catspaw dinghy is a sweet little sailboat.

helping me talked me into replacing the lower part with Douglas fir since he had a nice old piece of it handy. All through this season the spar has handled whatever came its way until at the end of September when a jibe in a fresh puff caused the lowest part to split off (not in the glue line).

I suppose I should be happy that my handiwork with the partners had caused them to stand up so well but, the fact is, I'm not.

The fly in the ointment is too big.

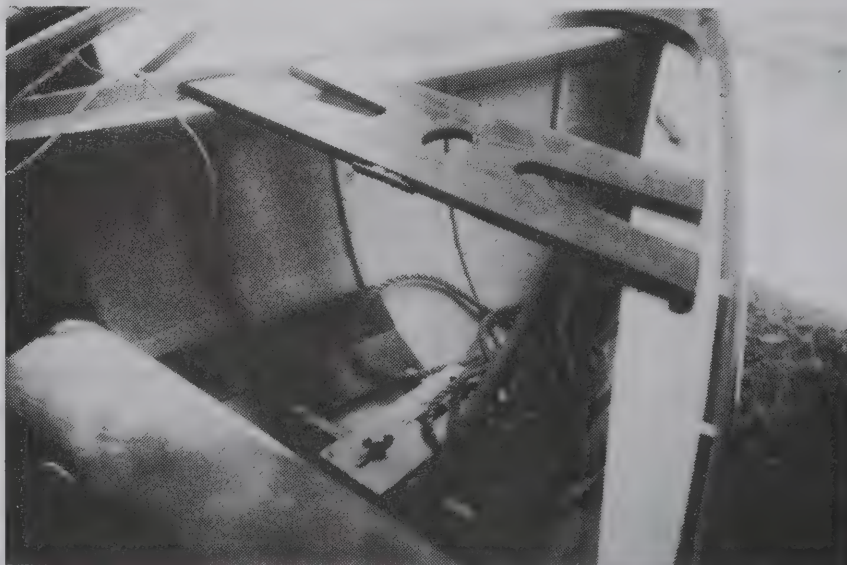
To me the answer is simple: the span between the step and the partners is too short. The forces generated in one-tenth of the length by the power exerted on the other nine-tenths is simply too much for an unsupported spar. I feel rather brash in saying this; for fifty years I have admired the genius of N.G. Herreshoff, the Wizard of Bristol. Who am I to be gain-saying him?

Well, I don't think I'm the only one. Nicholas S. Potter designed a lovely dinghy at the Herreshoff Manufacturing Company about 30 years after Captain Nat designed Catspaw's progenitor, the Columbia lifeboat model. Now we must understand that the two creators had different aims in mind. N.G.H. was designing a lifeboat first and it had to tow well in addition to being a fine yacht tender with good sailing ability. How well she towed is related in Francis Herreshoff's lovely tale of 1920, "A Sail in Alerion."

Nick Potter had an order when the "frostbite" craze took hold. Somebody wanted to win in the "E" class at that time, around the mid-thirties. His product might never be towed. She was probably going to have a couple of powerful men able to set her up and drive her in competition. Thus the boats are considerably different. *Gem* is more than a foot longer, but the "B" is the larger boat by about 11%.

Pictures show the "S" with a much sharper entrance, about 13 degrees sharper, combined with a far more burdensome after end and a maximum beam well aft of the middle. *Gem* is balanced longitudinally with her greatest beam near amidships and ends somewhat like each other. I believe this accounts for her easy handling. Other differences lie in the greater depth and freeboard of Mr Potter's dinghy as well as the tall narrow rig and a centerboard relatively deep and narrow. The mast is a work of art; it is about 18 feet long, pear-shaped and jointed near the middle with brass sheet metal work which would cost a fortune in today's world. It is supported by shrouds and a forestay.

Nick Potter's Frostbite dinghy partners are higher over the step for greater leverage.



Mr Herreshoff's design, and I am sure the idea that she would compete never entered his mind, shows a relatively low, broad rig and small, shallow centerboard. The unsupported mast of the original design was about 14 feet long.

When Nicholas Potter was working at Herreshoff's, N.G. was an octogenarian living most of the year in Bristol. It seems entirely possible that Potter visited the old gentleman. Captain Nat was a man of few words, but he might have loosened up a bit with a person of similar interests. His son, Francis, tells of a visit in New Harbor, Block Island, in 1904 aboard the *Minerva* with her owner, Captain Arthur H. Clark, an old friend. Captain Clark had grown up at sea and commanded large sailing ships and steamers all over the world. He had become an author, *The Clipper Ship Era* and *The History of Yachting* are fine works. Francis Herreshoff notes that between men of such interests a few words can speak volumes. Perhaps it was so with the younger N.S. Potter.

The fact that the designers had different intents and thus turned out boats considerably

different from each other does not mean, though, that the student cannot use ideas from one for the other.

What interested me at this particular time was that Nick Potter worked out an arrangement for the mast partners which increased the distance between them and the step by about 50%, thus tremendously reducing the strain on the lower part of the mast. It seems reasonable that if I followed this lead the present mast troubles would disappear.

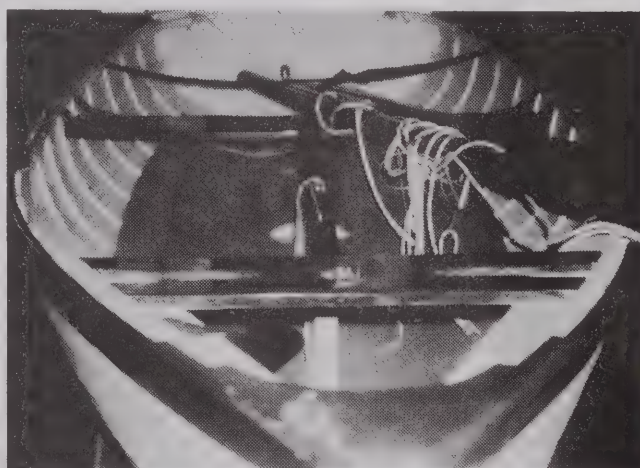
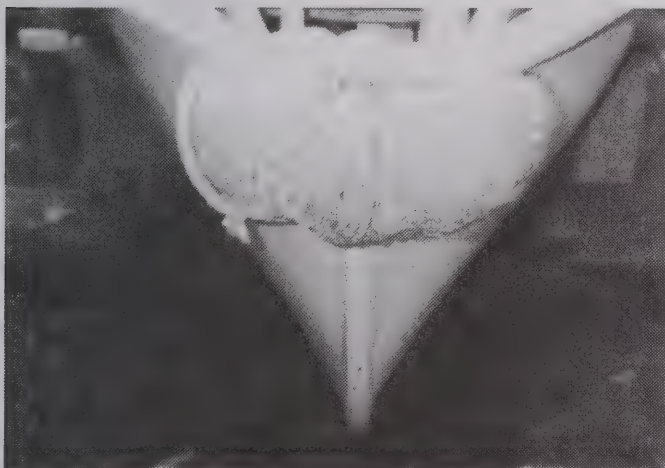
The way Captain Nat designed the partners is very neat though, as noted, the distance between step and partners is rather short. The riser for the thwarts and stern sheets also supports the partners. I think, though, that Mr Potter's solution is probably better for me. The pictures show his well thought out plan: a small shelf under the inwale on each side can be strongly fastened to them and then the partners, supported by the shelves, can be fastened well to them. Thus the stress can be transmitted to the inwale and then on to the basic structure of the vessel.

For now, I am gluing the broken piece back onto the mast and intend to purchase a

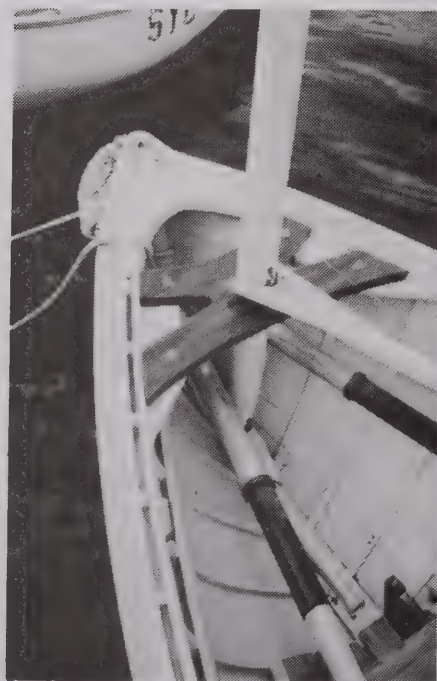
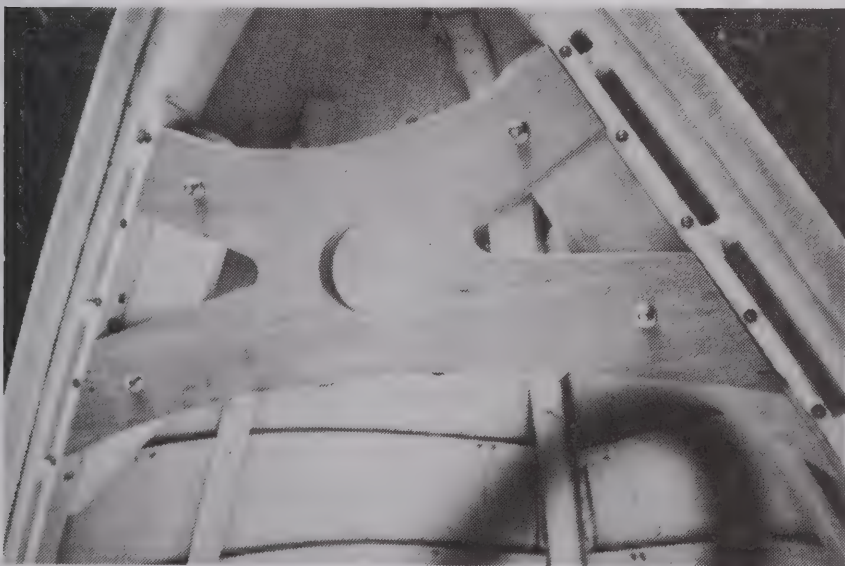
good stick of Sitka spruce which has somewhat higher physicals than white spruce. A pleasant project during the coming winter will be the shaping of a new spar. In the long run, however, I suspect I should take a tip from Old Nick.



Nick Potter's Frostbite dinghy.



The new partners for the Catspaw fitted to their shelves, and the final installation.



I like my Alden because it is a well designed, versatile hull with plenty of lift in the bow if I time my stroke and control my direction in short, steep 2-3 foot chop. For me, rowing and paddling on the open water is intellectually and aesthetically pleasing. However, I have abandoned using the OarMaster and Douglas FeathOars because rowing backward is not for me.

When rowing facing backward I can't see the waves coming at me. This makes me feel relegated to being a victim and that my response to a wave is mostly just a secondary correction. A major advantage to paddling a kayak is my ability to see what is coming up in front of my bow so I can evaluate and interact correctly with the oncoming waves. Now I can do this rowing facing forward with the Contender.

I prefer to avoid the harshness of bright sunlight and especially enjoy the privacy and solitude of being on the water at night. At night, seeing where you are going and what you are lined up to crash into is much more challenging than in daylight conditions. Perspective disappears as the sun drops below the horizon and rowing facing backward full tilt is no longer just challenging, it's a harrowing, neck wrenching, unpleasant drudgery.

Even in the daytime rowing through the boat stakes is very challenging, but at night I find getting back through them really harrowing. I am forced to be some sort of contortionist, while I am taking strokes with my body facing backward, my body balance is negatively affected because my neck is twisted back around to see over my shoulder. My sight capability is so severely compromised in this position that rowing becomes no fun at all. Kayaking at night, although it is somewhat visually challenging, is not nearly as difficult as traditional rowing.

When I row facing forward I can watch the approaching waves closely and I like being able to fine tune my stroke to coincide with

The Contender Forward Facing Rowing System Taking Advantage of the Alden Ocean Shell in a Short Chop

By Gail Ferris

the wave faces. I am able to enjoy experimenting with more complex waves structures. I feel less threatened and can enjoy my Alden in more challenging water. The pleasure of boating for me is in studying and interacting with the endless assortment of wave structures.

A single Alden Ocean Shell is a daringly low profile hull with a high volume bow. The ends are closed and filled with flotation and a coaming to sheer off the waves that climb over the bow deck. An appealing difference between paddling the kayak and rowing the Alden is that rowing offers symmetrical, more efficient, propulsion applied on both sides at the same time, but may also be done on alternate sides.

So now I'm rowing with a forward facing unit called "The Contender," designed and manufactured by Ron Rantilla of Aquamotion Engineering (formerly FrontRow Systems) in Norwood, Massachusetts. Coming down the wave sets, I find that I can make the Alden hull surf if I extend my stroke and increase my thrust as much as possible by setting the seat back aft several inches and executing a stroke similar to a horizontal squat thrust.

The length and force behind the stroke in relation to the position the bow has relative to the peak of the wave is critical to getting the hull to surf. The bow has to have a foot of air beneath it to get up and surf, so timing is very important as well. I generally surf straight

down to no more than 45° on a wave because the Alden tends to want to get off on a severe broach if she falls off any farther.

Now that I have found the stroke to do it, I find that there is nothing more delightful than surfing into town. With a more optimal hull I could probably really get up and surf into town. The only thing I would hate to accidentally do is to be going so fast that I couldn't stop myself before I accidentally wound up shooting under the town dock. That would be embarrassing.

I have enjoyed the pleasure of rowing with just my feet past the town dock while eating an apple, enlightening for those people who always go down to the dock every day to see what's going on out on the islands and make sure that all is well with the world of Stony Creek, the little town that time almost forgot.

In quiet waters, to get in close along the rocks, I like to row with my leg on one side and paddle on the inside. I take a short canoe paddle for last minute approaches to beaches and very quiet paddling for viewing wary sea birds. Combining propulsion for slow and delicate maneuvers by using an oar on one side and a canoe paddle on the opposite works well.

For scooping up interesting objects in the water, rowing with my feet is convenient. Although I haven't tried this, yet I imagine that I can probably troll with a fishing rod while rowing with my feet.

The Contender is a remarkably efficient and adaptable forward facing rowing system for those not content with the limitations of rowing facing backward or happy with the inefficiencies and injury related problems that can be involved in sea kayaking. It also enables the disabled to truly enjoy being on the water in a self-sufficient, cartoppable boat.

The Contender can be built to be used in large cockpit folding kayaks such as the Klepper Aerius II, Pouch and Folbot for a most portable and seaworthy combination.

**We Buy & Sell
CANOES**
Wood/Canvas - Birchbark
Any Condition
Howard's Antiques
(508) 768-7282 Days

The logical next step

arm and leg powered front-facing
rowing



Aquamotion Engineering
Bldg. 34, Dept MB
61 Endicott Street
Norwood, MA 02062-3006

Free
brochure

Exercise quality equal to sliding
seat rowing. Regularly beats
sliding seat units in same-hull
competition.

Patented and
patent pending

Thrust

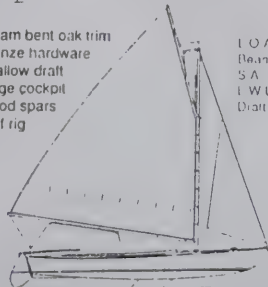
Drop-in units from \$1200.
Demo tape \$15 deposit (refundable).
MasterCard and VISA accepted.
(617) 769-0590



COMPASS CLASSIC YACHTS INC.
Box 143 • South Ocklawita • MA 02622 • (508) 255-5187

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

L O A 18' 0"
Beam 5' 6"
S A 145 lb
I W L 16' 0"
Draft 0' 6"



BAYBIRD

A 1918 Burgess and Chamberlain design
Now in fiberglass



THE ADIRONDACK GUIDE-BOAT

by the

Indian Point Guideboat Company
732 Midland Avenue, Midland, PA 15059
412-643 / 5457 643/6001
Gardner Callanen, boatbuilder

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

THE NINA. THE PINTA. THE SANTA MARIA.

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

(Please donate your boat.)



The Center for
Wooden Boats
(206) 382-BOAT



By-The-Sea

The On-Line Journal For Boats & Boating

Presentations of Builders, Kits/Plans, Schools, Supplies,
Associations & Boating Magazines

Visit Us At <http://www.by-the-sea.com>

HELP THE TRADITION ENDURE



THE DONATION OF YOUR BOAT
WILL ENSURE THE FUTURE

Schooner, Inc.
(203) 865-1737

Boat Design Quarterly



Mike O'Brien's Boat Design Quarterly

Designs for paddle, oar, power, and sail –
including hull lines never before published.

From the boards of Atkin, Benford, Bolger,
Chapelle, Gillmer, Stambaugh, Stephens, and
other leading designers.

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

Interested in traditional small boats?

JOIN TSCA!

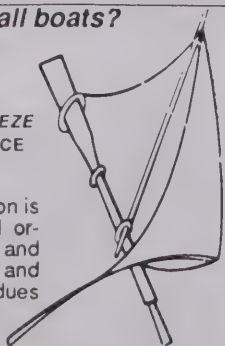
MEMBERSHIP INCLUDES:

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

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

Write to:

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



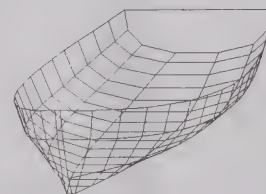
PLYBOATS® 2.01

Software for the design of small boats

NOW WITH METRIC

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

- **Draftsman's spline curves**
- **Sheer, 2 chines and keel**
- **Design up to 100 feet length**
(30.5 meters)
- **Graphic views (10)**
- **Painted views (4)**
- **Bulkhead dimensions at any location**
- **Instant calculations of:**
Displacement
Center of buoyancy
Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area
- **Prints out:**
Table of offsets
All graphics
Plywood layout graphic
Plywood layout offsets
Table of design inputs
- **Printer support:**
Laser or ink jet
Epson or IBM
Proprinter dot matrix
- **Sail rig design:**
Sail graphic
Jib + two masts
20 sail types
Bowsprit



Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

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

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

- **Modeling:**

Scale up or down .01 to 10X

In model scale do:

Table of offsets
All .DXF files
Plywood layout
Bulkheads

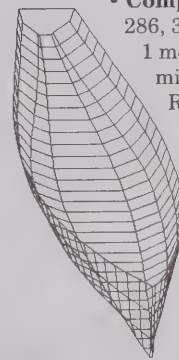
- **Compatibility:**

286, 386, 486, Pentium
1 megabyte RAM
minimum

Runs in DOS

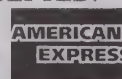
No co-processor
needed

1.44 meg hard
disk space
minimum
VGA monitor
preferred



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

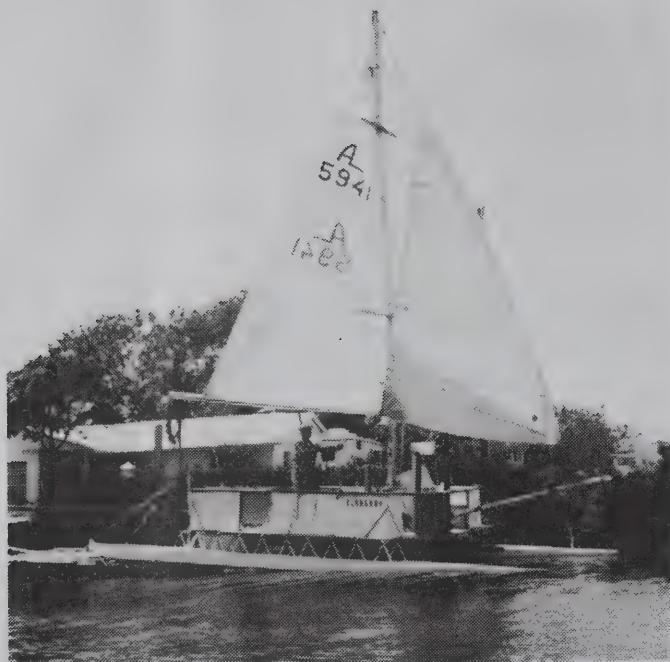
CREDIT CARDS ACCEPTED:



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

RAY CLARK ENTERPRISES

5861 Woodboro Drive
Huntington Beach, CA 92649
VOICE (714) 840-7284
FAX (714) 840-7284



I am waiting to hear from Guy Glinski; I want to know his time around a triangular, 5.25 nautical mile course which serves as the usual course for the sailboat races off Bokeelia, Florida. We are seeking an answer to the following fundamental question: Can his owner-built, seat-of-the-pants-designed catamaran perform as well as my stock, professionally-built monohull which involved the expenditure of thousands, if not hundreds of thousands, of dollars in research and design. I have timed the progress of my aging Catalina 22 around that course three times; twice in races where it has placed in the speediest 25% among 30 entries of all shapes and sizes. In each instance the wind speed has been an optimal 10-15 knots and wind direction has minimized the need to tack. In each instance, I have used the 140 square foot genoa rather than the 97 square foot jib that fills the foretriangle. Mr. Glinski will have difficulty coming anywhere near my times. Peace and justice will prevail.

I had originally wanted to attempt a side-by-side race in the traditional manner, but was unable to persuade Guy as to the urgency of the undertaking nor to hasten his completion of the necessary preparations. I could not disabuse him of the patently bizarre notion that sailing is intended from start to finish as a pleasant enterprise. Certainly the rest of us suffer from no such illusion, we know how serious the matter of sailing is, how important it is to inflict on ourselves the stress of a rigorous schedule of preparation and maintenance, how integral to a true appreciation of the sport is the self-imposed pain. Somehow, Guy could not be convinced.

In any case, because we were unable to schedule a race before my seasonal departure from Bokeelia, it will now be necessary to rely on a second-hand or post hoc interpretation of the data for an answer. It is worth noting that even the results of a single side-by-side race would have required some interpretation. If we were seeking a thorough and categorical answer to our question, it would be necessary to run a series of races under different wind and wave conditions, exchanging skippers and

Wouldn't Boat: An Exercise in Naval Design Anarchy

By Bill Mantis

so forth. If perhaps the ends of science would have been better served, numerous, extensive and artificial means of sustaining our interest in the experiment would have been required.

Aside from the issue of the comparative performance of Mr. Glinski's catamaran is the equally intriguing question of what would prompt anybody to build such an untested, unlikely-looking craft, a vessel that appears to ignore, if not actively defy, every principle of naval architecture ever propounded. Part of the answer lies in the obvious fact that the marketplace offers nothing similar, and part of the answer lies in 83-year-old Guy Glinski's personality.

A carpenter by trade, an inveterate tinkerer by inclination, Glinski built a snowmobile in the 1950's. It was completely enclosed, pushed by an aft propeller, possessing a steering mechanism and runner configuration copied from ice boats. At about age 60 he developed a "curiosity about sailing." The phrase "interest in sailing" is purposely avoided since it implies some previous experience. There was none. He sated this initial curiosity by building a 37' James Wharram designed catamaran ketch. This boat proved to be unsatisfactory, heavy, slow, unresponsive and hard to bring about, a boat, no doubt, better suited to a much older person. When some leaks appeared in the cabins, rather than repair them he removed and sold the masts, cut off the tops of the cabins, installed a living quarters on top of the hulls and converted his ketch to a houseboat.

In 1993, around age 80, Guy started construction on his "performance" craft. Design was largely by intuition, by feel and by evolution, a continuing process. As indicated, there was nothing available in the market that had any appeal. He had no desire to heel over some 45 degrees, get drenched with spray, duck

under a boom, squirm down a hatchway or serve as constantly shifting human ballast. This heretic, this aquatic anarchist, wanted to sail flat, dry, comfortably relaxed and acceptably fast.

The hulls, perhaps purists would insist they be called pontoons, are 16" x 16" x 25'8". They taper upwards to zero at either end. The taper starts approximately 6.5' from each tip. The length along the waterline is 21'4". A piece of 1/4" plywood runs vertically the length of the pontoon to serve as a stiffener. Styrofoam was glued to either side of the stiffener and the tapers were cut in with a hand saw. One-by-fours, running lengthwise, were mortised into each corner. An envelope of 1/4" plywood was formed and glued into place. Corners were rounded. The entire pontoon was glassed over, a double layer on the bottom, and the corners were reinforced with 4" glass tape. Polyester resin was employed. (Most contemporary builders would now recommend closed-cell foam and a more water-resistant resin.) The pontoons then received a coat of epoxy paint. The bracing between pontoon and deck consists of 1-1/4" aluminum angle iron, notched, shaped and then attached with stainless steel screws. This must have been a fairly labor intensive procedure, but would minimize windage.

The deck is made from 3/8" plywood. Deck beams are 2" x 2"s placed 16" on center. One-by-twos were installed where unsupported ends of plywood decking occurred. A 2" x 4" backbone ran the length of the 10' x 10' deck. When it became apparent that the deck sagged excessively, not surprising in view of the compressive forces of the mast bearing down on it, reinforcing became necessary. Two 1/2" x 10" plywood companions, one on either side, were attached to the backbone. Nine cables with turnbuckles were passed under this beam. The ends of these cables were fastened to the underside of the deck near each rail so that when the turnbuckles are tightened, the sag in the deck disappears completely.

The mast was made from 4" PVC plumbing sliced lengthwise with a circular saw to admit the rope luff of the mainsail. The splice

in the mast PVC is reinforced with wood blocking screwed in place. The boom is made from 3" PVC similarly grooved. When it became apparent the PVC mast would flex, even when adequately stayed, Glinski fabricated a truss. The truss consists of 1-1/4" aluminum angle iron with 1/2" aluminum webbing. The mast still may not stand perfectly straight, but then it doesn't really need to.

The standing rigging of galvanized cable, clamps and turnbuckles was designed by "feel." It seemed right, looked right, felt right and, by all measures, it worked.

When a new set of used sails was purchased, the small amount of jib overlap was deemed unsatisfactory, so a removable bowsprit was fashioned. Functioning like a clothesline support, it pushes the forestay and bridle forward, reducing contact between the jib clew and mast.

An L-shaped centerboard, with its leg protruding aft, sits in a slot forward of the mast. Its size was approximately doubled to four square feet when leeway appeared excessive. As an additional, and infrequently used, precaution against leeway, two lee boards were provided for. Made of 3/8" plywood, one foot in width, these slide down through slots in the decking and slots formed by angle iron attached to the side of either pontoon at its base. When the centerboard only is in place, the center of lateral resistance would appear to be well forward of what a theorist would recommend, but a theorist would never have allowed this boat to be built in the first place.

Hating barnacles as he does, Glinski sought a convenient method of storing his craft out of the water. The method he settled upon is characteristically simple, effective and inexpensive. Rollers are mounted on top of other "sacrificial" pontoons. These latter, being submerged, suffer all the marine growth and, as Glinski notes, may require added flotation as the weight of oyster growth accumulates. The shafts of the rollers are 3/8" galvanized pipe. Four pieces of plywood blocking support the outside of the roller, which is a length of 1-1/2" PVC plumbing. The catamaran is easily winched up and onto the sacrificial pontoons.

Before comparing and analyzing the results of what could be billed as "the most important race of the last one and a half centu-

ries," assuming you allow the ages of skipper and their boats to be totaled in arriving at this billing, a brief theoretical note is in order. A monohull gains its stability, and not incidentally its sail carrying capacity, primarily from its ballast or weight and how low this can be built into the boat. Its breadth has a stabilizing function but is typically of lesser importance. By contrast, a catamaran, or any multihull, relies almost entirely on its greater beam to provide stability. Greater weight adds little additional stability and at severe cost to speed. At 1400 pounds, deduced from the volume of water displaced by the pontoons below the waterline, Glinski's boat does not capitalize on a catamaran's natural advantage, which is its potential lighter displacement. Square sectioned pontoons also are theoretically disadvantageous. They maximize wetted surface per unit weight or volume. The larger the wetted surface, the greater the water friction, and consequently the poorer the light air performance. Thus it is possible for a monohull to have a light air advantage over a multihull of identical displacement simply because the former exposes less of her surface to contact with the water, an advantage which is lost to a catamaran as wind speed increases and water friction becomes less of a factor.

At a certain point, a flat bottomed or a flat pontooned boat does have an advantage in that she can more readily plane. But this would require her to be traveling at a speed which, while it may be theoretically possible for a 1400 pound, 200 square foot sail area boat to achieve, it is hard to imagine anyone wanting to be on board her when she did. Most certainly, it would not be Guy Glinski, who is happiest in a 10-12 knot breeze.

Ultimately, a race that attempts to evaluate the relative performance of boats (as opposed to the abilities of their crews) needs to stipulate a handicap method in order to better isolate variables. In particular, if my Catalina is faster, is it because my hull is more efficient or is it because I was able and/or foolhardy enough to pile on more canvas? To fairly test a hull design, it is necessary to compensate for sail area disparities.

In an attempt to predict the performance of a prospective design relative to this issue, a naval architect will typically apply a sail area



Above: The reinforced 4" PVC mast.
Below left: The bowsprit rig.
Below right: The mooring float, launching and hauling made easy with PVC rollers.





Guy's home afloat, the unsatisfactory 37' Wharram catamaran converted to a houseboat.

to displacement formula. Sail area, calculated in square feet, is divided by displacement, expressed in cubic feet taken to the two-thirds power. This ratio provides a basis for comparison to other designs. Accordingly, if I were interested in being fair to Guy Glinski, I would calculate his sail area/displacement ratio and then set an amount of sail proportionate to my

own displacement. But since I am charged with defending the reputation of a major sailboat manufacturer, I have no interest in being fair. Sorry, Guy, in this day and age of global competition, if you lose, you lose.

One final, easily rectified disadvantage that Glinski's catamaran possesses is the location of her jib sheet leads. The optimum angle, athwartship, of the jib sheet lead with relation to the centerline of the boat is generally considered to be about 10 degrees. On the basis of an eyeball estimate, Glinski's non-adjustable jib sheet leads appear about 10 degrees too far outboard. He could probably sail faster upwind and point higher by moving the leads closer to the centerline. As per racing ethics, we will not inform him of this until after we record his times.

April 15, 7 PM. I telephone my worthy competitor to get his report. He has been too busy painting his house to sail the course. (Some people will use any trivial excuse to avoid a crushing humiliation.)

7:30 PM. I contact Guy's neighbor, Chip Schonder, to see if he can somehow induce or encourage the effort. Chip styles himself the "Common-dore" of the non-exclusive Portobello Yacht Club. Non-exclusive is an understatement, the "Club" is what I assume they use to press innocent passers-by into service on race days. At one time it was suggested that a prize be offered for "appropriate racing decorum," but it was probably feared this would eliminate the incentive to race altogether. The PBYC was the co-sponsor of the appropriately titled All Fool's Regatta which was held, appropriately enough, the day before April 1. Nevertheless, skilled as he is in recruiting recalcitrants, Chip is a good candidate to help get the job done.

April 29, 7 PM. Two weeks later. Another telephone call down to Guy Glinski in Bokeelia, and another excuse is proffered: the water pump on the outboard is not working. It does not appear that Guy will get the opportunity to time himself before his summer departure. He is apparently willing to forego his chance at his allotted 15 minutes of fame. I declare myself a winner by default.

The sweetest race victories are the ones like the America's Cup of a few years ago, decided in a court of law. But a default runs a close second. The ends of scientific research have not been furthered, but justice has triumphed.

Out of idle curiosity I work out the sail area/displacement ratios. Glinski's is 23.6. My Catalina's, using the genoa in the calculations, is only 22. It has taken me months to track down the displacement of my own hull. It is quite a bit heavier than I had approximated. He may indeed have the faster boat. He has asserted that he is able to keep up with larger sailboats.

He suggests we race next winter. I am not so sure that I will want to risk it, especially if he gets the idea in the interim that he needs to build himself another boat...a faster one.

Owner, designer, builder Guy Glinski, pursuing his "curiosity about sailing."



Wouldn't Boat Postscript:

May 6, 9 PM. An additional surprise. Guy Glinski calls to report his time trials. With Chip Schonder at the helm, in a 10-12 mile per hour wind, going upwind on the longest of the three legs of the race course, they were able to complete the course in "...about 90 minutes." Twice, when I have clocked myself under similar wind speed conditions, I have recorded similar times. Once in a higher wind of perhaps 15-17 mph, I was able to shave almost 15 minutes off this record. If his catamaran is not as fast as my Catalina, it is quite close and it is certainly well within the "normal" range of sailboat performance.

A lesser person might raise some questions. Was he honest about reporting his time? Did he shave a couple strokes off his score? Did he cut off a corner because he was having trouble making an upwind marker? But, since it is ungentlemanly to imply ungentlemanly conduct on the part of another, I will forbear.

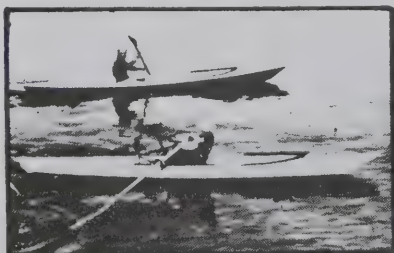
Instead, I will encourage him to take part in next year's All Fool's Regatta, and I will sabotage his boat. If this seems harsh, consider the consequences of allowing a fair competition: Any 80-year-old with limited sailing experience could decide willy-nilly that he is a competent naval architect, capable of designing, building and deploying his own idiosyncratic craft. The threat to an already fragile world order from such anarchic ideology is far too severe to ignore. It must be nipped in the bud.

Burt's Canoes

Traditional Wood/Canvas Canoes

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

Wing Systems Touring Shell ...The 1-Boat Fleet



A breakthrough in performance, versatility, safety and value, Wing's Touring Shell converts in minutes from single or double rowing shell into a single or double touring kayak. Easy enough for a child to handle, fast on smooth water, safe in open water. Cartop it anywhere. Touring Shell with one Piantadosi RoWing -\$2,035, Touring Shell as single kayak -\$1,675. Order directly for free shipping. Or call for more information and dealers.

Wing Systems P.O. Box 568, Dept. 2A3
Oyster Bay, NY 11771
For orders, (516) 922-2656 Collect

Bolger on Design

Leeboard Yawl Concept

22'0" x 7'0" x 1'6"



William Atkin was a great addition to the boating scene for fifty-odd years; a really admirable man. We have a massive collection of his designs and writing from which we've had both pleasure and stimulation.

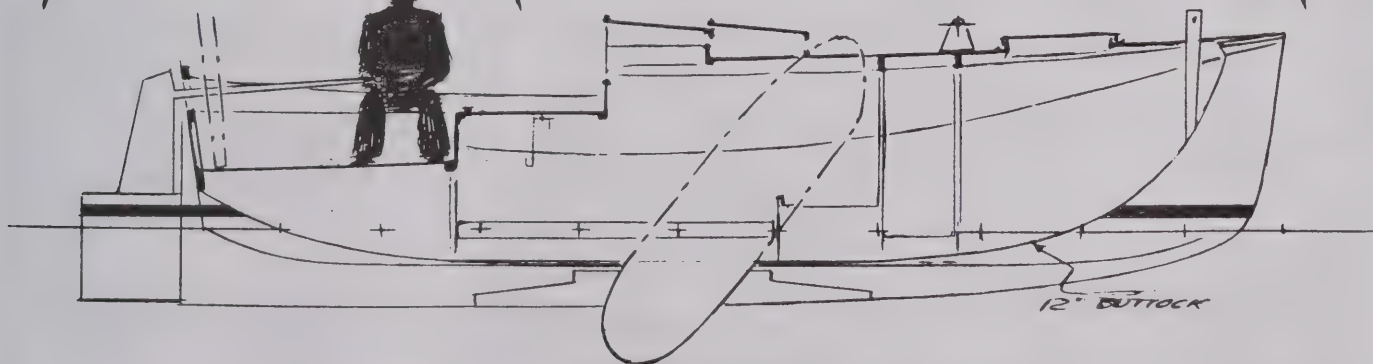
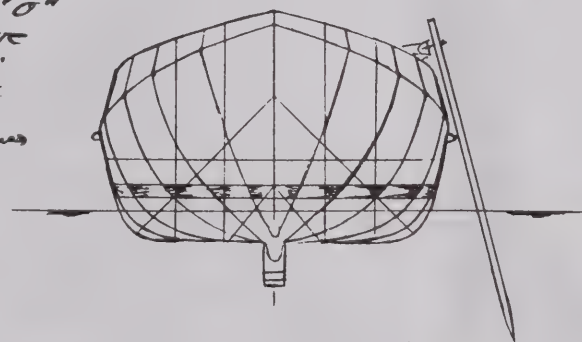
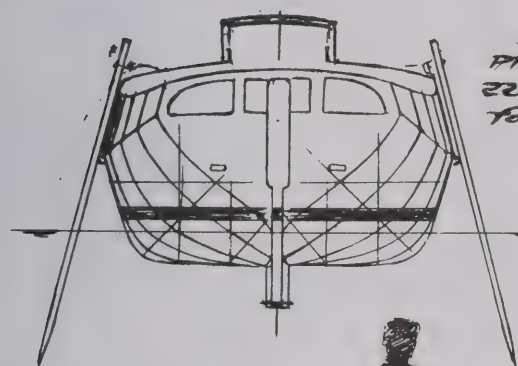
This little leeboarder was intended for the San Francisco Bay area, with easy lines forward and a substantial ballast keel. Her afterquarters are soft and high to sail sharply heeled at times without becoming very hard to control. The yawl rig allows shortening down in several ways for the strong winds of those parts.

The sharp tumblehome of her upper sides is like many Dutch boats. With the flaring lower side it takes the leeboard well clear of the hull, saving a lot of drag between the board and the hull. The out-angle of the leeboard

presumably improves its effectiveness when the boat heels, though I doubt that the advantage is as important as is often supposed. If we were doing such a design now, we would put the axis of the leeboards halfway down the raised deck with bearings both above and below the pivot bolt. The leeboard could not swing off the hull. The drawback of this arrangement is that the stresses on the board are increased, but it is not hard to make it strong enough to stand them. The advantages are that the board can't swing out and crash back against its guard, and that the lateral plane center does not travel so far fore and aft as the board is raised and lowered.

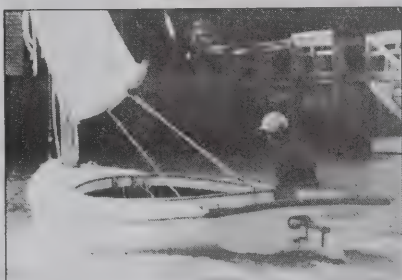
This wasn't a demanding or ambitious design and, in fact, nothing came of it, but it is rather pleasant to contemplate.

SCALE 3/8" = 1'0"
PROPOSED CRUISER
22'0" x 7'0" x 1'6"
For AQUILA CHASE
Phil. Bolger, Designer





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



• AREY'S POND CATBOATS •

The Arey's Pond 12', 14' & 16' Catboats

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

ARNO DAY SKIFFS

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

(607) 547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point on West Lake Rd.)

P.O. Box 1007

COOPERSTOWN, NY 13326

Woodenboat Restoration/Rigging

CHRIS STICKNEY BOATBUILDER

- Wooden Boat Restoration & Repair
- New construction

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



10'6"x3'10" LAPSTRAKE YACHT TENDER

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

Builders & Restorers



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

CUSTOM BOATS & YACHTS

Since 1970

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



TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS

ROB BARKER

65 Moyers Ln. Easton, PA 18042
(Phone/FAX (610) 253-9210)



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

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



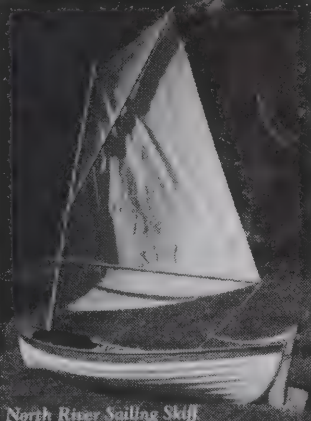
Black Duck Boat Works

143 West St. in New Milford, CT 06776

at the Headwaters of Lake Lillinonah

- Custom Wooden Boatbuilding
- Repair & Restoration
- Classic Wood Canoes & Kayaks
- Rowing & Pulling Boats
- Elco Electric Launches
- Paddling/Rowing Accessories

Sales - Rentals - Long Term Leasing
860-350-5170 [phone] 860-350-4194 [fax]



**Wooden Boats
for Sail, Oar
& Power**

Fine Restoration

**NORTH RIVER
BOATWORKS**
6B Elm Street
Albany, NY 12202
518-434-4414

North River Sailing Skiff
Send \$4 For Information



S.N. SMITH & SON
BOATWRIGHT - TIMBER FRAMER

Maintenance Repair (508) 255-8226 Restoration Custom Building

P.O. Box 724 • Eastham, MA • 02642

Beetle Cat Restoration & Replication A Specialty

**Hadden & Stevens
Boatbuilders**



Specialists in Wooden Boat Construction & Repair

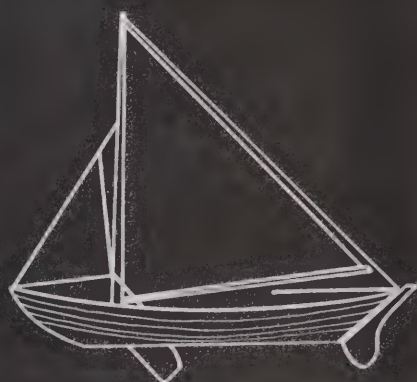
HCR 32, Box 301, Small Pt., ME 04567 (207)389-1794/737-4143

CUSTOM SMALL CRAFT
Since 1981
Specializing in St. Lawrence Skiffs



QUARRIER BOATS
P.O. Box 125, Alstead, NH 03602
(603) 835-6985

SWAMPSCOTT DORY



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

Pert Lowell, Co., Inc.
Lane's End, Newbury, MA 01951
(508) 462-7409
Custom wooden boats; mast hoops; authentic nautical furnishings.

PARKER RIVER BOAT WORKS



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

Douglas Scott 508-465-4095



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

Plans



PICCUP PRAM

11' X 4' X 100 POUNDS
\$20 PLANS - \$1 INFO ON 18 BOATS
JIM MICHALAK
118 E. RANDALL, LEBANON IL, 62254

SWAMP YANKEE BOATS

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

Robert W. Sparks

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



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

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

Plans \$50 Study plans \$4

Plans include super clear illustrated instructions, and full sized patterns for easy stitch and glue construction.

THOMSON SMALLBOATS
Box 670, Vestal NY, 13851



Build A Clancy

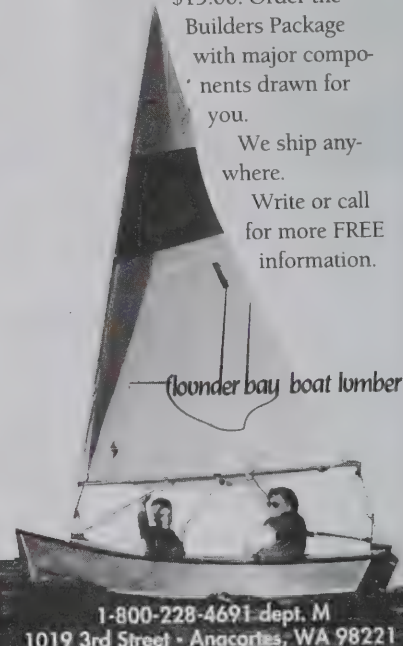
Here is a fast, safe sailboat, ideal for sail training, youth programs and designed for the non-boatbuilder.

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

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

We ship anywhere.

Write or call for more FREE information.



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



WORKSKIFF 18' x 5'3"

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

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

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

Name _____
Street _____
City _____ State _____ Zip _____

Harold H. Payson & Co.

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

OYSTERCATCHER

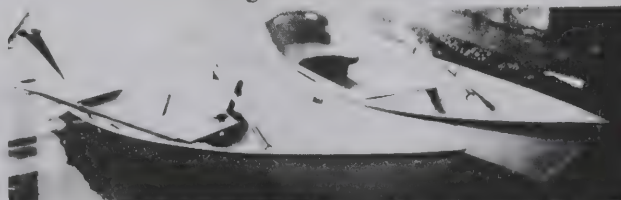
15'6" Flatiron Skiff for daysailing & camping. Plans for home building: Easy construction from sheet ply without jigs or lofting. Roomy & versatile, with various possibilities for sailing rigs. Free study plans.



CONRAD NATZIO, The Old School,
Brundish Rd., Raveningham
Norwich NR14 6QB, United Kingdom
Phone +44 1508 548675

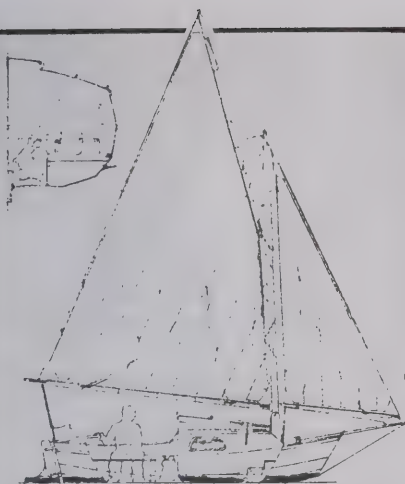
KRISTJANSON BOATWORKS

123 E. Edgar St. Seattle, WA 98102



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

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



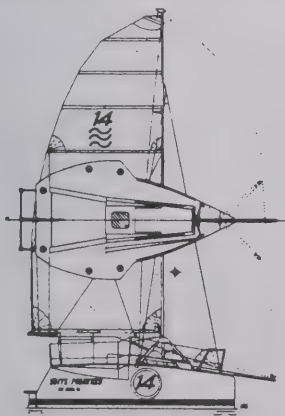
GFB-16 TRAILER POCKET CRUISER

Power or sail versions. Safe, roomy, amateur buildable. Send SASE plus \$4 postage for info package.

SALTY'S

P.O. Box 604, Rockland, ME 04841
(209) 594-2891, Leave Message.

Build an INTERNATIONAL OFFSHORE 14 "SUITE FOURTEEN"



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

NILS ANDERSSON

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

Save Time, Save Money with the Best Boat Plans Available. . . .

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

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

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

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

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

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

GLEN-L marine designs 9152 Rosecrans,
Box 1804/AMF, Bellflower, CA 90706-2138
PH. 310/630 6258 FAX 310/630 6280

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

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

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

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

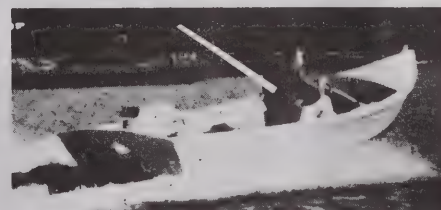
THE SIMMONS



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

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

Information packet - \$1



Sea-Skiff 18

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

Sea-Skiff 20

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

Sea-Skiff 22

20% bigger than the 20
• 21'6" x 8'3"
• 12" draft
• 70-90 HP
• cabin versions sketched
• Plans - \$45 US



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

COMMON SENSE DESIGNS

THE WORLD'S BEST CRUISERS FOR HOMEBUILDERS!

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

OLDSHOE

12', PLANS \$50.00



MICRO

15'4", PLANS \$75.00

LONG MICRO

19'6", PLANS \$95.00



MICRO TRAWLER

14'6", PLANS \$75.00



AS-29

(ADVANCED SHARPIE) PLANS
\$120.00



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

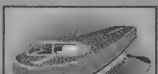
11765 SW EBBERTS CT, BEAVERTON, OR 97005

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

THE MOST UNIQUE WOODEN MODEL
BOAT KITS AVAILABLE ANYWHERE!



Neon Tetra
12" SUB \$15.95



Scorpion
8" RUNABOUT \$19.95



Cricket
11" SAILBOAT \$23.95



TOAD
8" TUG \$22.95

EASY TO BUILD PROVEN PERFORMERS

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

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

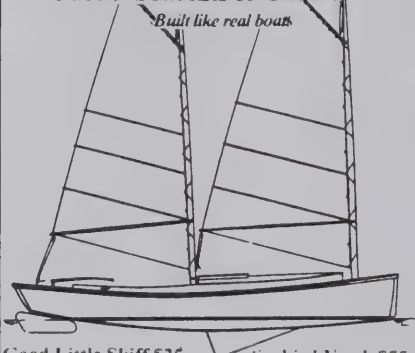
Seaworthy Small Ships

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

Kits

Model boat kits of Small Craft

Built like real boats



Good Little Skiff \$25

Seabird Yawl \$55

New Haven Sharpie \$45

Egret Sharpie \$50

Sherline Miniature Lathes

\$3 for shipping

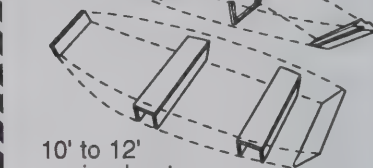
\$2 for catalog

Pleasant Cove Models

17 M Potter Rd Framingham MA 01701

KITS

12' to 14'
pirogue



10' to 12'
jon-boat

(same kit builds different lengths)

Pirogue kit: \$42.50, includes plans, precut cypress stems and ribs. Jon-boat kit: \$79.95, includes plans, precut plywood transoms and seat units. Simply add plywood, screws, glue, etc. Price includes shipping. LA residents please add 4% sales tax. Canadian orders, please add 15% for shipping. Uncle John's, 5229 Choupique Road, Sulphur, LA 70663. V/MC call 318-527-9696



BUILT IN GARAGES...

...And in carpports and barns and basements and workshops. Our customers build hundreds of kayaks at home every year. Some start with plan sets, others with our easy-to-assemble kits.

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

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

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

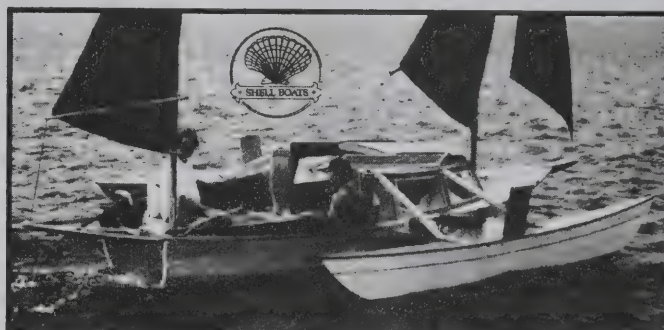
What our customers do have are the lightest, most advanced, easiest to build, and (we think) the prettiest sea kayaks available.

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

Chesapeake Light Craft, Inc.

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

10 easy- to-build kayaks by designer Chris Kulczycki



CLIPPER 15 & 18

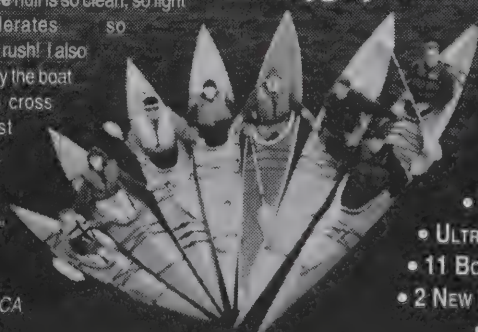
- * Stable & Easy to Sail * Folds Quickly for Trailering * Available as a Kit or Finished * Kits Preassembled to Test Fit Every Piece *
- * Affordable: Complete Kits \$3,200-\$5,250.

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

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

Pygmy Boats Inc.

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



- RUGGED
- ULTRA-LIGHT
- 11 BOAT KITS
- 2 NEW KAYAKS
- PLANS

Join the Pygmy Fan Club

For Info Send \$2 to: PO Box 1529 • Dept. 9 • Port Townsend, WA 98368 • (360) 385-6143

DOUGLAS FOWLER SAILMAKER



Sails that will fit perfectly

Sunfish® \$150

Laser® \$225

Sunfish and Laser are registered trademarks of Sunfish Laser, Inc.

Dacron & Cotton

Canoe Sails

1182 East Shore Drive
Ithaca, NY 14850
(607) 277-0041

Supplies

Small Craft Sails

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

DABBLER SAILS, P.O. Box 235
RT. 1020, WICOMICO CHURCH, VA 22579
PHONE OR FAX: (804) 580-0723

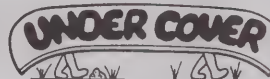


Orr's Island Boat Works
AUTHORIZED
DEALER
9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

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

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



canoe and kayak covers

Under Cover Canoe Travel or Storage Covers are available in twelve sizes and will provide a near custom fit for most canoes from 12 to 18 1/2 feet.
\$69.95 to \$99.95

Under Cover Kayak Covers will fit most kayaks from 14 to 22 feet.
\$139.95 to \$159.95

Brochure and Order Form (800) 275-2580
Old Harbor Companies • Box 609 • Hyannis, MA 02601

MODERN OAR SYSTEMS

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

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

William Clements Boat Builder

NEW BUILDING RESTORATIONS

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

BUILDING & RESTORATION SUPPLIES

Distributor For

Target Waterborne Marine Finishes
Matrix Adhesive System Epoxy

Free materials catalog

Boat photos & specs \$3.00



P.O. Box 87B
No. Billerica, MA 01862-0087
Telephone (508) 663-3103

Mast Hoops



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

Pert Lowell Co., Inc.
Lanes End, Newbury, MA 01950
(508) 462-7409
Custom Wooden Boats
Authentic Nautical Furnishings

JAMESTOWN DISTRIBUTORS

♦ FASTENERS ♦
BOATBUILDING AND
WOODWORKING
SUPPLIES

800-423-0030
Fax 800-423-0542
US & CANADA

FREE CATALOG

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

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

The 'Hook & Loop' System that Really Works!

Great Paper, Great Price, Great Service -- Great Value

The SANDEZE™ Line

of
Professional Abrasives

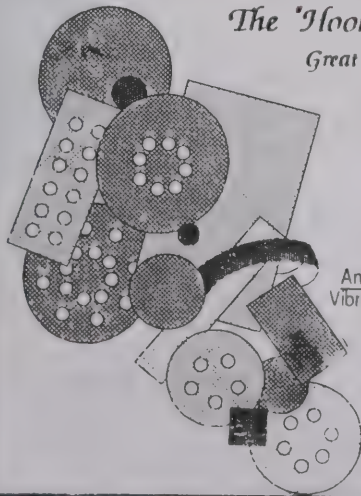
Top-Quality, Best Price Retail or Wholesale
No Clamps, Glue, or Messy Clean-Up
Improves Productivity, Eliminates Waste

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

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

For Free Catalog, Information or \$10 Trial Pack
Call 1-800-272-SAND

Or Write SANDEZE • 9210 Lee Ave • Manassas, VA 22110



PADDLES & OARS



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

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

ATLANTIC WHITE CEDAR

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

J.D. ENGLAND CO.
HCR Box 337, Urbanna, VA 23175
(804) 758-2721

RED/WHITE CEDAR STRIPS



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

**the NEWFOUND
WOODWORKS inc.**

(603) 744-6872

RFD #2 Box 850 · Bristol, NH 03222

POLYESTER RESIN

(With Catalyst)
Finest Quality - Always Fresh

5 Gal. Pain	1 Gal.	4 or more	20 or more	4 pails or more
\$70.00 ea.	\$15.50 ea.	\$14.50 ea.	\$14.00 ea.	\$67.50 ea.

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

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

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

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

MERTON'S FIBERGLASS SUPPLY

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

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

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



COD

The Woodcarver's Knot
Custom carved quarter boards,
eagles, transoms, banners,
and nautical specialties

Louis N. Carreras, Woodcarver
P.O. Box 1054
Shirley, MA 01464
508-425-6204

GAMBELL HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

Quiet Oar*

The Rowers' Friend

QUIETS, CUSHIONS,
POSITIONS AND PROTECTS

Oars in Oarlocks.

Just roll on these one-piece
rubber oar sleeves and collars.

No licks, glue or stitches

\$18.00 per pair

Includes shipping & handling

Check or money order only

*An Oar-Deal® Product

BECKLEY BOATING GEAR

Post Office Box 271

St. Michaels, MD 21663



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

(410) 639-2646

P.O. Box 546 Rock Hall, MD 21661

ENVIRONMENTALLY SOUND



SHIP-BOR Borate WOOD PRESERVATIVE

EFFECTIVE - KILLS ROT! COLORLESS - ODORLESS

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

TO GET MORE INFO OR TO ORDER CONTACT



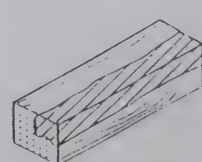
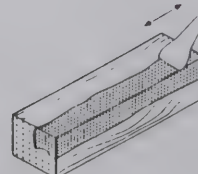
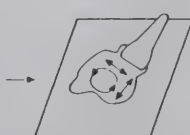
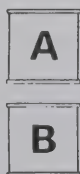
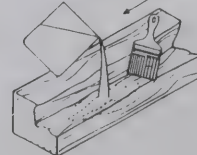
FIVE POINTS Inc.

Shipwrights, Consultants & Supplies

6864 SODUM RD.

LITTLE VALLEY, NY 14755

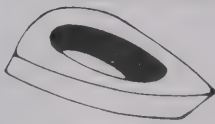
716-938-6315



WE INVENTED THE MODERN TECHNOLOGY
THAT RESTORES DETERIORATED WOOD.
IT WILL SAVE YOU TIME AND MONEY.

SMITH & CO.
Industrial and Marine
Synthetic Resins and Specialties
5100 Channel Avenue
Richmond CA 94804
1-510-237-8842
1-800-234-0330

Wood Canoe Hardware



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

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

OKOUME • SAPELE • TEAK

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber

1 (800) 899-1664

We Ship Anywhere!



**MAINE COAST
LUMBER**

35 Birch Hill Road
York, ME 03909

TEAK & HOLLY • LAUAN

SIPO • KHAYA • FIR

CUT COPPER CLENCH NAILS

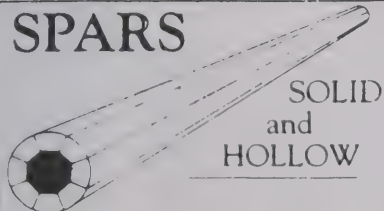
We have the old Atlas Co. machines. Pure half-hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters: 1/16", 3/32", 1/8". 11 sizes: 3/8" - 1-5/8".

Send \$3 for Sample Packet & Info.

STRAWBERRY BANKE, INC.

P.O. Box 300 MB, Portsmouth, NH 03802

SPARS



SOLID
and
HOLLOW

D.P. Cooper Boat Building Inc.

RR1 Box 267

Hartland, Vermont 05048

(802) 436-2640

CLASSIC BRONZE YACHT BLOCKS

MANUFACTURED TO MODERN ENGINEERING STANDARDS



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

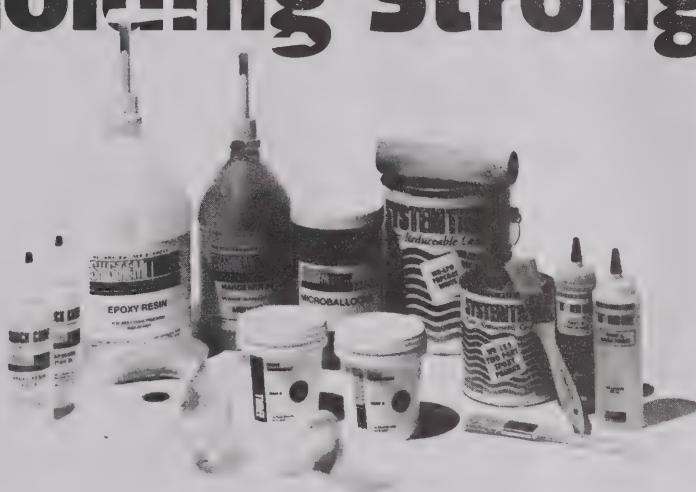
For information and price list call or write;

J. M REINECK & SON

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

Telephone (413) 782 1036
20 TREETOP AVENUE
SPRINGFIELD PAN CENTERBOARD COMPANY
SPRINGFIELD, MASSACHUSETTS 01108
DROP RUDDERS • TELESCOPING CENTERBOARDS • CANOE JEWELRY
CANOE & SMALL BOAT REPAIR AND RESTORATIONS IN WOOD & FIBERGLASS
COMPLETE LINE OF TRAILER ALUMINUM TRAILERS

Fifteen Years And Still Holding Strong.



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

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

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

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

SYSTEM THREE®

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

Classified Marketplace

BOATS FOR SALE

O'Day 192, Daysailer/Weekender, shoal draft keel/CB, slps 2. Roomy cockpit, main & jib, running lights, Merc OB, teak trim, Easy Load trlr. Exc cond, many extras. \$5,300. Can be seen at Spofford Lake, NH.
GINNY GILSON, Greenfield, MA, (413) 774-5450, lv message. (5)

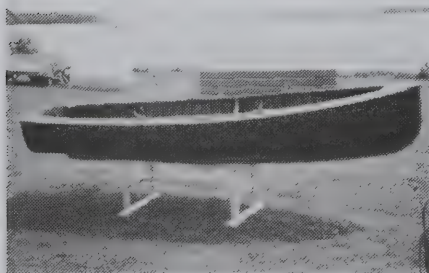
Bolger Oldshoe, *Passing Wind*, as seen at '95 St. Michaels Festival & on p15 of Nov. 1, '95 issue. Blt '91 by Ray Schaefer, Brooklyn, NY, w/well cut set of tanbark sails. \$1,400 incl fitted '94 Load-Rite trlr. \$850 boat only.
NED ASPLUNDH, Feasterville, PA, (215) 357-8525 aft 7pm, e-mail nasplund@voicenet.com. (6)



33' Friendship Sloop, '64 classic & traditional. Beautifully maintained, USCG documented. Spacious cockpit, gd sails. \$35,000. Send for fact sheet & photos.
DAVID JONES, P.O. Box 898, Rockport, ME 04856, (207) 236-7048. (5)

Westport River Sharpie, blt by Tripps in Westport in '40's. Marconi rig. Refastened & painted in '86 at Dilletante Boat Works (Bob Baker). Leaks around CB casing due to knocking against dock alas. Nds scraping & painting. Sails & rigging in gd cond. We never measured this boat, 12'-14'? Free to a good home. Boat in Westport, MA.
DINNY & BRUCE ROBERTS, Cambridge, MA, (617) 491-1941 home, (617) 873-3899 work. (6)

"Little Cat" Strip Planked Hull, 14' sailing dinghy. Bead & cove white cedar strips, bi-axial cloth set in epoxy. Compl plans & spec booklet. \$1,950.
TONY DIAS, Wallkill, NY, (914) 895-9165. (6)



10' Old Town Dinghy, '36 canvas covered. Beautiful restoration, rope bumper, lift rings, 2 rowing stations w/original brass oarlocks. 1st prize winner Incl cedar display stand & new Shaw & Tenney oars. \$2,000. **15' Thompson Rowboat**, '20 cedar strip smooth sides, wineglass stern, 2 rowing stations. Original unrestored, grt shape, no cracked ribs. Looks like a Whitehall. \$2,000.
GEORGE HUBBELL, 38 Sunnywood, Chazy, NY 12921, (518) 846-7804. (5)

CLASSIFIED ADVERTISING INFORMATION:

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

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

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

18' "Sanpan", wood constr compl w/sail & oars. Sell for money invested, \$1,500.
M. BARABAS, RR4 Box 435, Wiscasset, ME 04578, (207) 882-7454. (5)

Sea Pearl 21, leeboard cat ketch, conv top, galv trlr, oars, water ballast, misc gear. Dark blue w/tanbark sails. \$4,300. Rare on west coast.
HARRY MILLER, Sacramento, CA, (916) 925-1615. (5)

Black Skimmer, Bolger leeboard sharpie. Vy gd cond, blt '78. Mahogany ply throughout, spruce spars. '87 Johnson 8hp, tandem trlr. Many other accessories. \$5,000 OBO.
GUS HEDDEN, P.O. Box 32, Tuftonboro, NH 03816, (603) 569-4256 days, (603) 544-2369 eves. (6)

20' Old Town Canoe, '47 vintage wood-canvas restored. \$1,400 OBO.
AL BELLI, Columbia, CT, (203) 228-9121. (6P)

15' Old Town Transom Canoe, blt '45, sponsons, gd shape, nds canvas, 2-3 ribs, some refastening. Old varnish stripped from inside, ready to be put back together. Asking \$350.
NED COSTELLO, Middle Haddam, CT, (860) 267-6847 eves. (6)

17' Catapult Catamaran, grt perf & portability. Alum hull beams & cross members w/inflatable hulls. Easily stored, car toppable. Wishbone 107sf main & 30sf jib. \$950 OBO. Must sell.
BOB TABB, Riverdale, MD, (301) 699-5065. (6)

Flicka, factory hull & deck blt '80. Basic boat, no engine or electrics. Lg gaff rig to Bingham's original specs. All bronze ports & fittings, liveable interior. Compl w/docklines, anchors & rode, kerosene lamps, pumps & 5 sails. \$12,000.
R. FLEETWOOD, Tybee Island, GA, (912) 786-8463. (6)

17' Marsh Hen, w/trlr. Cat rig. Has convertible cabin, tanbark sail, 4hp Evinrude, oars & other extras. One of best camp cruisers around. Slps 2 vy comfortably on 4" cushions. \$2,595, trades considered.
ALLEN TEDDER, Tallahassee, FL, (904) 893-7461 home, (904) 222-4775 work. (6)

Glen L 21 CB Frame Kit, asking \$300.
CHARLIE BALLOU, Wilmington, MA, (508) 657-8266 EST days. (5)

15'4" Dory, by Blue Fin Yacht. Incl 9.9hp 4-stroke Yamaha & trlr. Used only twice. \$3,900.
BARBARA CHASE, Duxbury, MA, (617) 834-9259. (6)

23'6" Original Bolger Scooner, orange FG over plywood hull, white deck & floor color in FG. Cedar masts & booms, new cockpit covers, new mainsail, 4hp OB, trlr. \$2,500.
BOB WAINWRIGHT, Box 102, Northport, MI 49670, (616) 386-5586. (6)

Crawford Swampscott Dory, sprit rig, 6hp Evinrude, oars, trlr. Exc. \$3,300 neg.
NEIL SACCMANO, (516) 724-6506. (6)

21' Dovekie, twin leeboard camp cruiser. Wooden mast & sprit boom w/tanbark sail, green hand laid FG hull, oars, sculling sweep, motor mount, custom trlr. Delivery possible. \$3,750.
MAX BEAVER, Duluth, MN, (218) 724-2855. (6)

21' Dovekie, Hull #96, fully equipped w/back porch, seat cushions, dining table, cook set, mattress, 2hp mariner OB, like new trlr. Located in Gloucester, MA. Asking \$6,000.
H. ROBBINS, Boston, MA, (617) 578-2586 days, (617) 266-1321 eves. (6)

Klepper Folboat Kayak, single, stable, easy assemble, wood frame-braces/rubberized canvas. Store in backpack. \$300.
FRANK ALBERT, Putnam, Valley, NY, (914) 528-3349. (6)

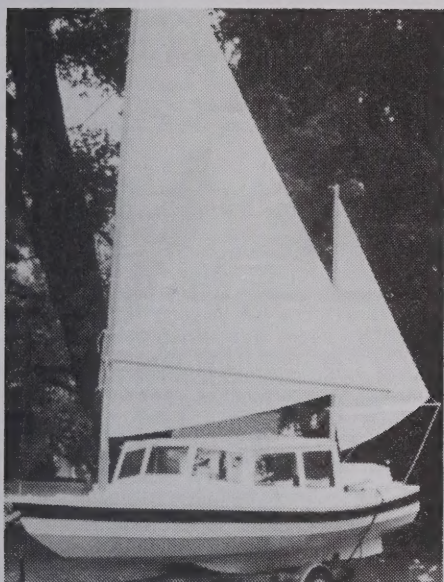
21' Sea Pearl, '89, vy gd cond. Water ballast, galv trlr, spare tire, convertible top, anchor, new canvas cover, motor mount, cushions & PFD's, oars, teak trim, shoal draft, navy blue hull. Quick to rig & suitable for solo or family sailing. \$4,500. Will deliver within reasonable distance.
B. HOLLAND, Lafayette, NJ, (201) 875-8402. (6)

Klepper 2000, lk new, used only once, mint cond. Teal green. Transferable warranty 5yrs. Purchased 3/96 for \$2,400, asking \$2,000.
GEORGE NASIO, Princeton, NJ, (609) 924-5868. (6P)

10' Amesbury Wooden Punts, by Lowell. Used \$250 ea.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (6)



Quoddy Pilot Gaff Headed Ketch, classic by Penobscot Boat Works. LOA 40', LOD 33', Beam 10'6", Displ 24,000lbs. Datamarine ST 2000 Autopilot, Knotlog & depth sounder by Signet, Ritchie Globemaster binnacle compass, Furano Loran, Icom VHF, Raritan Lectra-San, Simpson-Lawrence kedge & storm anchors w/combination chain & rode, S.L. Hyspeed windlass, tanbark sails by Bohndell, Westerbeke 33hp diesel, Shipmate dbl burner stove w/oven. All fittings & hrdwre custom cast manganese bronze by Rostand, etc, etc, etc. Will trade for catboat, Marshall 22 or? Must be in exc cond. Health forces downsizing. Call for complete listing.
JOHN LODER, Wales, MA, (413) 245-4669. (6)

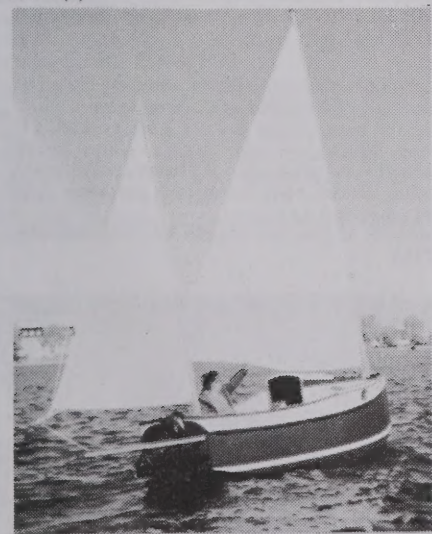


19'x 7' Motor Sailer, Fred Shell design Great Blue Heron. Blt '92, epoxy glued lap mahogany ply, spruce spars. Slps 2 in big cockpit cabin. 8hp Nissan OB. Exc cond, w/anchor & gear, porta potti, main & mizzen sails in exc cond. On trlr. Asking \$1,750. Located in northern NY. STUART HILLS, 6 Hillside Rd., Canton, NY 13617, (315) 386-8454. (5)

Klepper Aerius II Classic Folding Kayak, w/ drifter sail. 2 yrs old, used 1 season. Boat, rudder, accessories & bags in new cond. Pd \$3,250, will consider less if reasonable offer. MARK REVEAUX, Stony Creek, CT, (203) 488-1914, e-mail: penguin@ingress.com. (5)

'87 Sea Pearl 21, blue, convertible cabin, 10' oars, anchor, fenders, Ritchie compass, 2 sets sails, motor mount, water ballast, trlr & 3hp British Seagull. Vy gd cond. Asking \$5,300. Must sell, daughter nds piano. ROGER HEIDER, 3423 S. Barstow Ave., Toledo, OH 43623-4044, (419) 474-1593. (5)

17' Penn Yan OB, '59, to restore. Free. BOB LOHMANN, New Milford, CT, (860) 354-1667. (5)



Beautiful Bolger Micro, '93 cat yawl as seen at Newport Wooden Boat Show in '93. Quality materials & workmanship throughout. Fully found. Lying Montreal. \$8,000 US. PETER LENIHAN, 2975 des Trinitaires, Apt. 38, Montreal, QU H4E 2S1, Canada, (514) 944-0957 aft 8pm. (6)

13-1/2' Wood Pussy Catboat, classic design by Phil Rhodes, blt in '40's by Palmer Scott Co., Bedford, MA. Fully restored '92 used little since. Trlr incl. Delivery possible. About \$1,400. DAN BALDWIN, E. Berlin, PA, (717) 259-0057. (5)

7'8" Old Town Dinghy, vy pretty classic yacht tender. Varnished interior, canvas exterior recently coated w/West epoxy. Gd cond. \$800. BOB STUART, Hingham, MA, (617) 740-0747 or (207) 633-5331. (5)

Ally Pak Folding Canoe, rated for Class 3, folds into 1 lg duffle bag. Used only a few times. New \$2,000, sell \$675. FRANK CLOUSE, Worcester, MA, (508) 791-4766. (5)



7' 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) 354-3471. (5)



25' Van Dine Tancook Whaler, '74, w/trlr. 8hp Evinrude in well. \$6,700. Located in central MA. HENRY KOHN, JR., Hardwick, MA, (413) 967-7391. (5)

15' Montgomery, '85, exc cond. Royal blue w/white sheer, tanbark main & jib, also genoa & spinnaker w/gear. Danforth anchor w/chain & 3-strand rode. Teak toe rails & trim w/recent application of Sikkens. 3hp Gamefisher, '95 galv trlr (must be modified to be roadworthy). Boat kept waxed & covered when not in use. Asking \$3,300 or reasonable offer. Located in Gulf Breeze, FL nr Pensacola. SCOTT TAYLOR, Tallahassee, FL, (904) 878-7680. (5)

16' Old Town Guide Canoe, cedar/canvas, restored 4/96, waiting to be paddled. Exc cond. Asking \$1,200 or trade for 17'+ sea kayak. ARMAND MICKUNE-SANTOS, Medford, MA, (617) 627-3861, (617) 391-1768. (5)

Original 17' Rangeley Lake Skiff, fine lapstrake hull w/traditional round rowing seat. Paint has been stripped but nds additional sanding & new paint. A wonderful project for someone interested in owning a classic old timer. Reason for selling, too many boats. Asking \$975. **Original 16' Chestnut Prospector Canoe**, wood/canvas blt in ealy '80's but used only slightly since. Exc cond, ideal for family boat as is stable & rugged. Reason for selling, have blt my own 16' wood/canvas canoe. Asking \$975. DUNCAN CAMPBELL, Bennington, VT, (802) 442-2438. (5)

11' 6" Charlotte, frameless lapstrake solo canoe, Shaw & Tenney paddle, downwind sail rig, weight 25lbs. Bldr Tom Hill. Like new. \$850 compl. TONY FIORE, 17 Classic Ct. S., Palm Coast, FL 32137, (904) 446-5519. (5)

Black Skimmer, leeboard sharpie cat yawl designed by Phil Bolger, in gd cond. Plywood/epoxy, sails, head, 6hp Evinrude, trlr & assorted accessories. \$6,750. JAY BLAKE, Newbury, MA, (508) 462-7847. (5)

New 11' Wittholz Catboat, a wonderful sailer & "just so" looks. Interior space of much lgr boat, lapstrake epoxy saturated hull, careful attention to detail, handsome brightwork. Sitka spruce spars & custom blt oars. Compl w/dacron sail. \$4,800. ROCK HALL BOAT SHOP, P.O. Box 185, Burgess, VA 22432, (804) 453-5574. (5)

Sea Pearl 21, '92 cat ketch. Exc cond, leeboards, water ballast, black hull, teak rails, convertible top, epoxy bottom, Bruce anchor, galv trlr, extras. Trailers like a dream. A fine boat for day sailing or two week coastal cruises. \$4,800 OBO. LAWRENCE BIRCH, 626 Station Rd., Amherst, MA 01002, (413) 253-0597 anytime. (5)

22' Wooden Sailboat, '63 gaff rigged Bud McIntosh designed & blt. Shoal draft, CB, slps 2. Lots of gear, '86 8hp Evinrude, 3 sails, anchors, etc. Exc cond, ready to launch. \$5,000. VINCE TODD, Durham, NH, (603) 659-6528. (5)

14'4" Sturdee Cat, '84 FG catboat in gd cond. Fast & fun. Tilt trlr, Seagull OB, boom tent, new sail & rigging '94. Located in Marion, MA. \$3,600. JACK LEVINS, Franklin, MA, (508) 528-0394 or (508) 748-0948. (5)

25' Bristol Corsair, w/10hp Chrysler Sailor elect start OB w/cockpit controls, overhauled in '95. New & spare main, new VHF, cruise equipped. Slps 5 w/6' headroom in main cabin. Enclosed head. Grt family boat. \$5,000. GENE TRAINOR, Scituate, MA, (617) 545-3734. (TF)

'81 Dovekie, Hull #41. Bolger designed, Edey & Duff blt 21' shoal draft leeboard sharpie. Slps 2. Many upgrades incl bow CB, lg leeboards, U-shaped seat, new canvas, new enlarged tanbark mainsail ('94). Incl 2hp longshaft Suzuki OB in exc cond, compass, VHF, porta potti, swing stove. Custom trlr has new wheels, bearings, tires, U-bolts & winch. Asking \$6,000 OBO. PAUL FOLLANSBEE, Hightstown, NJ, (609) 443-4028. (8)

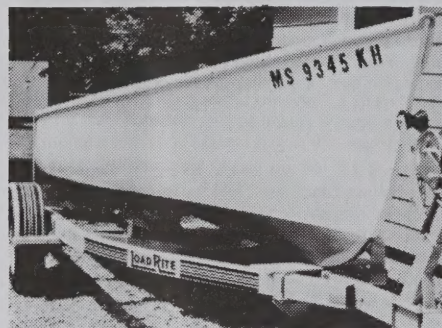
19' Lightning, '77 Allen, FG, vy gd con. 2 recent sets of sails (main/jib), 2 yr old galv trlr. \$2,500. RICK ROGERS, Harvard, MA, (508) 456-3097. (5)



15' Sailing Peapod, blt mid-'70's as tender for 3 masted schooner *Victory Chimes*. Refurbished '94-'95. Perf cond. New sailing rig, brand new mainsail '95. 2 pr oars & bronze oarlocks. Rows & sails beautifully. Strong, seaworthy downeast classic. \$3,800. SANDY BOLSTER, Camden, ME, (207) 230-0499 days, (207) 763-3620 eves. (6)

Westerly Chieftan, aft cabin Centaur, w/wheel, diesel. Dry stored 5 seasons in VA. Mint. Urgent, health crisis.
KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (TF)

Boston Whaler, '70 Menemsha (Montauk w/cuddy cabin), '87 Mariner 90hp strong, '86 trlr, gd shape. Just repowered & it flies. \$4,800.
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (6)



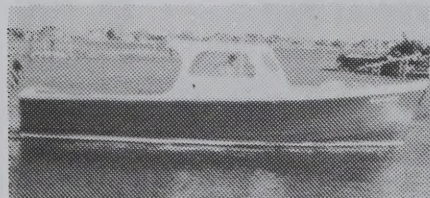
16' Penbroke Open Skiff, self bailing. Blt in ME in '92. 6' beam, vy seaworthy, hp range 20-40. \$1,575 boat only.
STUART FALL, Topsfield, MA, (508) 887-9657. (5)

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)

Adirondack Guide Boat, 14' Brie by Indian Point, glass w/traditional ribs, caned seats, Shaw & Tenney oars, graphite bottom finish, black w/green interior Tippy but fast, a joy to row. A steal @ \$800. **12' Wee Lassie Canoe**, stretched & slightly widened from original palms. Red cedar stripper has keel, green w/natural interior. Incl Bean dble paddle. If my wife can paddle this 25 mi/day you can too! \$425 OBO.
JACK MC KIE, Rochester, NY, (716) 581-1399 eves. (5)

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)

'80 Dovekie, w/dark blue topsides. Trlr, binnacle w/compass, portable head, plus equipment to make her cruiseworthy for you.
GLENN HANSEN, Glenview, IL, (847) 724-0327. (5)



30' MacKenzie Bass Boat, '71 raised deck, shelter cabin, w/canvas ventilating windshields. Repowered 5/93 w/twin Crusaders, 350 Thermo-Electron w/120 hrs. VHF, CB, DS, fume alarm, auto battery charger, 2 new bilge blowers, 2 12v fans, 2 anchors & rode, all CG equipment. Bottom completely refastened & caulked 9/94. Gd cond throughout, kept in water in covered slip yr round most of its life. Asking \$12,900.
BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742-4756, (908) 295- 1590. (2)

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)

Beetle Cat, early '60's.
C. TRAINOR, New Bedford, MA, (508) 636-2375. (5)

BOATS WANTED

Harold Payson Bobcat, w/trlr, in gd cond.
JOHN DE SANTIS, 1022 S. 46th St., W. Milwaukee, WI 53214-3620, (414) 389-1112. (5)

22' Wharram Catamaran, preferably sprit rigged.
TONY FIORE, 17 Classic Ct. S., Palm Coast, FL 32137, (904) 446-5519. (5)

Pelican or Great Pelican, preferaby in northeast but not absolutely necessary.
MARK BALDWIN, Ellsworth, ME, (207) 667-3700, Fax (207) 667-9649, e-mail: borealis@acadia.net. (5)

Sunfish, '91 or newer.
R.W. FOSTER, Portsmouth, RI, (508) 994-6844 days, (401) 683-6844 eves. (6)

23' Venture Newport, by MacGregor, w/trlr. Any cond.
BOB BRINGLE, 141 E. 44th St., Indianapolis, IN 46205, (317) 274-6753 days, (317) 283-8321 eves. (8)

GEAR FOR SALE



New! The Ultimate Rowing & Sailing Cap! Come rain, shine or monsoon, our U.S. made, long billed WORKBOAT cap offers max protection. The navy, stain & water resistant 100% wax cotton fabric breathes. Embroidered logo & adjustable leather strap. One size fits all. Item W-362 \$25, S&H only \$4 when you mention *Messing About in Boats*. Toll Free 1.800.985.4421. Color catalog of rowing gear, accessories & more \$2.
WATERMARK, P.O. Box 1037M, Dept MB, Kennebunk, ME 04043, USA.

35lb CQR Anchor, lists for \$434.95 @ Boat US, sell for \$300. **Astra IIIB Sextant**, never used, compl w/mahogany carrying case. List for \$420 @ Celestaire, sell for \$300.
ROBERT SLIMAK, Duluth, MN, (218) 723-1088. (6)

Sabb Diesel Engine, 10hp Model GG, rev gear, fixed blade prop. Still on shipping base. Compl installation package plus extras. \$3,250. **Michigan Sr Twin**, 15hp gas w/starter, gen & rev gear, WT 290, rebtl. \$385.
H. WHITE, 2252 State Rt. 48, Fulton, NY 13069, (315) 593-8331. (6)

6hp Long Shaft Mariner OB, '94. Total use 6hrs in '95 season. \$875.
BOB SILVIUS, Freeport, ME, (207) 865-3947. (6)

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)

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

Western Red Cedar, clear all-heart vertical grain, 4/4 rough, widths to 20". **Eastern Spruce**, clear, 6/4 rough, exc paddle & oar stock. Send SASE for detailed list.
NATE CAREY, Grantham Millworks, P.O. Box 27, Grantham, NH 03753, (603) 863-2915. (7P)

Bandsaw Blades, 3/8"x 3 TPI, 100' roll enough to make abt 17 blades. Cut metal or wood. \$50/roll.
CHARLIE BALLOU, Wilmington, MA, (508) 657-8266 EST days. (5)

GEAR WANTED

Suunto K-15 or K-16 Compasses, flush mounted.
DAVID BERMAN, Miami, FL, (305) 663-3364. (6)

BOOKS & PLANS FOR SALE

Too Much Stuff, have *Messing About in Boats* back issues back to '90. Free for cost of shipping. Individual specific requests OK too.
BOB DIANETTI, 536 Treeside Dr., Stow, OH 44224-1147. (6)

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 tradeoff's 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.



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)

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 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)

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



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)

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

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

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



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)



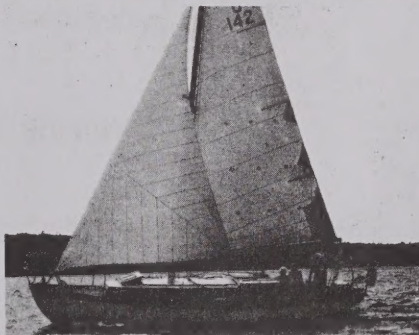
Sea Kayak Plans. "Seguin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual. ROB BRYAN, Kennebec Designs, RR2 Box 311, S. Harpswell, ME 04079. (TFP)

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

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)

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

OTHER MARINE RELATED ITEMS



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)

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

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

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)

Charter Wanted, couple w/10yrs of New England coastal cruising experience want to charter a boat to cruise Lake Champlain for 10-14 days in July-August. Looking for 20-30' CB boat or possibly cruising multihull. Camp or pocket cruisers OK. GRANT INGLE, Conway, MA, (413) 369-4976 eves or e-mail ingl@admin.umass.edu (6)



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



**COLUMBIA
TRADING
COMPANY**

NAUTICAL BOOKS

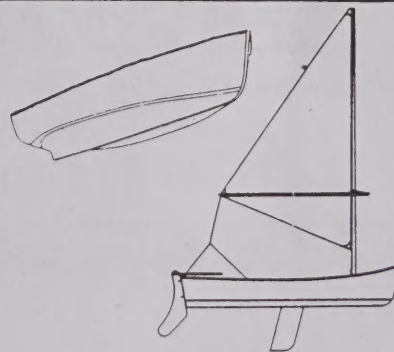
New, Used Free Catalog
& Out-of-Print Subscription

(508) 778-2929

FAX (508) 778-2922 Major Credit Cards

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

KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull

Traditional Looking Yacht Tender

Specifically Designed for Ease of
Rowing & Minimum Drag When
Towing

Two Rowing Stations

Row & Sail Models

BAY of MAINE BOATS

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

MOST ADVANCED AEROSPACE TECHNOLOGY ON EARTH

NOW

A tough, clear,
exceptionally glossy finish
for teak or mahogany that lasts
5 full years

-WITHOUT RECOATING!

Yes, it's true.

Five initial coats of Smith & Co.'s remarkable new
2-part linear polyurethane for wood repels sunlight,
water, weathering and abrasion for years.
And no sanding between coats!

*Out performs even industrial grades of polyurethanes
and all other consumer grades.*

*Contains exceptionally high levels of both ultraviolet absorbers
and sophisticated antioxidants.*

50 SQ. FT. KIT

3 pints Clear Polyurethane
1 pint Brushing Reducer
2 pints Clear Penetrating
Epoxy Sealer™
Measuring Beakers
Pre-paid UPS

\$96.37

100 SQ. FT. KIT

3 qts. Clear Polyurethane
1 qt. Brushing Reducer
2 qts. Clear Penetrating
Epoxy Sealer™
Measuring Beakers
Pre-paid UPS

\$153.81

Call or write for free descriptive literature.

SMITH & CO.

INDUSTRIAL & MARINE SYNTHETIC RESINS

5100 Channel Ave., Richmond, CA 94804

510-237-6842 • 1-800-234-0330

Clear Penetrating Epoxy Sealer™ restores, stabilizes, strengthens dry-rotted wood.



Learn Yacht Restoration at IYRS

Summer Program June 9 - August 24

Fall Semester Begins September 24

RESTORATION SUBJECTS:

Herreshoff S Boat

Chris Craft Runabout

Peapod Rowing Boat

Enroll for a Class, a Week, a Semester or a Year

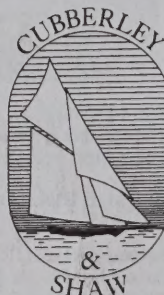
Restoration Facility Open To The Public

Send for Free Catalog & Newsletter

International Yacht Restoration School

28 Church Street, Newport, RI 02840

Tel 401 849-3060 Fax 401 849-1642



Send for your **FREE** Copy:

Cubberley & Shaw

Maritime Museum News

PO Box 607AB

Groton MA 01450-0607

POSTMASTER: ADDRESS CORRECTION REQUESTED

XIV-5

BULK RATE

U.S. POSTAGE PAID

PLATTSBURGH, NY 12901

PERMIT #148

messing
about in
BOATS

29 BURLEY ST., WENHAM, MA 01984-1943

*****3-DIGIT 019
S2 P3

PHILLIPS LIBRARY
PEABODY ESSEX MUSEUM
EAST INDIA SQUARE
SALEM MA 01970

