



messing about in BOATS

Volume 14 - Number 6

August 1, 1996

*Special Features This Issue
Cruising New Zealand in an Old Wooden Coaster
Apsu at the Symposium - The Search for Kokopelli*



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Volume 14 - Number 6
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In Our Next Issue...

We'll devote a lot of space to coverage of the WoodenBoat Show at Mystic Seaport, with supporting coverage of the No Octane Regatta at Blue Mountain Lake in the Adirondacks from Bob Davidson, and my report on the Melonseed Regatta in Duxbury Bay, Massachusetts.

These will leave little room for anything else, but we should continue Roger Stone's narrative from *Fair Tide* in "South Shore", another of Harold Burnham's little gems about his Friendship sloop *Chrissy* in "The Sawzall", and maybe Charlie Matthews' tale, "From the Log of Therapy".

Not much on the design and project side this one issue, except that a lot of what is in the events coverage also brings us a look at lots of designs and projects.

On the Cover...

The 90 year old wooden coaster *Te Aroha* at anchor along the way on a coastal cruise of New Zealand. Joan Ware took this photo on the trip she and husband Hugh took this past winter. They tell us all about it in this issue.

Commentary...

The subject of historic ship preservation continues to crop up here periodically. The most recent occurrence was at the June meeting of our local small craft club at the Peabody-Essex Museum in Salem, Massachusetts, where a spokeswoman for the Salem Maritime National Historic Site announced that the contract to build the \$5 million replica of an early Salem East Indiaman had been let and that construction was about to begin at Scarano Boatbuilding over in Albany, NY.

I ranted on some about this National Park Service expenditure of \$5 million for a sort of "theme ship" for their Salem site a year or so ago. I viewed it then, and still do now, as a charade, something built in modern construction veneered over to look like a 200 year old merchantman.

Nevertheless I seem not to be mainstream in my views on this sort of concept, for there seems to be considerable enthusiasm for seeing this ship alongside the real Derby Wharf that still exists, being built of granite, alongside which the real merchantmen that carried trade goods to and from the Orient once tied up. While the wharf, which is the real thing, is still there the original ships are long gone.

As this, and other such projects continue to be announced and are often carried out to completion, I find I am most impressed with how much it costs to build these replicas. It costs a lot, really serious money. A whole lot more today in real terms than the original vessels cost when they were built with an eye to making a dollar for their owners, and not for subsidized entertainment for the touring American public.

The clipper ships, which were the most expensive sailing vessels built for business use, were technological marvels of their time, radical hull shapes, huge rigs. Major investments were made in their potential for speed, for speed would bring home the trade goods first when they would command the highest price. There are no clipper ships left, nor any being replicated to my knowledge. Some pieces of one of them, *Snow Squall*, were brought home from the Falkland Islands and deposited in a small Maine museum a few years ago, but even these remains are now being divvied up amongst several museums as their care and upkeep cannot be afforded any longer by the original museum.

This ongoing enthusiasm for saving old vessels or building new replicas does baffle me in the face of the cost of pursuing this particular dream. The love for boats that we have is carried in these instances to what I view as unfortunate extremes, far, far beyond the resources that most of the dreamers command. In the Salem case, the government has no resource problem as it is spending our tax dollars on this particular effort to give the touring public an inkling of what it must have been like at Derby Wharf after the Revolutionary War.

Aside from the avid promoters of these exercises in the resurrection or replication of historical artifacts, does anyone really care? Does the public which gets to view these ships, whether the Salem image, or even Mystic's real whaling ship, the Charles W. Morgan, really care if it is the real thing, or an accurate representation of it? I conclude that they do not. They are interested, if at all, in the visual experience of looking at the ship, picturing thus the scale and nature of how it once was. So the Salem thing will serve this purpose, which seems to satisfy the Park Service.

Another function of these bygone artifacts is something called sail training, no longer a useful training for real world work, but apparently viewed as character building for young people. There's quite a bit of this that goes on, and the periodic tall ship gatherings brings many of them together. Since these vessels often really sail the high seas, they are mostly relatively modern steel square rigged vessels from the last days of commercial sail, many government owned and showing the flag around the world.

Well, so I'm not mainstream I conclude, for I cannot get excited about any of these projects. They are quite understandable to me and I have no quarrel with their proponents so long as they do not go begging others to help pay the costs, or again unlike the Salem case, are not spending tax dollars on such dreams. If someone wants to build a 200 foot square rigger replica with their own resources, or those they can draw on from other true believers, it's not much different, other than in scale, from our dreams of what we want for our boats.

I find myself interested only in the real thing, for then I can go aboard a vessel that really was there when it was serving its original purpose, which in the larger human experience, was making a buck for its owners. Around here we have a real thing, the *Gloucester Adventure*, a latecomer, the end of the line of the famed Gloucestermen fishing schooners. Since the mid-1920's *Adventure* has been earning her keep, once bringing in record catches for her owners, later lugging tourists along the Maine coast as a head boat.

Now this real thing is trying to survive as a working vessel in the educational field through the efforts of pretty much a volunteer organization. Even this essentially functional 120' wooden schooner is way beyond their collective financial resources so they are out begging money (in the form of grants). What dawned on me was that 10% of that \$5 million being spent in nearby Salem would provide an endowment sufficient to keep *Adventure* going, sailing as well as sitting there, the real thing. To the *Adventure's* dreamers, that half million seems beyond reach, to the Park Service it probably will cover incidental administrative costs.

"This product was designed for your safety and convenience." That slogan has been used for all sorts of items from mouse traps to telephone answering machines, but nowhere is it more true than the marine VHF radio. Every recreational boater can now have safe, reliable and inexpensive communication equipment that is truly "user friendly." With a VHF radio, every skipper can contact other vessels, be "patched through" to an on-shore telephone number and call on the United States Coast Guard if and when he is in difficulty.

The problem, I believe, is that VHF radio is a little too "user friendly" and not all boaters have taken the time to learn good (and legal) radio manners. The unfortunate result is that some skippers abuse, chiefly through ignorance, one of the most useful pieces of safety equipment on their boats.

Problems with marine radio usage fall into three broad categories: what channels to use (and not use), "appropriate" language and the necessity for making all transmissions as brief as possible so others may use the channels. This last will be the topic of a separate article.

First, the proper channels. Channel 16 (and in some parts of the country Channel 9 as well) is the "emergency and hailing channel." It is the obligation of every boater to monitor Channel 16 when he is underway. It may well be that somebody quite near to him is in trouble and it is his duty to render all pos-

Small Boat SAFETY

Radio Daze Part I

By Tom Shaw, USCG Auxiliary

sible assistance. When the *Titanic* sank, her distress call was heard hundreds of miles away, but it was not heard by a vessel that was nearby and could have helped simply because that other vessel was not listening! Channel 16 must be kept clear for emergency calls. Apart from distress calls, Channel 16 can only be properly used to establish contact. "Vessel *Reel Fun*, this is the vessel *Lucky Catch*. Switch and answer on Channel 68. Over" *Reel Fun* replies, "*Lucky Catch*, this is *Reel Fun*. Switching to 68." If, after two minutes, there is no response, the call can be repeated. The main channels available for non-commercial boat-to-boat communication are 9, 68, 69, 71 and 78.

A number of channels have been reserved

for ship to coast communication. If you need to be patched into a land telephone, you initiate the call on the channel(s) set aside in your area and call for the marine operator. Check with your local telephone company for specifics, and you may want to carry a special "marine radio credit card" to pay for those calls.

If you need to contact a bridge tender, make your call on Channel 13. This channel is also a bridge-to-bridge channel for larger vessels (including tugs) and is for navigation communications only. As recreational boaters, we will only use 13 to get in touch with the bridge tender, always using only low (1 watt) power.

Some channels are specifically reserved for government use. Among these are channels 22, 23, 81, 82 and 83. Other channels are reserved for port operations. Channel 6 is dedicated to safety communications between ships.

Prudent operators of marine radios will carry on board a list of the channels that they may legally use, remembering that it is a violation of federal law to communicate on (and therefore tie up) government radio channels.

Good radio procedure governs not only what channel we use but what we say. Both radio etiquette and federal law prohibit "obscenity, indecency and profanity" with fines of up to \$10,000 or imprisonment for up to two years or both. VHF radio is a party line. Others are listening.

BLUEBERRY

by David D. Hume

Experiences designing, building and sailing a 20'3" gaffer. This handsome book is illustrated by the author's pen and ink drawings of the the boat and its environment, the south eastern Connecticut shoreline. Fishers Island Sound and the lower Connecticut River. Birds, fish and flowers were his companions on the water. His extended correspondence with Phil Bolger is a unique account of a collaboration between designer and client. This book will appeal to Bolger fans as well as readers brought up on *The Wind in the Willows*. It will be an inspiration to those who dream of building a pocket cruiser.

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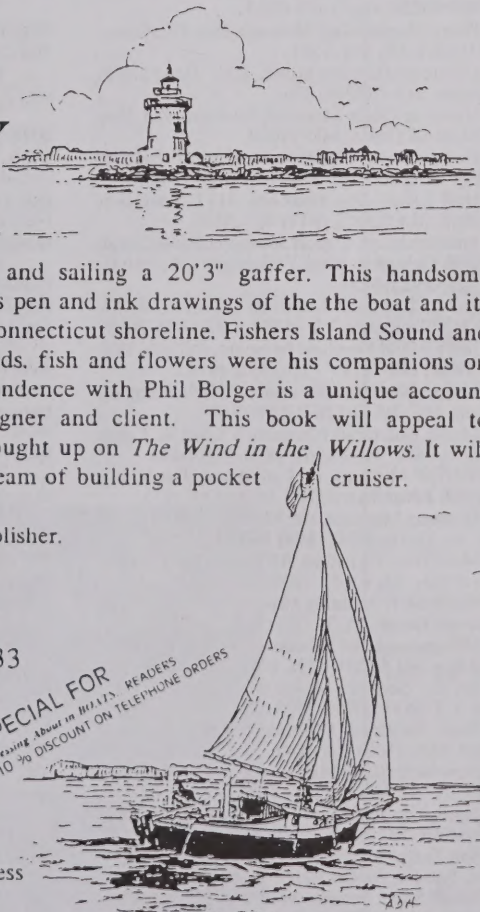
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ANTIQUE & CLASSIC BOATING

Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.

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

BOATBUILDING INSTRUCTION

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

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

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

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

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

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

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

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

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

International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.

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

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

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

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

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

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

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

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

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

BOATING SAFETY INSTRUCTION

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

CONTEMPORARY YACHTING

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

MARITIME EDUCATION

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

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

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

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

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

MARITIME MUSEUMS

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

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

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

Activities & Events Organizers '96...

The '96 boating season is in full swing now in mid-summer and many scheduled messing about in boats activities are happening every week. As a sort of center of a communications network, we continue to receive ever more news and announcements of coming attractions, chiefly through copies of newsletters circulated by the many organizations that undertake to promote events and activities of interest to us.

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

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

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

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

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.

Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.

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

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

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

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

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

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

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

MODEL BOATING

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

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

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

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

ONE DESIGN SAILING

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

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

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

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

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

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

PADDLING

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

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

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

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

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

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

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

Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.

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

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

ROWING

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

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

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

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

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

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

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

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

Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middleton, MA 01948. (508) 774-1507.

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

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (508) 282-4580.

United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

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

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

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

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

STEAMBOATING

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

New England Museum of Wireless & Steam, Tillinghast Rd., E. Greenwich, RI 02818. (401) 884-1710.

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

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

TRADITIONAL SMALL CRAFT

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

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

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

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

Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

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

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

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

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

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

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

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

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

Traditional Small Craft Club of the Peabody-Essex Museum, P.O. Box 87, N. Billerica, MA 01862. (508) 663-3103.

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

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

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

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

TRADITIONAL YACHTING

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

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

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

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

TUGBOATING

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

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

WATER TRAILS

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

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

WOODEN BOATS

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

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

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

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

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

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

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

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

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

WANTED TAX DEDUCTIBLE BOAT & MARINE PARAPHERNALIA DONATIONS

As part of the Traditional Vessel Weekend festivities, the Connecticut River Museum in Essex will hold its annual Marine Auction on Friday evening, September 13, 1996. A major attraction of this fundraising event is the auctioning of sailboats, runabouts, rowing craft, engines, marine antiques and maritime art, and assorted boating paraphernalia donated by members and friends of the Museum.

Donors to the auction can take advantage of current IRS regulations for deductions resulting from charitable contributions. Canoes, kayaks, dinghies, sailboards, daysailers and outboard/inboard boats are some of the types that have been popular with auction buyers in the past.

If you have a boat, motor, trailer or other marine equipment in good condition that you would like to donate for a tax deduction, please contact THE CONNECTICUT RIVER MUSEUM at 767-8269. Please ask for Lew Weinstein or Thomas Klin.



Connecticut River Museum at Steamboat Dock

67 Main Street · Essex, Connecticut 06426
(860) 767-8269 · Fax (860) 767-7028



The LAKE CHAMPLAIN MARITIME MUSEUM at Basin Harbor, VT

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You write to us about...

Your Experiences

Visiting Former Teammates

In early March I had the opportunity to visit with some of my former team mates from my competitive paddling days in the early '50's in Hungary. I came here from there in 1956.

The occasion for this reunion was a winter training camp in Indian Harbor Beach, Florida, sponsored by the Canadian National Kayak & Canoe Federation. They hosted it for the national teams (including Olympic teams) bound for Atlanta this summer from Hungary, England, Germany, Latvia, Czechoslovakia, Denmark and Norway. It was the first on-the-water training for these teams as their home waters were still icebound.

One of my former team mates is now chief coach of the Hungarian National Kayak & Canoe Team. He told me that this sort of training camp is an exchange program sometimes hosted in Europe in summer. Many clubs from the Canadian Federation also attended to upgrade their skills working out with the best from around the world.

It was quite a spectacle for me, endless rows of kayaks on the water and on the shore, a great opportunity for all these teams to work out together in preparation for Atlanta's Olympics.

Ferenc Albert, Marco Island, FL.

And for This Year...

I got hooked on tri's when Tom Grimes gave me the Searunner book. Never did anything about it. A call to the west coast revealed that used home built Searunner 25's were selling from \$8,000 to \$10,000 in the 1960's! Way too rich for my blood!

Last fall I bought a 14 year old Compac 23, but my sailing has been somewhat limited. I'm in a masters program for Mental Health Counseling and doing well. So I push myself to study, sailing less but needing it even more for the mind-rest and peace it affords.

One of the older men in our church sold me his whole workshop; table saw, belt sanders, electric hand planer, 10" band saw, circular saw, saber saw, drill, etc. He will also give me his box of maple, walnut and cherry scraps for small parts for boats.

I will start the Roar II this spring! Besides camp cruising on the Ohio, it might work as a tender for the Compac. Captain Papy's Cruising Guide to the Florida Key encourages snorkeling, fishing and poking around mangroves. A boat that really rows would sure be nice. I think I'll leave it long. I'm reluctant to whack it to 12' as in Jim's recent article. It may look bit funny towing behind a 23' boat but I can't wait to see how it would do for beach combing uninhabited islands.

Tentative plans are afoot to cruise the Keys or Tampa Bay for two weeks in Dec./Jan. break. Friends who were leaders on an Explorer Scout cruise to the Dry Tortugas in an 83' schooner last summer, got hooked on sailing and the Keys. Sure hope we can go.

Four of us, (3 gray-beards and a mustache), do a yearly "Old Geezers go North" cruise to the thumb of Michigan. We cruise port to port in the Big Lake or marina to ma-

rina in Lake Charlevoix, if the wind is up.

Our river sailing season is upon us. Due to high water, few with docks on the river put in until after the Derby. Our son is really taking to sailing and is my second pair of eyes for avoiding barge traffic on the Ohio. There's no turning a 15 barge tow and it takes 3/4 of a mile to stop, so we short tack and wave as they pass.

The power boat folks are quite polite but I did have to alter course for a deep V cruiser last fall. The helmsperson was deeply engrossed in huggie bear and kissie face with a sweet young crewperson of the opposite persuasion. He didn't seem aware there was another vessel in the universe, autopilot I'm sure. At about 100 yards it appeared he wasn't going to alter course, so I luffed up a bit. It wasn't even remotely close. We all agree that alcohol and water don't mix, but does lovin' and steerin' mix either. I'll defer since my beard is too bristly and gray to have any first hand experience at such stuff.

Larry Bracken, New Albany, IN.

Chichester & the Sunfish

I'd like to share a story with you about small boats. The year was 1970. I was fresh out of the Merchant Marines, hauling oil and fighter-plane fuels, and I was trying to apply my head at Merton College, Oxford, over in England, where the big news was Sir Francis Chichester, he having just soloed 'round the globe in his yawl *Gypsy Moth*.

I departed on the train into London one Saturday morning, intending to visit Chichester's chart shop on Cherry Street, more or less to pay homage. My barman at a local Oxford pub had suggested I be at Chichester's at 4 PM. That being tea time, the barman said Chichester would reportedly draw the shade and invite customers for tea.

"Now then," said the world-renowned yachtsman, counting his sugar cubes, "who here has done any sailing?"

Can you imagine? Here was a veteran air pilot and ocean navigator who'd just been knighted for his sailing accomplishments and he was asking US to regale him with sea stories. That would be like Harold Payson asking the eighth grade shop class how to build a garvey. I kept my mouth zipped. No way was I going to speak up in this fellow's presence. My sailing to that point had been limited to Comets and Sunfish. But an Australian fellow piped up, "In Australia we're sailing these new American boats called Sunfish. Very sporty." I just laughed and thanked the fates that I had not said something so silly, especially to the great Mr. Chichester.

Well, I was wrong, way off base.

Chichester about came out of his chair. The word "Sunfish" triggered an adoring lecture.

"Marvelous piece of American engineering," he enthused. "It'll revolutionize sailing, democratize things, yank it out of these stuffy yacht clubs and make it available to everyone, rich and poor alike."

He went on to predict that small boats were the future of all recreational boating and he said the frontier in marine design would be to get the most from the least space with the best use of traditional, sea-proven materials.

"Glass fiber is not the answer," he said. "It's a stop along the way. Boats will not cease being made of wood. It's too perfect a material for this application. You will see wonderful, modern materials, but always they will be used to enhance the basic use of wood."

Time, assisted by others such as Mr. Payson, has certainly proved Sir Francis correct.

Tom Baldwin, New Hope, PA.

Happy Summers at Honey Harbor

Growing up I was very fortunate to experience a very special place, Honey Harbour on Georgian Bay in Canada. Our family packed the station wagon to the brim every June and off we went. While the trip seemed painfully long to me as a child it actually was only four hours long. Our house was a large log home nestled near deep woods and an active swamp. My mother's family had built it years before we lived there. There was a large fireplace and towering cathedral ceilings in the living room. Much of the furniture was hand made from trees not even stripped of bark. We could smell all of the rustic as we entered. Where we were situated could only be reached by boat. My first trip in one was at nine months old.

Because a boat was a basic necessity we had powerboats, but also also had a canoe. My father would arise early and take me and our black lab out for a paddle. The lake was crystal clear and we could hear a pin drop.

Usually once a week we would go for groceries, also by boat. At that time we had a small wooden one. We would have to go in the main channel and the waves were relentless. I was always afraid they would eat us and the boat so I was relieved to get home.

When I was a little older, I was offered the chance to drive one of our aluminum outboards we then owned all by myself! But first I was dropped into the lake several hundred feet from the dock and told to swim to shore. I performed the task and was then skipper of my own boat. I had to wear a hot, oversize lifejacket each time but was in seventh heaven so it was worth it. I was never a great swimmer but we had a variety of cats each summer and taught them to swim. They were better than I was. How they loved Honey Harbour.

Looking back I think one of the best parts of each day was bedtime. I would lie in bed and listen to the hum of the boats, the waves lapping the shore, and the symphony of wildlife, ranging from crickets to whippoorwills. The bullfrogs were so loud I'd think they were under my bed.

My father was still working during those years so he had to commute to Buffalo each week. He would leave Honey Harbour Monday and return Thursday. Every week I would sit on the dock and wait his arrival with excitement.

Weekends were special fun because we would have friends and family come. My grandmother would come from Buffalo and bring me lots of goodies. These weekends had to be a bit more formal mind you. I would again sit on the dock and wait for the big green water taxi to roar down the lake bringing our guests.

Many years have passed and because of

the increasing expense for upkeep, we decided to sell. At the time I was going through adolescence and didn't think twice but now I'm in my thirties and miss it so much it hurts. There will never be anything to compare to our home at honey harbor we called *Terigetobe*.

Georgia Moseley, Amherst, NY

Swamped Yankee

The first weekend in June saw me in *Alice*, my 10' Swamp Yankee canoe, at Cedar Lake in Chester, Connecticut. My family was at Camp Hazen for a church camp/weekend, and I brought the canoe along. Taking advantage of the warm water and the proximity of the lifeguard I satisfied my curiosity about how she handled when full of water.

First, I warned the nearest lifeguard. I then proceeded to relatively shallow water and put the gunwale under. This was remarkably easy to do, and the canoe filled with water and turned over right away. First I climbed back inside to see if she would float high enough to bail. The end decks were out of the water, but the gunwales were still submerged. Paddling caused her to submarine. So, I exited the canoe again and performed a self rescue. Pressing on the sterndeck down raised the bow and a push forward emptied out a great deal of water. The canoe was floating with a couple of inches of freeboard.

I then placed the seat cushion under one blade of my double-bladed paddle and the other end of the paddle all the way across the canoe at the rear thwart/backrest, and with a kick was back inside, this time with two inches of freeboard. Bailing by hand for five minutes reduced the water inside considerably. Paddling and forward progress were possible, so I paddled to shore to empty her out entirely.

My conclusions: Always wear a life-jacket. Avoid tipping over if possible. Install flotation (none is called for in the plans for Swamp Yankee). Carry a seat cushion as required by USCG. Practice. This experiment was done on a lake with no waves. Maybe I'll get more adventurous for the next time.

James Flint, Westport, CT.

A Nifty Way to Reboard

Here is a nifty way to reboard a dinghy from the water. I came up with this after flipping a Snark Wildflower while boarding from the water over the side of the boat. I could see that it wasn't going to work, but I couldn't get off the gunwale fast enough to prevent the capsize.

With a leeboard dinghy place one or two flotation cushions under the chine, inboard of the leeboard. The cushion is buoyed up tight under the bilge and the leeboard prevents it from squirting out to the side. This provides enough additional buoyancy to prevent the gunwale from submerging when weight is put upon it. I tried it out on my Piccup Pram recently and I had no trouble scrambling in over the side. I haven't tried this on a centerboard dinghy. It would probably need some method of holding the cushion in place.

Reed Smith, Oxnard, CA

Your Projects



Another Rig for Wee Brick

In a bygone issue you published some photos of the two rigs I had tried on my 7/8ths scale Brick, *Wee Brick*. One was a polytarp which stretched, the second was a windsurfer rig which somewhat overpowered the boat.

Here is a third rig experiment, a 60sf lateen rig from a Cat Yak. It is strictly a light air sail!

Doug MacNary, 11305 Berry Hill Dr., Knoxville, TN 37931.

Sprit Rig Defect

I was perusing some back issues and noted a couple of sprit rigged designs. The boats looked rather pretty but the rigs all had the same defect as all other sprit rigged boats seem to have. The sprit is set up on its snorter at about the level of the first (if any) reef. This set up interferes with stretching the sail as fully as should be done to get maximum efficiency out of the sail and leads many sailors to believe that the old rigs are clumsy and inefficient, especially into the wind.

I have a New York Whitehall (hull by Jim Thayer) with sprit rig. This rig carries a full diagonal nonrigid sprit. The boat sails better with the "springy" sprit than with a shorter and heavier rigid sprit. The catch, of course, is what do to do with the extra two feet of sprit when you reef down. The answer is simple. You leave it up in the air and move the connection point on the spar down.

Rather than tie the end of the peak ear-ring to the end of the sprit, a sliding ring goes around the sprit. A light halyard runs up and through the hole at the peak of the sprit. As the sprit is very bendy, the halyard is led through eye straps on the sprit and cleated just above the snorter cleat.

The halyard used is 1/8" braided dacron. Halyard length is only a few feet longer than the length needed to accommodate reefing, as it is quicker to hoist the sprit than it is to haul up an additional halyard when raising sail. Besides, who needs to coil extra line?

Too many traditionally rigged small boats are set up on the assumption that the owner will row any time he needs to go to windward. Sweet Pea looks like an entirely sensible design. Why, then, should it be crippled by a low,

practically square, spritsail?

When I designed *Privateer's* sail, I wanted to see what a high aspect/ratio sprit sail would do. The sail was cut from a heavy old jib with no draft or other special shape and she went like a bat, including to windward. In light airs, it just reaches up and pulls in any wind in the neighborhood.

In heavy air (including in the winter) another feature of the sail comes into play. The sprit goes the full length of the sail's diagonal and is very springy. Since the sail is rather large, when a gust hits, long bendy spars not only give the sail good shape, they act as a safety factor and, when a gust eases, give the boat a little extra push.

Another sail was built this season, incorporating the lessons of the first, by John Eggers of South Amboy, New Jersey. This has improved performance even more, but I would not be ashamed to use the home-made sail at any time.

Eric Russell, Brooklyn, NY.

Your Needs

Anyone for Bamboo Veneer?

Anyone interested in 4x8 sheets of 1mm bamboo veneer as boatbuilding material should contact Sarah Hollingsworth, Bamboo Plywood Co., Box 1338, Haiku, Maui, HI 96708, (808) 575-2976. Cost is \$28/sheet and the veneer is a tight basketweave of strips which are 1/2-in wide, give or take. Might be good for double-diagonal construction. If I can make the time I'll try and test the stuff myself. It's stiffer than typical veneer.

She will send small pieces as samples, and if not useful for planking, I think this would make very interesting and attractive lamination for decks, cabins, and all that.

Craig O'Donnell, Betterton, MD.

Sailing Opinions Please

I am interested in hearing from anyone who has sailed any of the following small boats: Salty's LGFB 16, Super Pelican 18, Yankee 18.

Peter Hales-Coleman, 311 Forestland Ct., W. Columbia, SC 29169-4957.

If You Send Us a Story...

We're pleased to receive it in any legible format. Readers with computers have asked about sending us floppy disks. If you wish to do this, the best format for us is Microsoft Word 6.0 or lower for the Macintosh or WordPerfect or Word for Windows for a PC.

The best "on paper" format is a clear, crisp printout from a laser or inkjet printer so we can satisfactorily scan it. Dot matrix is least desirable, but still OK, we can usually still scan it. Typewritten articles are next in the descending order of preference, carbon ribbon is best; old, tired cloth ribbon machines with broken keys are pretty much at the bottom of the scale. They cannot be successfully scanned, so we have to typeset these.

Handwritten stories are still welcome if this is the best you can do. We just typeset them into our Mac.



Becky Mason watches her husband give *Apsu* a spin during a quiet moment.



Harro Rock amuses the crowd with some impressive poling gymnastics.

Apsu relaxes onshore as Ray and Nancy Reitz chat about paddling to a crowd of onlookers.



Apsu Enjoys the Canoe Symposium

By Bob Richardson

My name is *Apsu*. I am a canoe and I have just returned from my first visit to the Maine Canoe Symposium held at Camp Winona in Bridgton, Maine. I had such a good time that I felt I should sit right down and let you know about it. Although this was the twelfth annual event of it's kind, it was the very first for my partner, Bob Richardson, and myself. He is not the kind of person who gets up the energy to go to this sort of event and he has never taken me out at all into the public eye, so this was a big step for the two of us.

Camp Winona is one of the most beautiful places I've been. The camp staff was congenial in welcoming such a large group of canoes, to say nothing of their human partners. During the weekend, I sat along the shores of picturesque Moose Pond with many other beautiful canoes of all shapes and sizes while the humans ate like royalty and slept in a variety of comfortable accommodations.

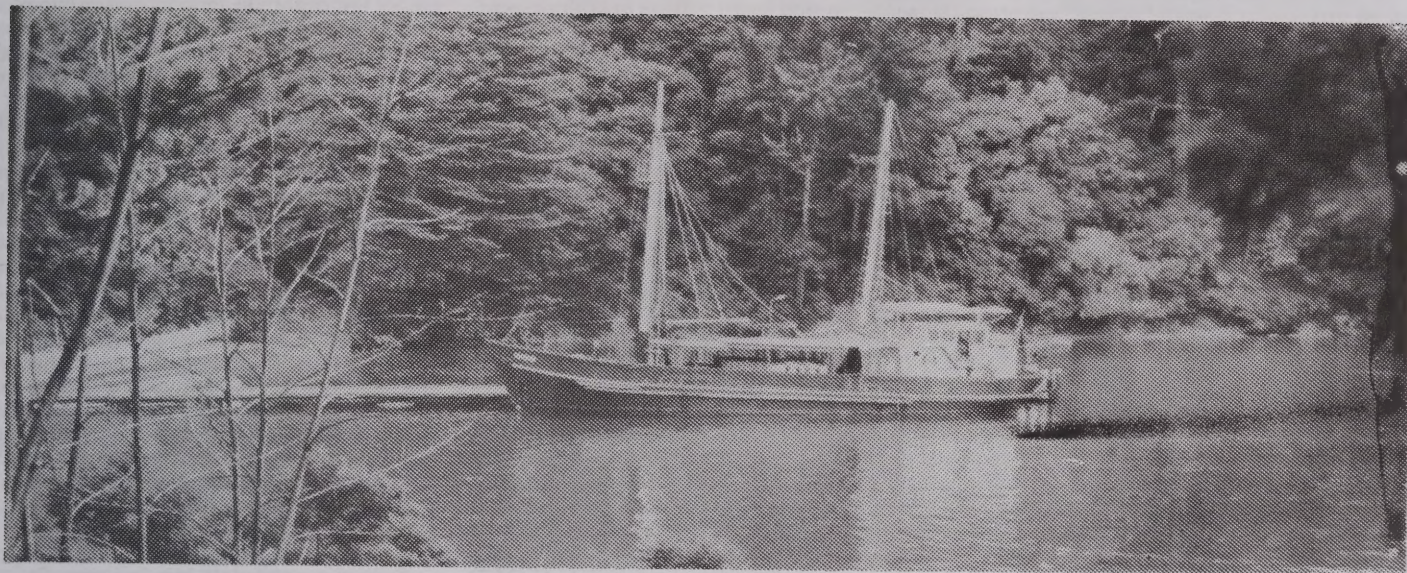
During the mornings and on Saturday afternoon we took part in a vast number of workshops that the humans could also attend. They were led by some of the most expert people in the world in various areas of canoeing, including levels of paddling, wilderness survival skills, tripping, canoe sailing, double bladed paddling, touring, whitewater paddling, poling, and canoe and paddle building.

Human leaders included famous "masters" like the wonderful Alexandra and Garrett Conover, renowned canoe builders Jerry Stelmok and Geoff Burke, eight-time ACA national sailing champion Jim Bowman, wilderness sages Ray and Nancy Reitze, irrepressible poling phenom Harry Rock, and the delightful and knowledgeable Becky Mason, daughter of the late Canadian legend Bill Mason. The canoes were too numerous to name, but all the humans had an opportunity to try us out and to take workshops using us.

Of course, I stayed with Bob most of the time. It was good for us, and we had plenty of time to build on our already intimate relationship. Bob designed and built me himself and has never been too sure of how well he did at it. He needed to find out from the experts themselves. All weekend long, people admired my good looks and asked the meaning of my name (which is in large gold letters at my midships). It is the name of that mythological body of water on which the earth floats and from which come all the streams, rivers, lakes, and oceans of the world as well as knowledge and all things beautiful.

The highlight of my weekend (and I'm sure it was so for Bob too) came when two wonderful paddling partners, Jackie Peppe and national freestyle champion Karen Black asked to take me for a spin. Bob was beside himself. With Jackie and Karen, I danced and spun and moved with such grace that I felt I was in a magic ballet. I had never felt such joy and it made me have the confidence that I could do many things wonderfully.

Bob wept on shore as he watched. People all around looked on with wonder. Both Bob and I now know that I am a capable as well as beautiful canoe. We had a valuable, growing experience and left with an even clearer sense of what we already knew, that we love each other very much.



Cruising New Zealand in an Old Wooden Coaster

By Hugh Ware

Photos by Joan and Hugh Ware

Getting to know the people of a foreign country on their terms is always a problem for the traveler. My solution on a recent trip to New Zealand was to take a cruise on *Te Aroha*, an adventure vessel lugging New Zealanders on cruises to lovely, exciting islands near Auckland.

She started life nearly 90 years ago as one of the "mosquito fleet," those small wooden sailing vessels that coasted along the rugged shores of New Zealand until recent years, hauling cargo and passengers here and there. For some of her years she slogged across Cook Strait, a nasty piece of water between New Zealand's North and South Islands, making some 10,000 crossings according to one calculation. Pictures of her in more recent years show pianos and vehicles being lowered onto her deck or into her hold. Nowadays the cargo is 22 paying customers on overnight trips; more on day trips.

Green-hulled with a bright yellow stripe and of a useful 115 ton displacement, she is a raking-bowed 96' long, with a beam of 24' 6". Flat-bottomed, she pulls "6 metres" (about 6-1/2') at the stern, half that forward. Built in 1909, she shows her age and hard usage but she is still sound. There are few hull noises, even in considerable seas, and the bilge makes only a reasonable amount of water. Her sheer shows a bit of hogging, not surprising considering her age, but is still attractive and it sweeps aft and around a staved counter stern. Under it, a large rudder is controlled by chains shackled to the outer top of the rudder, a scheme also used on the scow ketches and schooners she resembles in many ways. Two GM 4-71 engines, exhausting up the main mast with a truly noble tone, push her at a steady 7.5 knots. Three tan-barked sails can be spread on thick, spiral-wound steel masts when the wind is favorable. These masts replace the original kauri spars.

Her soundness is not surprising. A newspaper interview with one of the workers who built her in 1909 details her construction. It's a tribute to New Zealand shipbuilders and the amazing timber available to them. I quote: "Her keel, keelson, sister keelsons and all

stringers came from one log and there was plenty to spare for masts, yards, and most planking. Golden yellow and lovely, solid kauri it all was." The article goes on to describe how planks, 4" x 6" and 72' (yep, seventy-two feet) long, were rushed, wriggling limber and hot, from the steambox to be clamped to the frames before they cooled. The ribs, by the way, were bandsawed from pohutukawa, that lovely, gnarly tree that overhangs the sea along New Zealand's coasts and is covered by brilliant red blossoms in December; the "Christmas Tree" New Zealanders call it.

All that side planking is still there, protected to above the waterline against teredo worms by replaceable 1" sheathing. Some of the bottom planks have been renewed, however. I gained personal acquaintance with her timbers. One of the sister keelsons ran through our cabin; it was perhaps 10" x 14". The shelf timber over our bunk was of similar bulk. Both timbers are still sound, though rounded off by contact with cargo over the years and now painted red.

Appended to this interesting, perhaps even amazing, hull is a large deckhouse aft. It contains the galley, master's quarters, a spacious wheelhouse with a comfortable settee seating up to six spectators of the ship's operation. Below it is a cozy little bar that becomes transformed into something quite like a London pub when the ship is anchored for the night in some protected cove in the offshore islands, and two toilets-cum-showers.

Forward of the deckhouse, on top of what used to be the hold, is a series of tables (made from the vessel's now unneeded hatch covers) and slatted benches; this assembly resembles a lobster-in-the-rough dining spot. A hard top overhead and roll-up vinyl and canvas curtains provide superb weather protection when necessary, yet give good visibility. A varnished companionway leads below where the hold has been decked, carpeted and divided into cabins. Some are closed off by doors, others by curtains because some customers (New Zealanders are an outdoors lot) don't like to be "trapped" behind doors. It adds

up to being adequate but not, definitely not, "luxurious." Think of it all as "camping at the comfortable level."

My wife and I signed up for a cruise on *Te Aroha* on the recommendation of New Zealand relatives. The cruises are operated by Mike and Dee Pignéguay, a fiftyish couple, experienced mariners and people worth knowing. Mike (tall, gray hair, dark rimmed glasses, strong chin and voice to go with it) was English and an officer in the British Merchant Navy, and is the kind of person who slips the quiet pun or two into his masterful, sometimes tongue-in-cheek speeches detailing what the weather is supposed to do tomorrow, where we go next and other operational details the customers must know. Dee (rumple-haired, sleepy-eyed but oh how they widen into intelligence when she is needed, and originally a Canadian) is cook, mate, and handler with authority of booking details, the anchor windlass or a mooring line.

Helping out in the past have been their two children, now in their twenties and learning vocational skills in Australia. Now the crew is Gareth Davies (perhaps mid-twenties, small, muscled, dark eyebrows but hair of a startling sun-bleached yellow, the color and texture of a freshly unlaidd new manila rope for you that are old enough to remember manila lines). Gareth has what may be the ideal life; he works on *Te Aroha* in the New Zealand summer and flies to the States (at the boss's expense, he assures you) to work the other summer at Echo Hill Camp in Maryland, a non-profit educational group teaching children about ecology and saving Chesapeake Bay. Not a bad way to use a recreation-management degree earned at age 17!

Dee arrived in New Zealand first. Mike met her when he worked on shipping along the New Zealand coast. They married; bought *Te Aroha* with a partner and, against the advice of their accountants, and ran her in a cargo and passenger service to Great Barrier Island, some 50 miles from Auckland and one of the islands defining the Hauraki Gulf where soon New Zealand will defend possession of the America's Cup. (The Gulf is also a great cruis-



ing ground, by the way.)

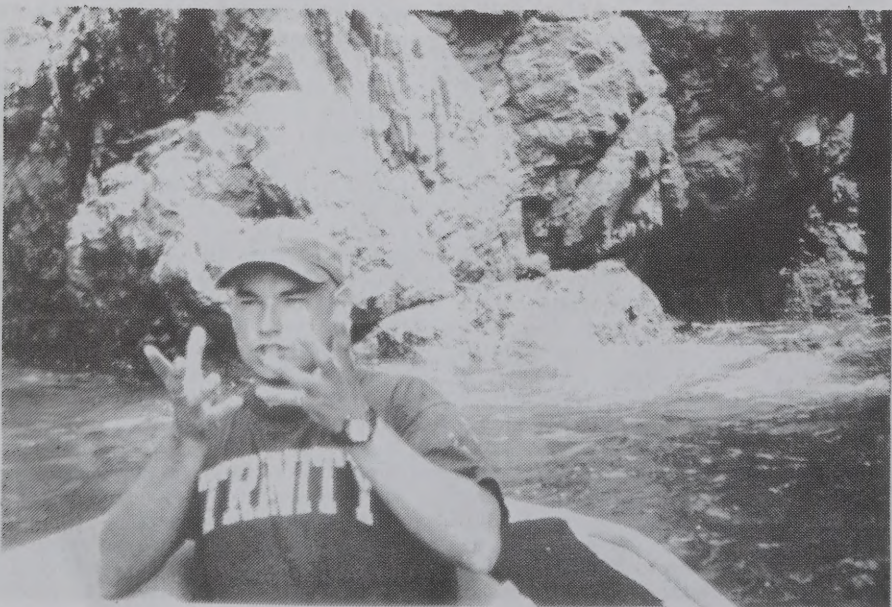
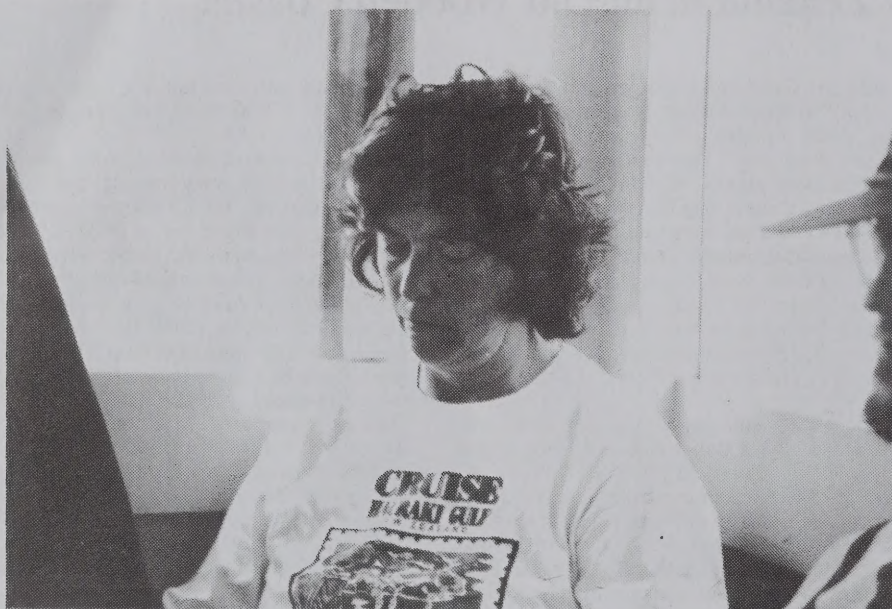
After a while, they noticed an interesting phenomenon. Some of the passengers were islanders, making one-way trips to the mainland or return. But an increasing number were round-trippers, along for the ride as the *Te Aroha* chugged across the Hauraki to GBI, poked its nose into a series of scenic little coves to land or load cargo and people, and returned to the big city in due course. Much of the cargo/islander transport business was going elsewhere, so *Te Aroha* changed its role. Mike and Dee bought out their partner and have been in business since 1988 as The Adventure Cruising Co. Ltd. Running from October 1st to late April or May, they offer a variety of adventure cruises, from day trips and a charming Night Walk-Dawn Chorus excursion to a very special island full of birds, to three and five-day cruises with naturalist leaders. Judged by repeat business, they are successful; 45% of their customers have sailed with them at least once before. One woman has made, at last count, 29 trips!

Most customers are New Zealanders. Only one out of eight is a foreigner. Our trip was typical. Aboard were one Scotsman, one Canadian (a seller of used railroad cars, yet), me and my New Zealand-born wife; the rest were New Zealanders. As a result, we got an exposure to New Zealanders on their own turf, as it were, that few tourists can achieve. Our fellow travelers were all adults, ranging from several in their twenties to Mr. Hunter, 72 and looking none too healthy, with wife and several sons and daughters. Many passengers belonged to a club interested in birdwatching and the conservation of one of the islands we visited.

Our trip also gave us exposure to typical old-time New Zealand food, plain, wholesome and a little exotic to our North American palate because of its very plainness. (The Canadian and I agreed that we mourned the absence of desserts, or "sweets," as they are called in New Zealand.) But the food was yet another way that our cruise on *Te Aroha* allowed us access to the non-tourist side of our host country.

We left Auckland under power and met strong headwinds on the planned crossing to Great Barrier Island. The Hauraki Gulf was rough. We were experiencing the same conditions that America's Cup sailors will face. Some passengers got seasick as *Te Aroha* rolled, plunged and smacked her flat bottom onto wavetops while Mike spun the wheel and worked the throttle to minimize the worst impacts. Eventually, Mr. Hunter turned green and headed for the rail, helped by several of his family. Dee quietly appeared with a glass of water for his false teeth. A few others soon joined him in close-up wave surveillance or laid down to sleep off the pangs of nautical nausea, but most people chatted or read. Nobody protested. It was, after all, an adventure cruise. Because of the gradually slowing progress, Mike decided we couldn't make GBI before supper (tea) time and changed course. We fought a somewhat gentler way to beautiful Kawau Island, a popular haven for yachties and out of the wind and waves.

Te Aroha's crew: Skipper Mike in his "office" on the bridge; Mate Dee takes a break between meals; Crew Gareth on an exploration side trip to sea caves of Tiritiri Matangi Island.



There we strolled the grounds of the gracious mansion of the first Governor General of New Zealand, Sir George Gray, or hiked the island looking at the exotic plants, trees, and wildlife he introduced (like peacocks and wallabies). Next, we moved to another cove and anchored. I leaned on the bow rail late that balmy night and talked for hours with a New Zealander. We covered a wide range while we watched the lights of anchored yachts and listened to fish jumping and other night sounds. Then I retired to our cabin and the double berth over the sister keelson for a good night's sleep. I slept like a baby.

Next day, we made GBI in much calmer weather and Mike took us close to a gannet rookery (lovely birds, those) and through a narrow, very narrow, passage into a quiet cove. There some snorkeled while many others hiked up the steep hills protecting the cove. (All New Zealanders are hikers, I believe, and some of our white-haired female birders in their sixties should enter triathlon events!) Then a short leg to Port Fitzroy, where we tied up next to a pen of bellowing cattle waiting to be shipped to Auckland. We walked (scrambled, really) up a winding little path through the lush New Zealand "bush" (woods) to view, triumphantly, a lovely little waterfall, then descended to meet the ship as it rounded into another cove. Gareth picked us up in the Stabi-Craft, the ship's incredible small boat. Built like a rigid-bottom inflatable, it is made in New Zealand entirely from aluminum (or "aluminium" as it's known in British-oriented countries). Only 4.3 metres long, it has safely held 17 people on occasion!

The next day we powered around the top of GBI to remote Rakitu Island, also known as Arid Is. Rakitu can be summarized as a pirate's cove, sheer cliffs and steep hills, half covered with bush, half close-cropped light-green paddocks with grazing sheep and dark red cattle. While some passengers scuba dove looking for a lost anchor (not ours) and others hiked to the triangulation station atop the highest hill, Mike took the rest of us (even Mr. Hunter), five at a time, on a fascinating mini-adventure in the Stabi-Craft.

Safely life jacketed, we explored sea caverns burrowed into Rakitu's cliff-like shores. One opening was a passage we took from one shore of the island to another. A cave was deep enough so that we were in darkness except for the glow astern where we came in. One cave was in an assembly of giant six-sided rock crystals on end. Some had spread enough to allow formation of this spectacular cavern, and our entry was like walking down the aisle of a cathedral. Each cavern was different, each was wonderful in the true sense of that word.

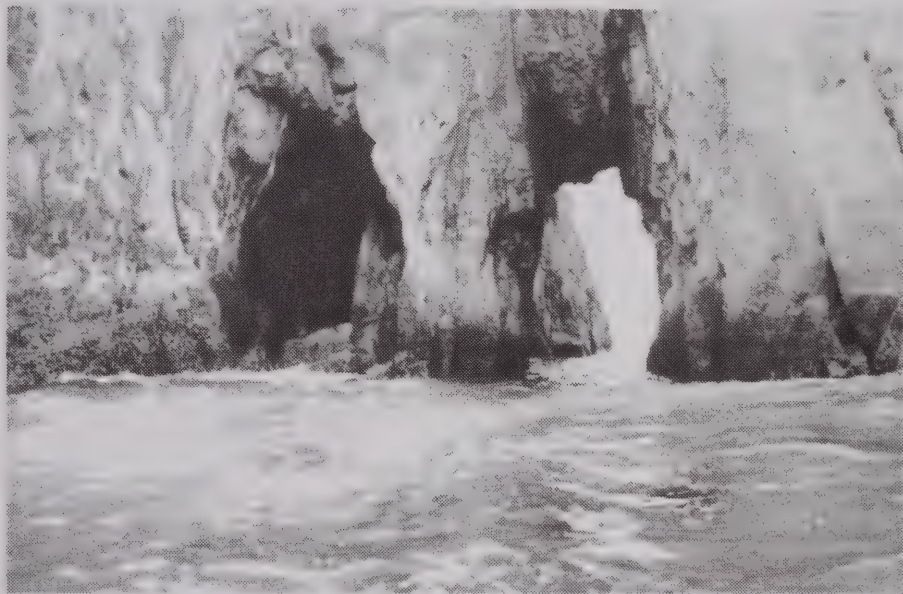
Don't think of gray stone and dark holes. This was a challenge for a first-class painter with a full palette. The rock was vari-colored with a thousand pastel shades, tints and tones. Green swells surged in and out of the caverns and broke white over (very) nearby ledges and at the cavern's end. Over sandy bottoms of some caverns, the water changed to a bright turquoise. The walls of the caves defied adequate description with soft kelp awash at the bottom, even patches of surprisingly brilliant, jewel-like red and gold glistening on walls just out of arm's reach. Dull brown strands of bull kelp swayed back and forth with the surge, while schools of little blue demoiselles swam just below the boat and larger fish were silhouetted against the caves' sandy bottoms

Life settled into a lovely routine. Each day, a cruise to another island covered to the sea's edge with "bush," other islands blue in the distance. Hours spent reading, sunbathing, lazing in the wheelhouse or chatting with others. Then, anchored in yet another quiet cove, some would swim. Gareth could be persuaded to jump from high up the foremast; he makes a mighty splash. Others go ashore to hike. Then good evening meals and good sleeps. Life was peaceful, as placid, even slothful, or as energetic as one cared to make it.

Too soon, it was the fifth day and we were entering busy Auckland harbor. I steered a spell, following an inbound freighter in the distance until I got her confused with her outbound sister, the *Captaine Cook*, a French company's compliment to that great explorer and cartographer of New Zealand's coasts.

Mike took over, and a good thing it was because the "keelers" (New Zealand term for a big sailboat) were racing in the ship channel and we had to slow down as one of them short-tacked back and forth across our bow. (Mike told of having one elderly, highly respected local yachtsman on the bridge on a similar occasion; he blushed and apologized for the behavior of his fellow yachties.) Finally, we left the racers astern and docked astern of the museum tug, *William C. Daldy*. The adventure cruise to lovely islands was over, but we knew New Zealanders better.

Adventure Cruising Co. Ltd., P.O. Box 338, Auckland 1, New Zealand. Caution: Mike and Dee have the business up for sale and there may be other operators next year. The scenery and *Te Aroha* herself, however, will still be there.



A narrow passage through Point Rakitu Island.

Te Aroha at the Governor's dock on Kauau Island.



I'd been thinking of a week or so on a Navaho reservoir last fall until I saw the announcement for Jim Thayer's Kokopelli meet at Lake Powell. Most of my sailing is solo and I thought it might be fun to commune with a few like spirits for a change. I called Jim who said the meet would start at the Bullfrog Marina on Saturday morning as advertised. I started going through my gear and even scrubbed some of the grunge off the foredeck of my Sea Pearl.

Kokopelli is an ancient spirit of the Navaho who plays a flute and has something to do with the mechanism of the winds, I think. Seems appropriate.

Since I'd planned to leave on Friday morning, the snow started Wednesday afternoon. The cover was off the front cockpit to air it out and I was in town. It snowed about 18 inches; boat and gear got wet. I got Lurch, my faithful Chevy van, prepped and loaded. I found the appropriate maps; mostly dry in the van, anyway.

Friday morning looked better. Some of the snow had melted. I finished loading and backed Lurch up to the trailer. I slid on a patch of the snow that remained, backed over the trailer hitch and punched a hole in the gas tank. Just a small hole. I plugged it with a wood screw, a washer and some sticky goop intended for automotive use. Surely it would stop gasoline. I stuck an extra fire extinguisher under the driver's seat and set off.

Every time I stopped, the leak seemed to be just starting to seep a bit. I'd clean it up and seal it with another kind of goo. I bought goo at gas stations and truck stops as I traveled west. You'd be surprised how many different kinds there are.

I got to Bullfrog late Friday night and followed the signs to the marina, where I found a LOT of cars, trucks, campers and trailers. I was too tired to consider what that meant. I found a deserted corner near the road where

The Search for Kokopelli

By Lynwood H. Wilson

I'd be visible and curled up for the night. Then I realized that Lurch was haunted. He was only a small mouse, but active and not much afraid.

I'd thrash around, slap the cook box and make a lot of noise and he'd stay quiet long enough for me to get halfway back to sleep. Then he'd be rustling around, trying to gnaw into something. Once he ran across my hand and woke me right up. Finally, as the sky was beginning to show a little pale pink, I heard a different rustle, sort of muted. It's easy to be puzzled over things that happen when you are mostly asleep, so it took me a minute to realize that he had gotten into my trash bag. Ahah! I picked up the bag and quickly tiptoed out into the world, about a hundred yards from the parking lot, where I decanted him. He was a small mouse, pale brown and white with very large eyes and quick on his feet. I hope he found the sage and yucca desert to his taste. As he scuttled out of sight, I suddenly realized I was naked and looked around most furtively, but no one else was stirring. I scuttled out of sight too and slept soundly until it started getting hot. When I got up, the gas tank was just beginning to seep a bit.

From the far end of the parking lot the marina looked like a hill of ants who'd found some dead water beetles that they were trying to drag home. Everyone seemed to be having a good time. It was a fine clear morning of pastel desert shades.

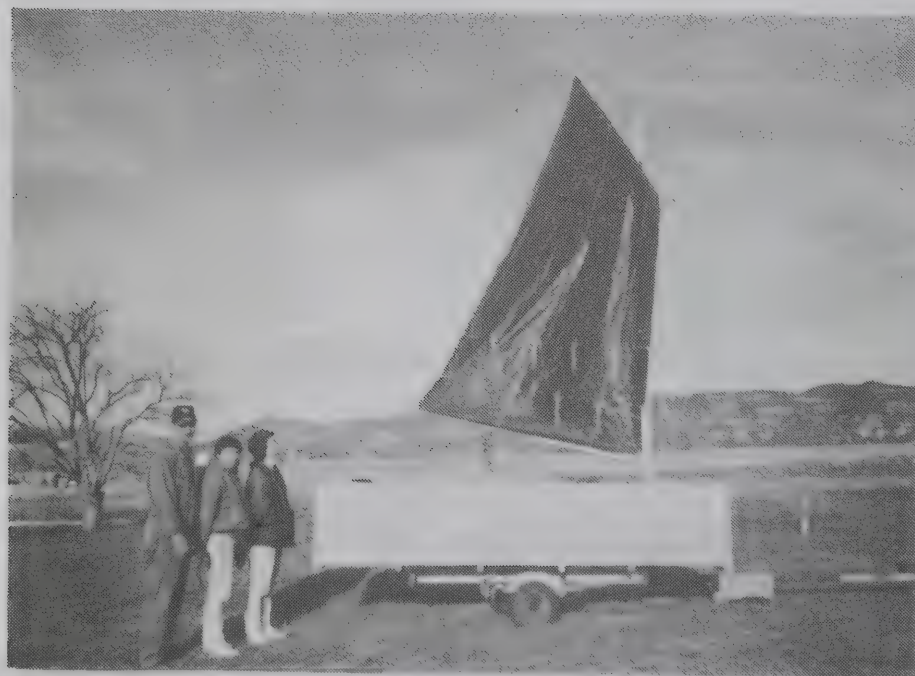
I had a delicious breakfast of nice hot gruel and then did a full reseal job on the gas leak with a new, larger wood screw, metal washer over rubber washer and plenty of silicone rubber bathtub caulk. It never leaked

again. Then I opened up the Pearl and spread out my soggy gear in the sun. Lots of powerboats, lots of people, though my end of the parking lot was still empty. No wind. I read and watched the road and the bay for sailboats. I flew my kite for a while but there was hardly enough wind to hold it up. I wandered about, seeing how the other half lives. Some of the houseboats they rent are bigger than my house.

Early in the afternoon came a van with a sailboat on top and a load of people. It was the first sign I'd seen of the right sort of boat, and they thought the same of me. It was Gene Riggs, a teacher from Utah, with some of his students and a jewel of a tiny sailboat that he'd built. He even sewed the sail. He'd checked with all available authorities around Bullfrog; no one had heard of the Kokopelli meet. We discussed putting our boats in the water but didn't. It was dead calm to very light all day. No sign of anyone else. Gene and his troops rented a powerboat and went sightseeing.

I pulled out in the middle of the afternoon. Too many people, too many motors, not enough wind. No Kokopelli. Couldn't have heard his flute over the jet skis anyway. I headed east away from the people. Did I mention that most of my boating is solo? I guess I like it that way. The scenery around the north end of Lake Powell and off to the east is some of the best.

McPhee Reservoir, on the Dolores River near the town of Dolores, Colorado, was just right. It's a typical branching canyon reservoir of 4500 acres mostly surrounded by dense pine forest. There's a nice pay campground north of Dolores at House Creek and free camping other places. On the south side of the lake is a marina with moorings, restaurant, etc. Very little activity so late in the season; the few other people I saw were quiet and considerate. I stayed and sailed five days. Once I might have heard a distant flute on the light evening breeze.



Time to cut the mast and put the lid on.

The Big One

By Jim Thayer

Hang the expense! I gotta go. It's the chance of a lifetime. Well, it must be a remarkable event indeed to move an impecunious boatbuilder to such transports of improvidence. It was my first reaction to the announcement of Brest 96.

Based on my interest in the Atlantic Challenge, I fell into an official position which put me on the water in the midst of the action at DZ 88. I haven't been the same since. When Brest 92 was announced, I knew we had to go. It was awesome, but still we were landbound, a nearly infinitesimal unit in the seething mass.

These maritime festivals, which have ballooned from an informal gathering at Pors Bec back around '84, are unique to France. There is nothing remotely approaching them anywhere else. Word of Brest/DZ 96 stirred the juices but upon reflection raised the question, would bigger be better? Janis stated definitively that, "We've seen it."

It was obvious that the real fun was had by the participants. We must have a boat. It might be possible to rent or buy one, but business considerations dictated that we have one of our own. Deductible trip? Well, maybe.

The Punkin was the first thought. She's fine for living aboard but tight for entertaining. This was the perfect chance to launch the Limpet. A call to Roadway got an estimate of \$600 plus, door to door, Grand Junction to Bristol. It was doable and planning started. An appeal to *Boats* readers for container mates produced three responses, a sad indication of American taste for adventure.

A new Limpet with CB, really nice fittings and accommodations was put on the board. Janis firmly declined to cruise such distant waters in a 10' x 5' boat. Well, that would simplify the logistics.

Tony Dias told me he was going to a big festival in Bristol. I dismissed it out of hand. It would be kid stuff compared to Brest. When I got the Brest brochure, I was bowled over by the glowing description of a race which would run from Bristol to Bantry, Rochelle, Penzance and end at Brest. Maybe I could hitch a ride, boat and all. A really long shot but go for it.

The Bristol people, a discriminating lot, required a photo with the application. A shot of #1 Limpet sailing on the Kelley farm pond brought an enthusiastic acceptance for the May 24-27 event.

With the time frame thus telescoped, the new boat bit the dust. The #2 Limpet had never been really finished, but its mismatched plywood hinted at a much repaired antique. All it needed was a cockpit tent, hatches, new rudder, a lug rig and general sprucing up. Get with it time!

A firm commitment from Roadway jumped up to \$881.80. The charge breaks down as follows: pick up \$18.95, inland shipping \$242.65, ocean \$432.60, land Bristol \$187.60. As you can see the ocean portion is only about half. The thing to do is deliver to Baltimore or Charleston and then sail down the Thames. Next time.

We now had a do or die shipping date of April 21. Material cost for the crate was more than we had in the boat. The crate started forming around the hull while the hatches were being fitted. The Sunday before the Monday deadline son-in-law Chip and I worked into the deep dusk and finally punted on the cockpit tent. It will be fitted on the sistership and go in the backpack.

Along in late March I got a large package from France in the mail. It contained a nicely dressed slab of iroko 30" x 12" x 5/4". That's when it hit me that I was really expected to go. The wood was expected to become a nicely carved and painted "Toile de Mer" representing my boat, to be hung at the festival. One more thing to do.

Now the still virgin plank went in the boat

along with a ton of cruising gear, including plenty of batteries and film. The mast was given a quick whack with a handsaw and came nowhere near the one in ten scarf that I have planned on.

Paperwork was modest. There were three items, a Roadway E-Z export form with more instructions than form, a bill of lading listing all the junk crammed in the boat and a Commercial Invoice typed up in my best legalese. There is no telling what Her Majesty's Customs will think of all this, but I hope they are in the festival mood.

The immediate crisis resolved, I turned my attention to the transport of my own bod. Under the impression that the season didn't really start until mid June, I had put off attending to this very essential matter. The travel lady put me straight forthwith and there was a nailbiting weekend while she hunted for a consolidator ticket with an early August return. Seven hundred and fifty bucks and glad to have it. Whew! But wait! We're not off the cliff yet. Tucking the ticket into the drawer alongside the passport, I thought to check the expiration date. Time flies when you are messing with boats. Panic city.

The travel lady gave me a green form and mentioned Seattle. I made it to Monument

Camera just before closing time and the Express Mail envelope went out next morning and I relaxed to my normal spastic state. Late that evening, sorting through my briefcase, I was electrified to find my passport nestled snugly therein. The following day was too chaotic to report. Perhaps some evening, after much strong drink, I may be tempted to relive it. I now have well over a hundred bucks invested in this renewal.

Concurrently with other phases of the preparation, I gave some thought to navigation. Finding the Auto-Helm hand-bearing compass cheaper than a traditional JOB, I decided to put my faith in the almighty electron. I also picked up a Magellan 2000 GPS. We'll get a chart in Bristol and hope for the best.

Countdown

It's now Thursday, D-3. I got a call from London yesterday inquiring what I wanted to do about an unpacking charge. It seems that the Brits want extra money for taking the crate out of the container. Roadway is looking into it. The passport was supposed to go out Wednesday. It is due here tomorrow. The vet has been notified just in case. I can see the headline at the checkout counter now: MAN HAS KITTENS.

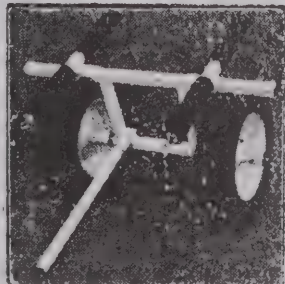
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Following our late afternoon getaway from the Brewer Yard, we pause at anchor to await the strong favoring tide which will carry us around Orient Point at the narrows called Plum Gut. The tide slackens before turning. Kyrrill and I raise the mainsail and set our smaller working jib rather than the genoa that we would have used to gain speed in lighter air. Flying before a 20-knot southwester, we sail east toward our turning point. Just at sunset and with a full moon on the rise, we veer westward, closer to the wind, and commence the first serious sail of our expedition. As we slide fast past the Plum Gut light in the following current, we roll a few turns of reef into the main.

Piper sails smoothly and solidly under this rig and we do our best to maintain a heading right down the center of the Sound. But there is a good bit of west in our breeze and we gradually edge northward toward the Connecticut shore. By 0200, close to the Falkner Island light, we run out of breeze and out of favorable current. We take down the sails, crank up our 15-horsepower Johnson outboard and head northwest into the Thimbles, a cluster of rocky, Maine-like islands near Guilford, Connecticut. We decide to anchor here for the night.

The little handheld GPS (Ground Positioning System) receiver that I purchased for the trip shows us quite accurately where we are. But, not expecting to make a landfall on the Connecticut side, I do not have the right chart with me. I cannot transfer the GPS coordinates well enough to place us precisely among the myriad little islets that the bright moonlight is beginning to reveal. Only one outer buoy is lit, so we are compelled to creep in like early explorers, looking for the deep water by feel. Readings from our depth sounder help and so do ripples indicating rocks just below the surface. After an agonizing period of such groping, we edge into an anchorage that offers some protection from the little swell, and gladly sleep.

Morning, and the southwester is still blowing, lightly, but enough to waft us under a hazy sky toward Long Island's North Shore. Our landfall is the pale green hulk of the defunct Shoreham nuclear plant. It dominates and despoils the view of the coast for us and for the many swimmers and boaters at beaches close by. We continue westward, taking short tacks along the shoreline. Small fish, chased by larger ones below, churn the water's surface. Kyrrill sets out a trolling line with an ugly red lure. As we approach the narrow entryway into Mount Sinai Harbor, he lands a small but serviceable bluefish and deftly fillets it on the afterdeck.

Piper motors past a fleet of visiting yachts toward an anchorage in the Narrows at the mouth of shallow Conscience Bay. It is hot and muggy but the breeze blowing in through the Narrows helps. So does a swim in clean, cool, green water. We eat Kyrrill's bluefish, braised on our little stove in garlic and white wine, and turn in early. The next morning begins at dawn with little sportfishing boats buzzing past regularly and many clambers at work. A pair of mute swans paddle up and grunt, "feathered carp" to those who deplore both the displacement of native species by these bossy European immigrants and the substantial nutrient pollution they cause. I see two scuba divers in wetsuits aboard a new outboard. "What you got down there?" I yell over.

North Shore

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.

"Sunken treasure?" "No," one yells back. "Just oysters."

On a ferociously hot Saturday, Flo joins *Piper* in Port Jefferson. We load aboard an extra supply of ice in hopes that not all of it will melt; our poorly insulated icebox was designed and built well before the onset of the glistening, space-technology coolers of today. Late in the afternoon we make our way past a huge fleet of weekend power and sail yachts arrayed along the inside curve of Old Field Beach. Back in the little breezeaway in the Conscience Bay narrows, I leap overboard to swim in the cooling green water. I admit to a bias in favor of sail power, but here democracy prevails. Jet-ski jockeys, astride their bothersome steeds, swarm noisily about. Some larger craft roar by, paying scant attention to the NO WAKE—SPEED LIMIT 5 MPH signs that are prominently on display. By sunset, with netting carefully installed to protect us from the myriad gnats and mosquitoes rising from the nearby marsh, we are fortunate to have this attractive place almost to ourselves.

On Sunday morning we take delivery of still more ice and the *New York Times* from an itinerant vendor in a small launch. (He also has bagels and croissants.) We weigh anchor and thread our way back through the cruising fleet. A nice little northeasterly breeze is blowing as we motor northward between the twin jetties at the mouth of Port Jefferson Harbor. We make sail and head west. With a favoring current we quickly leave Old Field Point astern.

With the centerboard up *Piper* draws two feet and cannot quite make it into Flax Pond's narrow, shallow entrance except at or very near

high tide. It's half tide now, so as we pass by I can only glance over at the jetty and remember. I drift from my post at the tiller, back to an August day, several years before *Piper's* cruise, when I lingered there in a small boat to swim, birdwatch and read. This is what I wrote:

"Though a few houses can be seen around its periphery, the pond retains almost all its purity. I see terns, common, roseate, the endangered least, plus the larger Caspian, several gull species, the great and the snowy egret. The latter has made a spectacular local comeback from near extinction at the height of the 19th century plume trade. Now a flock of them roosts in trees in front yards along the shore. There are also many shorebirds including some southbound migrants, ruddy turnstones and a little group of black-bellied plovers. I row around the periphery of the pond. No one here but two lady birders in a canoe, and two MSRC students netting samples near the lab building. The marsh grass is at the height of its green. The tide is dead high."

At midday on a calm Sunday, *Piper* passes Eatons Neck and enters a powerboat-dominated world. Jet-skis, fishing outboards, atrociously noisy, rooster-tail Cigarettes roar by, as do the ponderous, twin-diesel 60-footers, colloquially referred to as "battle wagons." Together, they whip the water into an uncomfortable, multidirectional slop that frequently spills the light breeze from our sails and sends the boom and mainsail careening from side to side. We discuss our suspicion, common among small-boat sailors, that many of the power boaters take a certain perverse delight in taking aim, speeding close by a sailboat, then looking back to savor victory as their wake strikes.

Abandoned by all but the faintest of breezes, *Piper* motors past the shores of this coast. We glimpse the occasional Norman castle, Loire chateau or expansive Georgian spread through alleys of trees, vignettes of the region's opulent past. More prevalent, however, are grander echoes of Levittown. Large houses of many undistinguished styles are crammed together on small lots, bulwarked off from the Sound and erosion's dangers by rip-rap and heavy wooden fencing. Natural beaches have all but disappeared from this buttressed coastline.

Wakes toss *Piper* relentlessly and we consider stopping early. We can head in to anchor for the night among the handsome yachts moored at the vestigial Seawanhaka Yacht Club where, amid the bustle and change, time has stood relatively still. Members continue to wear white trousers, blue blazers and yachting caps. As we are about to give up, an afternoon southwester belatedly kicks in to cool us and fill our sails. We continue westward across Hempstead Bay and into the open maw of another of the island's traditional yachting centers, Manhasset Bay.

Here we spend a quiet night. In the almost windless morning, as we await a favorable current for our upcoming passage through Hell Gate, the East River and New York Harbor, we watch fleets of tiny, kid-skipped sailboats being towed clear of the anchorage. Cast loose, the kids sail and splash and horse around as college-student instructors yell instructions through loudspeakers. A fairly large turtle (the resurgent diamond-backed terrapin) surfaces briefly near us. At a fuel dock, we fill *Piper's* tanks with gasoline. A skiff bearing two fishermen is there for the same purpose. The fish-

ing is "great," they say, tossing four bluefish into our cockpit to prove it. "Take 'em. We can always go out and get some more." I accept with pleasure and fillet them on the spot.

There is no doubt that we are close to the metropolis now, but even so we absorb images from less uniformly urban times. To starboard is City Island, which for more than a century has been, and continues to be, a busy center for boatbuilding and yachting. Then, passing Little Neck Bay in Queens, we close on Udall's Cove, which the *New York Times* referred to as "a 30-acre curve of Queens coastline that is one of the most unspoiled stretches of New York City." Through the efforts of two elderly ladies, Virginia Dent and Aurora Gareiss, the *Times* report continued, progress is being made toward safeguarding this strategically located wetland area from the usual forms of development.

Closer to the city anomalies abound. We motor under the Throgs Neck and Whitestone bridges. Sirens wail from above, and La Guardia-bound planes whistle and scream. Fishermen work out of little boats and children swim from a beach in Whitestone. We pass the fearsome Rikers Island with its notorious prison and see a few lobster boats. Here we stall and loaf. At last, after the five-knot current changes in our favor, we hurtle past the Triboro Bridge and Randalls Island, shoot through Hell Gate's swirling waters and enter the choppy East River.

At mid-Manhattan, marine traffic consists mainly of Circle Line sightseeing vessels, Delta Airlines water shuttles to La Guardia and fragrant garbage barges being tugged to the huge Fresh Kills dump across the harbor. One such rig crosses our bow several times. Its rich odors waft our way as we sweep past the United Nations building and, still enthralled by the familiar sight, gape at the other highlights of the mighty Manhattan skyline. To port, along the Brooklyn shore, we see twisted hulks of rusted metal, the be-draggled remains of the Greenpoint ferry slip and adjacent piers. In lower Manhattan many visitors are enjoying the South Street Seaport, where the famous Hudson River sloop, *Clearwater*, is berthed. An old oyster dredging boat is taking on tourists for a short harbor ride.

Piper clears Battery Park and motors out into the harbor. Dodging Staten Island ferries and commuter hydrofoils headed for New Jersey ports, we kill the outboard and tack in thickening haze past Ellis Island and the Statue of Liberty, out toward the Narrows and the Verrazano Narrows Bridge. Slowly, the gray city skyline recedes. Police sirens wail as we pass under the bridge.

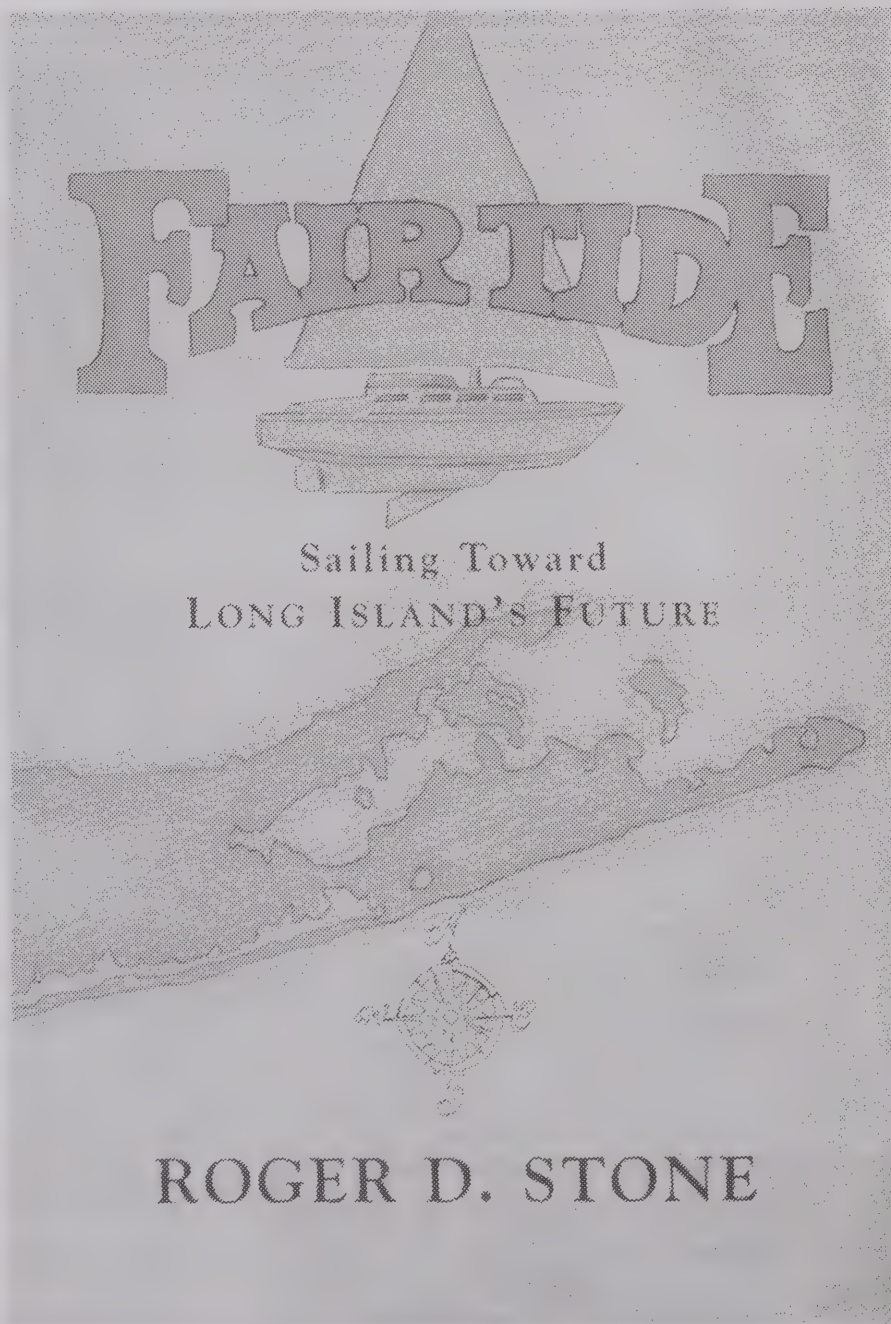
The weather deteriorates. Rain now spatters *Piper's* hull as we round Norton Point at the western end of Gravesend Bay in Brooklyn and turn east. A few swimmers brave the weather along the Coney Island beaches, newly reopened for swimming after many years of being shut down for health reasons. The swoops and curves of the amusement park rides loom out of the early evening gloom. Off our port bow now lies protected Jamaica Bay, habitat for many stubborn shorebird species who have long survived there in the shadow of Kennedy Airport. One of the principal hazards to air travel here is bird ingestion by the jet-engine turbines. The glossy ibis, among other birds once rare or absent from these parts, is now well established and a familiar sight

around Jamaica Bay. Flo and I reflect on the near miraculous survival of this hotspot where biodiversity and technology coincide. As if to punctuate the contrast, a delta-winged Concorde screams through broken, low clouds toward one of JFK's runways while graceful laughing gulls dance and swim in the water around us.

The rain grows heavier as we enter Rockaway Inlet and, using the last moments of daylight, begin to look for an anchorage under its lee. Just west of the Gil Hodges Memorial Lift Bridge, so named in honor of a former catcher for the Brooklyn Dodgers, I find a shallow little cove where a small fleet is moored. Twice I try to set our Danforth anchor on this rapidly shoaling bank and twice, as occupants of the small Rockaway Beach cottages look on in amusement, the anchor fails to hold. The third time the Danforth catches hard. We feast on our donated

Manhasset bluefish and potato salad, snug in *Piper's* little cabin. But the rain and wind strengthen.

Soon recurrent lightning flashes add to the drama. I set out extra scope on the anchor rode and sleep for a while. The wind swings toward the north and at midnight I awake as it begins to tear at the rigging. The whole boat is vibrating like a piano string. Torrential rain washes our deck and trickles through small leaks in the cabin-top, into the forward cabin where Flo still struggles to sleep. *Piper* lunges at her tether. If the anchor fails to hold we will be up on the beach in a scant moment. So, amid wind and rain and lightning periodically turning the shorefront to daylight, I sit in the main cabin, ready to spring forth and crank up the outboard if the Danforth starts to drag. But she holds firm as the storm gradually diminishes. By two in the morning a peaceful calm returns and we sleep fitfully in our dampened bunks.



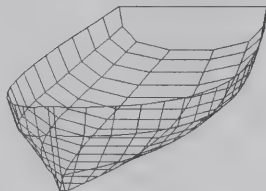
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 - Surface area of hull
 - Lateral area
 - Center of lateral area
- Prints out:
 - Table of offsets
 - All graphics
 - Plywood layout graphic
 - Plywood layout offsets
 - Table of design inputs
- Printer support:
 - Laser or ink jet
 - Epson or IBM
 - Proprinter dot matrix
- Sail rig design:
 - Sail graphic
 - Jib + two masts
 - 20 sail types
 - Bowsprit



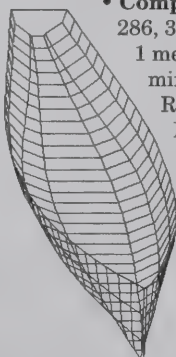
Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

- 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:

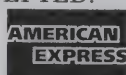
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Bulkheads

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Last fall, I had the opportunity to crew on a CAL39 from San Juan, Puerto Rico to Titusville, Florida. What compelled me to volunteer for this adventure is probably an extension of my current preoccupation in pursuing a course of yacht design at Westlawn Institute of Marine Technology and the desire to acquire some sailing experience. Anyway, I hear someone say something about sailing his boat, I get a rush and my brain goes off-line. When it came back on, I realized I had asked if I could help crew. Who me? Hey, I'm a boater, not a sailor. What do I know about sailboats, let alone ocean sailing. I later learned they call this blue water cruising. This must be because everything is blue; the water, the sky, the sailors, you get my drift. Except when you get sick, then it all turns green. They don't tell you that. Have you ever heard anyone hype "green water sailing?"

Anyway, two months later I find myself in the middle of San Juan, Puerto Rico, at the mercy of two cabbies doing battle on the four-lane from the airport. It was also festival day. I firmly believe all San Juan cabbies are ex-bullfighters who have taken bumper cars to a new level. Real cars! Real bumps! Now, near as I can tell, the guy that wins is supposed to come back to the car of the loser and make him think he really won by insulting him and making indecent references about his parentage. You know, one of those win-win situations. As the spectator, I think I was supposed to shower the cabby with excessive gratuities.

I had no idea where to find the boat. It was somewhere in this vast marina. I was considering just walking to Florida, doing wine and cheese tasting boat to boat, when the captain and crew hailed me. There would be four of us; two sailors and two galley slaves. Now I really did prepare for this trip. I joined the knot of the month club and read all about sailing. For example, I committed to memory all the parts of a sail. There is the tack. That's what you use to fasten the foot of the sail to the mast or the onboard lightening rod. The other end is called the clew. That's probably because sailors don't have a clue as to what to call it either.

The third corner is the headboard, which actually has nothing whatsoever to do with a bed. Then there are the mast slugs and the leech. I can understand that because it's damp and sails are outside a lot. They can frequently be found hiding in batten pockets. Somewhere between the tack and the headboard is the luff. If you huff a luff enough, the sail is supposed to go up the mast. Then there's the reefing area which is a safe place to be in case you hit one. I was hoping they wouldn't quiz me, and I was lucky. The only question was where would we eat. After a tough afternoon of drinking beer, I considered this an intelligent question.

It was pre-ordained by our captain that we would pick up some culinary delights before getting underway. This was also intelligent. Sailors, as we all know, are more intelligent than boaters. It was intelligent because no one planned to fish and MacDonald's has not yet recognized the commercial opportunity of floating restaurants strategically located on busy shipping lanes. Now there is nothing that builds camaraderie quite so effectively as lard. Deep down, we all know food is only good if it's high in fat, salt and doesn't need cooking. So we made sure we had plenty of hot dogs, canned ravioli, peanut butter, Ritz crackers, taco chips, donuts and cake. Then we bought

Cruis'n

By Allan E. Weaver

the necessities, a dead chicken, three bags of Tater Tots, 40 gallons of water and a similar quantity of beer. If we couldn't have Carnival Lines or MacDonald's, then I was glad to see this was going to be a guy type of cruise. If we sent food like this to places like Somalia, Chad, Liberia and Bosnia, we could probably bring about world peace and end hunger all at the same time.

Of course, it's outfitting the boat that takes the time. We also needed a new battery and a horn, which took the rest of the day and gave us an excuse for another evening of dining before setting off on our 1100-mile blue and green water cruise.

Our first leg of the cruise went on for, oh, about fifteen minutes. Just long enough to stow the lines and discover the exhaust pipe had fractured. Now from my boating experience, in situations like this you go find some smiling mechanic who has his office papered with hundred dollar bills from his first 2000 customers and you fix the problem with a checkbook. Real sailors don't do it this way. Sailing is a creative endeavor, and every obstacle is seized upon as an opportunity to prove one's self. In fact, I suspect this is indeed the root justification for sailing. So, after several hours of learning more unique sailing terms, two muffler repair kits and more dining, we were on our way.

Our first port of call was San Salvador. Those of you with a command of hysterical facts may recall this was also the first port of call for Columbus Ohio, or Georgia or whoever. He soon realized there wasn't much here except natives in grass skirts who sold beads. We didn't find much either. The principal difference now is that the natives wear and sell T-shirts and smoke the grass. After five days of cold ravioli, even high priced turkey and dressing tasted good. The next morning we deep sixed the dead chicken, which was aging poorly.

The first day out of San Salvador we found ourselves in some weather. As I later learned, you refer to this as, "it was getting bumpy." Bumpy, hell, we were in 40-foot seas! That's like looking up at four story buildings. Luckily the buildings were well spaced so it was rather like doing bungee jumping off a slow motion roller coaster with half of it at night. As a student of yacht architecture, this was also an opportunity to receive a hands-on lesson in pitch, roll and yaw, surge, sway and heave. It was an impressive and interactive lesson, especially the heave part.

After experiencing a short period of green water cruising, I did rally and was able to sit back and watch real sailors go to work. The real sailors took turns at the helm and us galley slaves looked for traffic and stayed glued to the radar. That way we could plot exactly where our path and the path of an oncoming ship would result in collision. To keep the crew in line, the captain kept informing us that we now had bragging rights. This was too much for the radar, so it quit and never worked again.

The next day we changed course. Even a boater would've figured this out! Enough of this blue water crap. We headed up the New Providence Channel between Eleuthera and Andros in the Bahamas. The day after that is

when this bicycle type chain thingy on the ship's wheel snapped a link. We only found this out after making landfall and the captain and the other galley slave had field stripped the entire steering system. We also didn't know that Harvey (he was our auto pilot and seemed to be suffering from an onset of Alzheimers) was directly connected to the rudder mechanism. So my heroic helmsmanship on the emergency tiller was rather like peeing in a dark pair of trousers. I got a warm feeling but no one paid much attention. Landfall did provide us a chance to dry everything out that was wet from the storm. All was not lost, we dined, showered and discovered there were indeed more than four people on earth.

The next day we put the boat back together and made everything shipshape again. We then embarked on the 48-hour passage to Titusville, Florida, using the auto helm and emergency tiller. By now, Harvey's Alzheimer's was quite advanced and we frequently had to slap him up the back of the head and redirect him. That night was one of those Van Gogh starry nights. We had cruise ships with red and green Christmas lights, shooting stars and a missile launch from Canaveral. We arrived at Titusville on Friday afternoon but had to lay over until Monday before the boat could be taken out of the water. Having acquired our sea legs by now, we simply stumbled around for the weekend preparing the boat for storage. Being close to the water no one mistook us for drunks. They would just look at us and think to themselves, "Ah, sailors." We also visited Kennedy Space Center where we learned that space travel is mostly very expensive preparation and cleanup.

Now I've learned a couple things about sailing. Like space travel, sailing is also mostly expensive preparation and cleanup. Also, life slows down. This is because you are really going slow. The sailor's motto might very well be, "things come to those who wait." In fact, I have a theory. Since it's often difficult to determine whether you are really underway, what you may be experiencing could actually be continental drift.

Continental drift may actually be an important phenomena in sailing and definitely deserves serious inquiry. This, of course, does give you a lot of time to inspect your hangnails and watch the mast slugs and leeches play hide and seek in the batten pockets. The pace may not tickle your sphincter, but it can make for a happy colon. However, if you hear someone say something about float'n his boat from there to wherever, you may still want to wedge an anchor in your mouth before you say anything.

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The christening of *T-squared* was not of the usual variety. One conjures up thoughts of a bottle of wine or champagne being broken across the bow of an elegant ship. In this particular case there were two christenings. The boat is very high spirited and, in fact, has christened us on two separate outings. I must admit our inexperience did have something to do with each incident.

It was a beautiful afternoon. The whole family was going sailing on Lake Houston; my wife, who is such a good sport about supporting my hobby, and Andrew, my number one son, who goes along when he has to. Terri was on shore for awhile and Andrew and I were really making *T-squared* go.

I guess we had convinced Terri to come out with us and have a good time. Once docked, I made a dash to the truck to ensure everyone had life jackets. I tried to explain how we were going to launch, but I must have left

The Christening

By Tony Trisko

something out. Before you know it, there is my wife with one foot in the boat, the other foot dangling in mid-air over the water and one or two hands clutching the dock. At that particular time I dared not laugh, but I did get my share of visual darts just before watching her get wet. Terri sustained a bruised calf and leg. She did admit later that her only thought was that our son Andrew was in the boat and it was better for her to get wet than to capsize the boat with him onboard. Yes, I was to blame because I mentioned untying the bow line. So this was in fact the first christening (of Terri by *T-squared*). Terri was a real trooper though, and got right back into the boat.

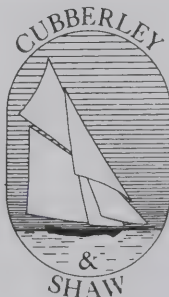
Actually *T-squared* has multiple meanings: Terri's Troubles, Trisko's Treasure, Tee Square (used to rebuild the boat).

Now it was my turn. Andrew was in school and Terri and I went to Offit's Bayou in Galveston. The day started out fine, even though I had trouble with main and jib sheets since my cam locks are so stiff that it takes two hands to seat the rope between them. (I am working on this problem.) The day went by without too much of a hitch. The launch was smooth. Even when I pulled away from the dock any passerby would have said, "Now there goes a sailor that knows what he's doing."

The problems began when we decided to come in. I made the mistake (or the wind shifted) of coming in with the wind at our backs. Terri dropped the jib with no problem. *T-squared* began to slow until I reached out with my right arm as if to tackle the piling. A gust of wind at that very moment swept the boat out from underneath me, which left me clinging to a piling neck deep in water looking up at Terri as they headed out towards jagged rocks and more pilings. I lunged for the jib sheet that was loose in the water. To my surprise and my little finger's dismay, I managed to snag it and in a classic struggle, began to pull the boat and Terri toward the dock.

By the time I was able to get a better grip on the starboard jib sheet, the wind picked up. I was being stretched to my limits and told Terri to release the main, so she did (the main sheet which filled the main with more wind). I screamed, "No no, no, the rope that hoists the main," my fault, I wasn't specific. Terri managed to get the mainsail down and I was able to bring both safely to the dock. Sounding like Dudley's gal Nell, Terri gave a high pitched, "My hero!"

T-squared managed to get us both christened in just two short weekends.



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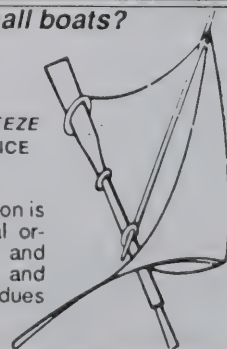
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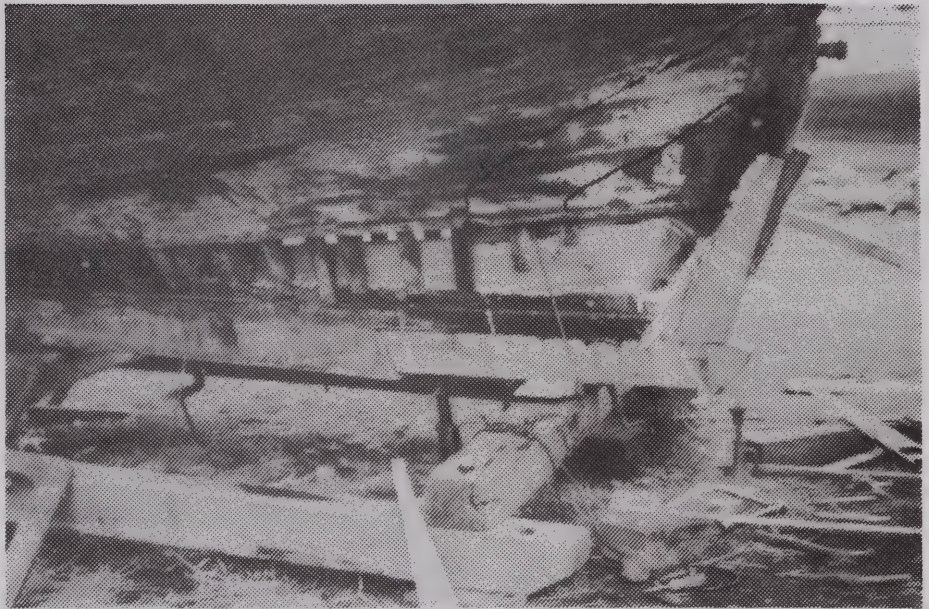
Keeping Her Humble

By Harold Burnham

In my article, "To Chain Saw or Not to Chain Saw," I discussed how I had based my decision to "put the *Chrissy* right" on the fact that I just couldn't bring myself to cut the old *Chrissy* up. Well, "putting her right" could have several meanings. At the time I wrote that, in addition to straightening her contorted shape out, it meant replacing everything on her that might need to be replaced in the next 30 years or so, including her stern, forefoot, stern knee, stern post, transom, decks, cabin, cockpit, interior engine and half of her plank-ing! I figured it would take about eight weeks of full-time work to do all I had planned, and it would cost about \$3500 less the engine.

Since I wrote that article, both my plans for *Chrissy* and for my life have changed considerably. What sparked all this change was the arrival of *Chrissy's* new mate Alden. When Alden was born, Kim and I decided it would be a good time to change my career from an officer in the merchant marine to a full-time boat builder and charter captain. Our budget was considerably reduced to accommodate our adjusted income and the fact that we now had three mouths to feed. Some of the money we had saved for certain projects was reappropriated towards other things and, well...to make it short, there was no longer any funds or time left for *Chrissy*.

A better man than myself might have slipped *Chrissy* on the back burner for a while. However, being too poor to put *Chrissy* "right" and too stubborn to put her on the back burner, I have decided to simply put her in the water. With this in mind, I have spent quite some time looking *Chrissy* over, and after a winter with the pressure applied in the right places, *Chrissy's* contorted lines have gotten a lot



Some of *Chrissy's* donated locust deadwood.

sweeter and she has gotten a little sounder, too! My father and I have been discussing *Chrissy's* situation and we have decided that it may not be a bad idea to rebuild the *Chrissy* in stages. I don't like to do things twice, so with her out of the water and all apart, we figure I should rebuild the bottom of her first, get that sound and leave the rest for later. Rebuilding any part of a boat takes money (or so it would seem), but experience has taught me that friendships based on money are weak and short-lived. It seems that anyone who has ever had a friendship knows that if your heart is in the right place and you give them the attention they deserve, they will last forever. *Chrissy* is 82 years old this year.

While I've been working on other boats this spring, instead of taking coffee breaks, I've been taking *Chrissy* breaks. During these breaks I have been hewing some donated locust trees into deadwood and installing them in the boat. I have really enjoyed these breaks and the satisfaction that comes from giving a little more life to an old Friendship. Quite a few spectators have come by to see the progress, offering advice, assistance and encouragement, and with each day *Chrissy* has been getting a little stronger. If *Chrissy's* luck holds out, little Alden will be enjoying his first few sails aboard her soon.

(To Be Continued)



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Until I read the boost Pete Spectre gave you in *WoodenBoat* magazine, I despaired of finding a boating magazine where the boats I design and build would be welcome and feel comfortable. Perhaps the best way of demonstrating the reason why I have had such a hard time finding an interested periodical would be to show and tell you about you the 8'x 20' houseboat I have designed and built. This is *Serenity*!—The Slowest Boat Afloat.

As you can see, she is hardly the type of vessel in which any of the consumer magazine publishers would have the slightest interest. Shantyboats just aren't the thing that the readers of the slick paper mags get all trembly about. When I read Pete Spectre's piece in his "On the Waterfront" column quoting a *Boston Globe* article about how you were "... a dirt road linking backyard Noths, would be circumnavigators, steamboat restorers, and weekend racers," I knew I had found my magazine and possibly my market.

So, I decided to see whether there would be any possibility that you might be interested in knowing more about my *Serenity*!—The

Serenity Slowest Boat Afloat

By Bill Foden

Slowest Boat Afloat! I hope you might be interested in some of the following facts about her:

1. Building *Serenity* requires absolutely NO boatbuilding skills whatsoever.
2. *Serenity* is made with only four (4) common tools (saw, drill, square, and hammer).
3. All of the topside planking is cut with just three (3) straight saw cuts.
4. *Serenity* can be built by two people in 60 hours or less.
5. All materials can be purchased at your neighborhood lumberyard or building supply store.
6. The basic cost of constructing the hull and cabin is about \$1,200.
7. *Serenity* can be outboard powered with a small 10hp or less motor, or sailed, rowed, poled, cordelled, etc.
8. Construction is all glued and screwed.
9. Only two sizes of dry wall screws are used in the basic construction.
10. There is 6' 6" headroom in the fore cabin and 6' headroom in the main cabin.

In the hope of persuading you that this is not some fancied pipe dream of mine, allow me to show you some pictures of my *Serenity*!—The Slowest Boat Afloat!—in her berth on her trailer in my backyard and as she is this afternoon.

The entire cabin is insulated with 1-1/2" of solid foam insulation (corrugated cardboard could be used to good effect if desired). The

cabinets were rebuilt from a castoff kitchen cabinets I found on a lawn. There is a working microwave, toaster, sandwich maker and a complete lighting system from the same very economical source. The bed is, I admit, new. I paid \$60 for a futon Japanese style bed from a discount house mail order. The kitchen sink cost me \$35 complete with hardware from a junkyard.

On the left is the bedroom area of the *Serenity* showing the futon, pillows, bedding, used folding table, lamps, and decorations, all castoffs of somebody who doesn't know the value of good things. The floor is completely covered with grass green long nap carpeting that makes what I call "the world's largest floating indoor golf putting green." The windows are basement casements bought complete with screens for about \$22 apiece. There are six of them. Doors were \$6 apiece second hand.

Yes, she is a shantyboat, a shantyboat in the tradition of Harlan Hubbard's unnamed boat in *Shantyboat - A River Way of Life*. *Serenity* is far more than simply an easy-to-make boat. She represents an alternative lifestyle that has the potential for providing housing and sport for thousands of people trapped by the way the boating industry is operating in this country.

In the near future, as part of my promotional efforts, I will be making a series of "drifts" a la Harlan Hubbard. The thought presents itself that you might also be interested in publishing my report on these "drifts." Perhaps I should also make it clear that complete and detailed photographic instructions will be published in my soon forthcoming book entitled *Build Serenity, The Slowest Boat Afloat*, instructions so clear and simple that just anyone at all will be able to build a *Serenity*.

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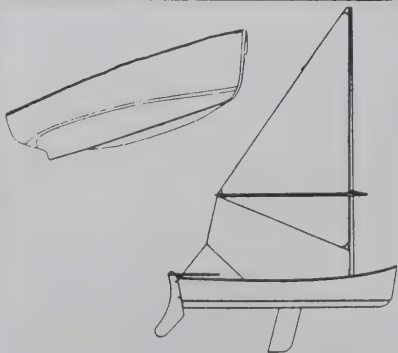
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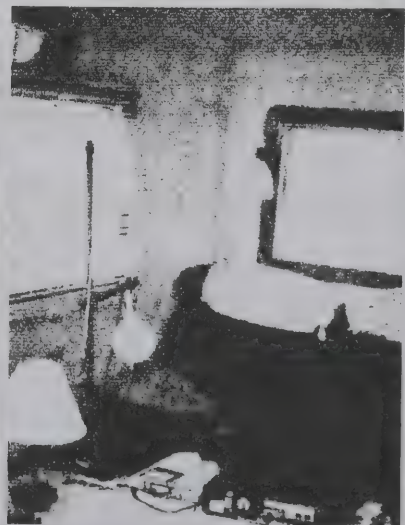
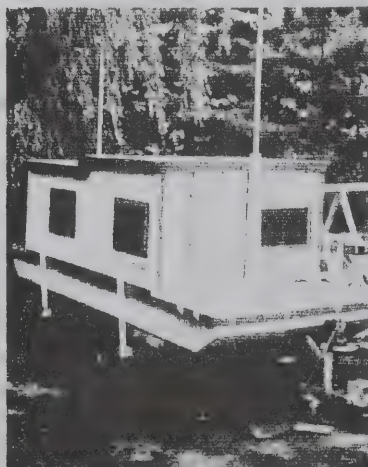
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60 Minute Dinghy! The Ugly Duckling

While I hopefully have your attention, I would also like to mention a second one of my marine creations I call 60 Minute Dinghy!—The Ugly Duckling!! Like the Serenity, the 60 Minute Dinghy is ultra simple, ultra easy to build, ultra cheap and ultra just about everything else you can think about!! A couple of photos show some of it's capabilities.

As you can see it really is The Ugly Duckling, isn't it? I suppose there are those who will think being ugly is a detriment to sales, but I look at it in just the opposite way. Remember how they marketed the Volkswagon "Beetle" back in the '60's? In that case, they used the very ugliness and plainness of the "Beetle" as a selling point and they did very well, didn't they? I expect that there are still a lot of people out there who are most interested in finding a cheap, quick, easy way of getting out on the water and go sailing, motoring, rowing and just having a ball!

Like her big sister the Serenity, she is cheap and easy to make with the same four

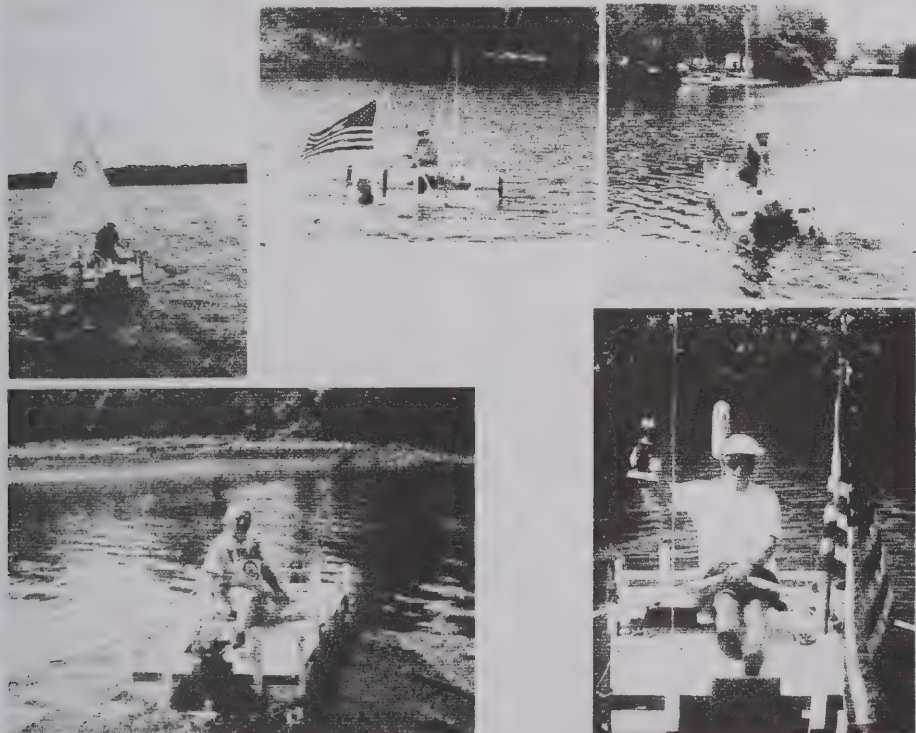
tools, anywhere anyone might choose to make one, for about \$125. In this case it takes all of four straight saw cuts to cut all the planking for the pontoons and all materials can be bought at your neighborhood lumberyard.

Again, she may be powered with a small hp outboard or used in, according to my calculations, at least a hundred different ways. There is a list in the back of *Build the 60 Minute Dinghy!—The Ugly Duckling!*—but who's counting?

Building skills required are just about as close to zero as you can get. Again there are no nails in the 60 Minute Dinghy and you really can make it in the stated sixty (60) minutes without any sweat. (This is for actual construction time only as there is absolutely no way I can tell anyone else how long it will take to paint an Ugly Duckling or futz around with any of the construction details.)

A photo shows what she looks like under power. The outboard being used is a \$25 slightly used Sears machine with 7.5 roaring hp at my disposal. Yes, 7.5 hp is far more than is necessary for her to reach her hull speed of 3.79 knots. But it was interesting to know that you could open her up on her \$1.50 motor mount.

Bill Foden, 2556 Mart Ave., Vineland, NJ 08360, (609) 692-2039.

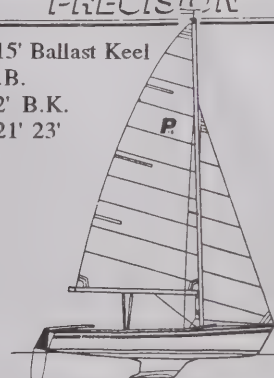




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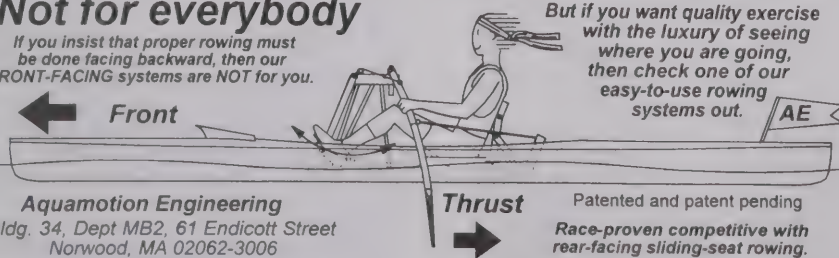
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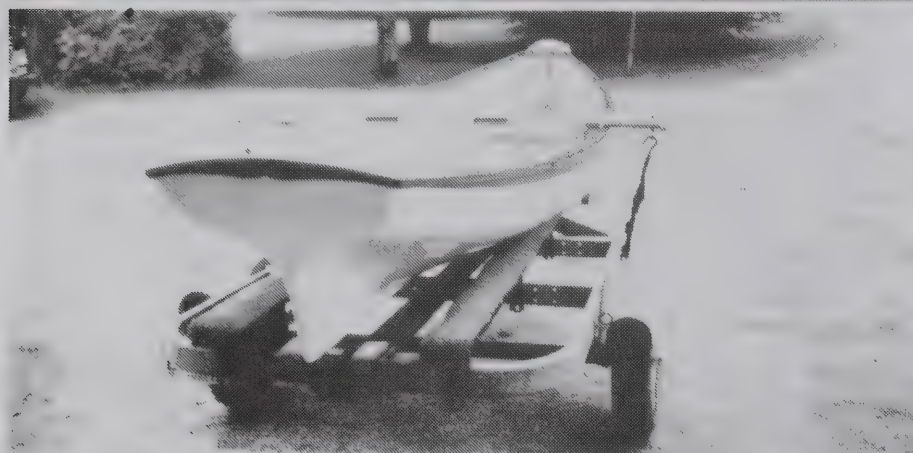
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Transporting Small Boats

By Cartopping

By Tim Mayer



Car-topping a small boat that has a bright finish on the gunwales can be full of anxiety, especially if the boat shifts a little and you watch the rags and padding “go away” in your rearview mirror on the interstate.

A solution for this that may not work on all boats, but has worked for me, is to mount skids to the oarlock sockets. The first boat that I tried this on was a 13'6" Whitehall that I had finished out from a Grand Mesa Livery bare hull that was to be delivered to Albany, New York. Trailering the boat to New York wasn't a problem, but I didn't want to haul an empty trailer back to Maine, especially with it being so light and the vibration slowly taking it apart.

The boat in question weighed about 120 pounds, had two rowing stations, raised oarlock socket mounts and a marked sheer. Sighting across the top of the oarlock sockets from the stern, I discovered that there was a clear straight line fore and aft on top of the sockets that did not intersect the hull due to the natural shape of the boat.

The skids were made out of 1" x4" (nom) lauan mahogany decking boards. This may seem a little overkill, but it was the only material that was straight grained, relatively lightweight and wasn't full of knots. I used two 8' pieces that I ripped down the middle, end-for-ended one side and then epoxied the pieces together with plenty of clamps. Running the cured pieces through the surface planer trued them up to 1-1/2" square. Deciding the skids' position on the boat was strictly arbitrary. Since there was more boat aft of the after rowing station than there was forward of the forward station, I positioned the skids slightly aft to allow me to move my roof racks back on the vehicle. This was necessary because the sheer of the boat allowed both the bow and the stern to rest below the roof line of the van.

By laying the skids on the oarlocks with the epoxy joint horizontal and the socket hole in the middle, marking the skid through the socket from the bottom was no problem. I also marked the skids port and starboard. This may seem unnecessary, but it doesn't take much difference in oarlock placement to prevent the skids from being interchangeable. The sockets I used were the standard 1/2" diameter so a 3/8" hole was bored at the marks. This allows a little adjustment room. The hardware consists of a carriage bolt of sufficient length, two flat washers, a spacer, (a copper tubing coupling) and a 3/8" nut for each oarlock socket. By laying the skids on the sockets, inserting the carriage bolts, and from the underside installing a washer, the spacer, another washer, and the nut, the skids become an integral part of the boat. Now you can slide the boat onto the racks without worrying about the brightwork. I usually just take several turns of line around the skids and racks on each corner and this has been sufficient, although it makes other motorists nervous because there's no visible tie down. A preventer line over the hull is prudent, although with the boat bolted to the skids and the skids securely lashed to

the racks, it's not likely to come adrift.

One other point worth mentioning is that the vehicle's roof racks being positioned about 4" forward of the forward oarlock socket and 4" aft of the after socket allows the skids to flex a little bit. This is easy on the boat and prevents road shocks from being transmitted through the racks to the boat. The downside of this is until you get used to seeing the bow moving around a little, you'll be stopping every few miles just to assure yourself that the boat is secure.

This rig may not fit every cartop boat, but with a few modifications it should accommodate quite a few. One detractor at a local ramp suggested that it took too long to remove and reinstall the skids; maybe, but I don't have to sand and renew the varnish on a regular basis either, so perhaps it's an even trade.

By Trailering

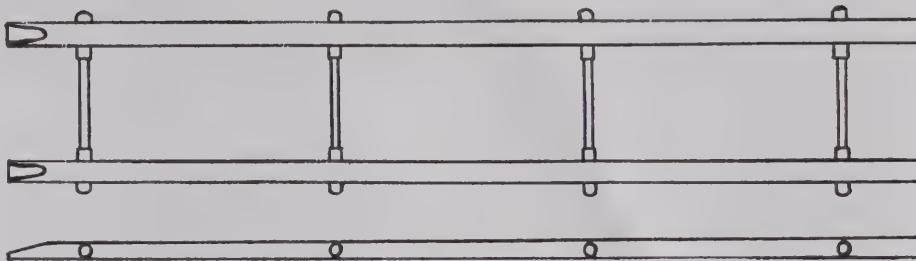
Having several different sized small boats, I was always looking for the strong-back that fit the particular boat that was on the trailer for that day's outing. I can lose things faster than a heartbeat. It occurred to me that if I had one strong-back to fit all of the boats, I could keep it in a place that I would always know where it was. Perhaps a couple of hooks on the trailer frame or under the trailer bunks.

The strong-back itself turned out to be an oak closet rail that you can buy at most any lumber yard. These rods are 1-1/2" in diameter with a 1" flat on one side. I cut the rod so that it was 8" longer than the beam of my widest boat, then drilled a 3/8" hole one inch in from either end through the middle of the flat. Through these holes go a 3/8" eye bolt with the eye on the flat side. The threaded end on top of the rod is finished off with a flat washer, a lock washer and an acorn nut.

Since all of the boats have oarlocks, I decided to incorporate them into the design. (That way, the locks would get to the ramp the same time the boat and I did.) With the locks turned parallel to the gunwale, the strong-back lays in them and provides a secure fastening for your tie down straps. The only other pieces that are required are a couple of chocks to prevent the strong-back from sliding side to side. I considered notching the rod, but didn't want to weaken it so the chocks were developed. They consist of two pieces of 3/4" stock about 1-1/4" wide and 6" long. Into the wide dimension a cut was taken about 1" deep and just wide enough for the oarlock to fit without binding. The 3/4" side fits the flat of the strong-back and provides a good bearing surface without any "hard" spots. Now, whenever I put a boat on the trailer, it's easy to center up the strong-back, place the chocks in the oarlocks with the strong-back on top of the chocks and then take several tight turns of small stuff around the ends of the chocks and strong-back. This arrangement seems kinder to the boat because once your straps are pulled taught, the boat is under compression rather than the straps hooked onto the gunwale trying to pull the boat apart. Now, with a couple of turk's heads, a little cockscomb and paint or varnish you'll have a nice looking tie down bar that will fit all of your boats and generate a few comments at the gas station as well!

With my strong-back living with my trailer now, all I have to do is find the trailer...

Launching Aid for Small Boats



By Sam Overman

This device can be used to slide a boat in and out of the water without scraping the boat bottom over gravel or a concrete ramp. It consists of a "ladder" made of white PVC plastic water pipe which weighs just over 15 pounds, is inexpensive and easy to build. The boat slides along the two side rails with very little friction.

Each of the two side rails consists of a standard 12-foot length of 2" diameter PVC pipe, while the crosspieces are made of 1/2" diameter PVC pipe and standard 1/2" caps and unions. These are nominal sizes for the pipe, and each size's outside diameter is actually larger than the nominal value. The assembly is held together using PVC pipe cement that is sold in any hardware store in cans that have built-in applicators. The unions are modified by removing their internal pipe stops, using a drill or round wood rasp, so that they can easily be slipped completely onto the crosspiece pipes. I recommend PVC pipe rather than the cheaper, but more brittle and less slick, CPVC pipe.

I spaced the side rails 18 inches apart to fit my particular flatbottom jon boat. The boat has three corrugations protruding lengthwise along its bottom. The side rails fall a few inches outside the outer two corrugations, so the boat is constrained from sliding sideways during launch or recovery. Some other boat may work best with a different spacing or may even require larger pipe to be used for the side rails. It is intended that the boat slide on the side rails and not hit or ride on the cross pieces. I launch by sliding the boat, stern first, into the water until the bow is just still grounded

on the side rails. I can step into the boat over the bow without wading into the water and without rocking the boat. I complete the launch by shifting my weight to the back of the boat, which lightens the bow, and using my weight to slide the boat completely off the rails. I return to shore by rowing onto the rails, using the oars and shifting my weight to firmly ground the bow on the launching device.

To assemble the device, two unions are first slipped several inches onto the ends of each crosspiece without using glue. The ends of the crosspieces are then pushed through holes drilled through the side rails and secured by gluing caps on both ends of each crosspiece (hold or clamp the caps until the glue sets since air pressure built up in the pipes can push the caps off). Next, the side rails are spread apart until they contact the caps, glue is applied on the crosspieces just inside each side rail, and the unions are then slipped over the glue and up against the side rails, where they act as spreaders. I tapered one end of each side rail so that the boat can slip off and on the launching aid when the boat enters and leaves shallow water.

My ramp has such a gradual slope that I often use two of these launching aids in tandem. I attach them together by jamming the tapered ends of one into the untapered ends of the other. I can drag the assembly from its storage location in my yard to my concrete ramp using a length of broom handle that has a large metal hook fastened to one end. If it is necessary to launch a boat at a remote location, several shorter, more portable versions of the ladder can be built and fastened end-to-end at the launch site.



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I built a 17' Whitehall fiberglass/wood core boat about 30 years ago and my wife bought me a beautiful pair of Old Town spruce spoon oars. They are so nice and light. After about a year of using them I made a very useful improvement on them. At the end of the grips I carved a notch with my pocket knife that my thumb fits into. This is more comfortable than the 90 degree edge and it tells me exactly the pitch of my blades, even helping with feathering.

Regarding expensive marine paint, I have used auto acrylic enamel on boats above the waterline for 40 years. Back when I started using it, it was half the price of marine enamel. I don't know about the comparative costs now. It holds up like the paint on your car. I have two faults though. It's so hard that it is hard to sand when repainting, and unless you can slow down the dryers in the paint it sets up so fast it is hard to do a good job brushing it on. If you can spray it on, you can put on as many coats as you like in a day.

I have recently been trying house and trim acrylic latex gloss enamel. It may not be as hard as some would want and it has to cure at least a week. Acrylics are made to withstand the elements and have UV protection.

Jack Faatz, Dayton, TN.

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Your Techniques, Tools, Ideas...

Doing the Ply Boat Thing

By Bob Patterson

Well, I am 3/4 finished with my Elegant Punt (Bolger), and have a few suggestions for others doing the "ply boat thing". When using 1/4" lauan ply and 3/4" fir strapping, nothing beats using 1" carpet tacks as temporary fasteners/clamps. No drilling, small holes left upon removal, good holding power, and cheap too. I drive them in until the head sticks 1/8 inch above the surface. Later, using a stirring stick (to protect the hull), I remove them with a cat's paw. Fill the holes with epoxy, and there you are! Using the Sand-Eze hook and loop system (40 grit) makes fairing/shaping very easy.

Bob Patterson, Billerica, MA.

Self Tapping Screws as Fasteners

In the March 1st issue Roy Terwilliger asked, "are self tapping screws any better or worse than wood screws when used as fastenings in a wooden boat?" The quick answer is, they are often just as good.

The best answer is to try them yourself in a simple test. Take three each of a comparable size which you might use, say one inch # 8. Pick drill bits carefully to match the minor diameter of the threads on each, they are likely to be different. Drill three starter holes each size in a scrap of the framing material being used. Screw the six screws into their respective holes with about 1/4" exposed. Now use a claw hammer and try to pull the screws out. You will soon get a feel for how they hold.

Nick Fast, Groton, CT.

Metric-itis... Who Needs It!

Sometimes it's hard being a traditional boatbuilder these days, with know-it-alls trying to force the metric system on us. The factors of ten business I don't mind; that's just common sense. But the meter? Please! The meter is supposed to be a subdivision of an inaccurate French attempt to measure the distance from the North Pole to the Equator through the meridian of Paris. A sentence whose every adjective is an insult to the Anglo-Saxon woodworker.

Now I have discovered, through sources I cannot reveal, that the "meter" is in fact an invention of English-speaking wooden boat builders. We all know the common garden variety yard is three feet. The "meter" is nothing other than a "superyard." All boatbuilders know the natural God given units of measurement are feet, inches, and eighths. One meter is nothing more or less than three feet, three inches, and three eighths. Exactly!

Now we can all go back to work with an inner glow of satisfaction and superiority towards those afflicted with metric-itis.

Stuart Wier, Boulder, CO.

Thinned Epoxy & Building Swamp Yankee

I would like to comment on several articles printed in recent issues. I'm not going to go back and get the names of the people who wrote the statements, however I think that readers, like me, who read *Messing About in Boats* from cover to cover will recall them since they are of recent vintage. Nor do I intend to make any negative statements, as they were both fine articles.

One article was about the Swamp Yankee by Bob Sparks. The author stated that he built it from what I would assume was 1/4 inch lauan instead of the 1/8 that is called for because he couldn't find it. I had problems finding 1/8 lauan around here until I contacted a company that supplies cabinet makers. Others might try the same. The company I get it from is CDI in Atlanta. I remember paying about \$28 for three 4X8 sheets. Home Depot has it in some stupid size like 3X7 that is better suited for doors than boats; but, is still only about \$10 per sheet.

The other article/letter I would like to comment on is one that was in response to another published letter, kind of a time continuation thing (but it all ties in).

A reader wrote about another reader's comments on diluting epoxy resin with alcohol or something and quoted from the Gougeon Bros. (West) that this was not to be done.

I buy System Three resin from Merton's because they advertise in *Messing About in Boats*. (We all need to support the advertisers so that our favorite publication can survive.) The System Three Epoxy Book says that the resin may be diluted with up to 10% acetone or, I think, MEK. I use acetone because it is about 1/3rd the price.

This puts the brakes on the curing process. It can take hours and hours or even days if you use the slow hardener, but it does cure, and it does thin the resin so it will penetrate wood or plywood layers. I thin the resin not to allow for a longer pot life, smaller batches, slower hardener and practice are the answer for working with epoxy in the normal usage as the second reader suggested. I thin it so it will soak into the wood much deeper than normal resin.

Now the tie-in: I built a "Swamp Yankee" from Bob's plans and even though I used the 1/8 lauan, one side broke (without any evidence of voids connected with using cheap materials) in the extreme bend at the bow. I diluted some System Three with 10% acetone and the water-like consistency penetrated the whole thickness of the cheap plywood. After it set up in a day or so I was able to continue with the stitching and did not experience any further failures.

Talking with Mr. Sparks, he suggested that I try a razor/box knife to cut the thin 1/8 lauan. It worked a lot faster than a saber saw and I found the material thoroughly saturated with epoxy. I think that the thinning of the resin along with the explosion of the cure time allows it to soak all the way through the lauan.

This was a couple of years ago and I have had no ill effects from diluting the resin.

As far as the "Swamp Yankee" goes, I was alongside Mac McCarthy in the Okefenokee Swamp and he said that it seemed to paddle "Okay". What more of an endorsement could you want from a canoe? I was happy.

Gregory A. Jones, 111 Cove Drive, Temple, GA 30179.

The Brailing Line and the Boomless Spritsail

By Derek Van Loan

My first experience with the brailing line was in my friend Gene's Delaware Ducker that he'd built from lines in Howard Chapelle's *American Small Sailing Craft*. It was a blustery day on San Francisco Bay, and I was amazed to see the spritsail disappear as we pulled alongside an anchored vessel. From that time, most of my sailing dinghies have had boomless spritsails with brailing lines.

Brailing lines are used on everything from window shades to full-rigged ships, but the boomless spritsail and brailing line are an unbeatable team. Just as dowsing sail is effortless, I learned that getting underway is simply a matter of loosening the brailing line and hauling in the sheet.

I soon replaced the regulation jib headed sail on my El Toro with the boomless sprit rig. The lower center of effort of the quadrilateral sail makes heavy weather sailing a pleasure, and the brailing line permits furling the sail without going forward. With the standard El Toro rig, going to the bow to lower sail in a strong wind virtually guarantees a sluice of water over the foredeck. Also, the broad sterned El Toro is ideal for the spritsail since it accommodates the wide sheeting angle required by the boomless sail. A rope horse is used, just as with the original rig.

An old-time San Francisco sailor told me that working watermen in heavy weather used to drop the sprit and lash the peak to the mast. This produces a roughly triangular sail. "It won't set well, but it will get you home," he said. Since then, on several occasions this trick has, indeed, gotten me home. Late one windy Sunday my young daughter and I sailed to shore across Tomales Bay from our island campsite aboard *Sleeper* under "reefed" spritsail to find even that even the wind surfers were weatherbound.

The sprit is removed by slacking the snorter, which is the curiously named line that secures the foot of the sprit to the mast. A pin or peg projecting from the head of this spar fits into a grommet at the sail's peak, so when pressure along the sprit is relieved the sail comes free easily.

The sprit should be long enough to reach to the sail's tack. With a short sprit the snorter must be loosened for the brailing line to do its work. Underway the snorter may have to be tightened so that the sail sets properly.

The Thames sailing barge is a large sailing vessel that was traditionally sailed short-handed. It has a huge sprit main, controlled by peak, middle and lower brails which were used for both furling and reefing. I've found reefing a dinghy with the brailing line to be handy, too. The sail's peak tends to wave around and the clew corner of the sail is still exposed to the wind, but the quickness with which sail reduction is accomplished is a real advantage. Here, too, the set of the sail is less than optimal, but it will get you home as long as your home isn't to windward.

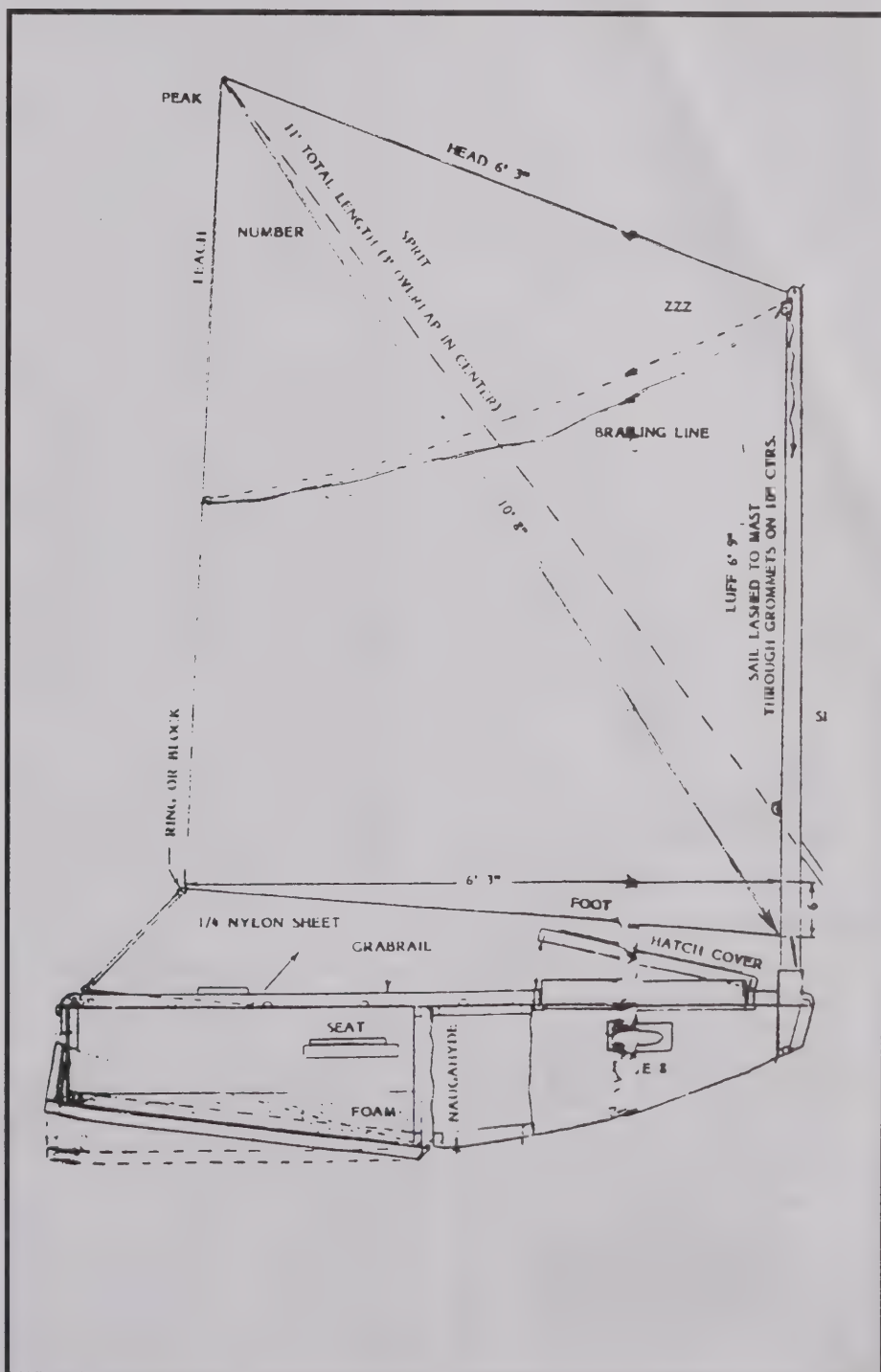
When rigging a spritsail with a brailing line, a cleat should be attached to the mast below the sail's tack. This may be used for the tack pendant as well. With any sail, the luff should be taut for efficient windward work. With the brailing line belayed to this cleat on

the mast, the furled rig may be unstepped and lashed to the deck. Of course no stays are necessary on such a small rig. Light line (1/8"-1/4") is all that's necessary for the brail. One end of the brail is attached to the masthead, passed aft along the sail through a grommet in the leech, and from there forward along the other side of the sail to a block at the masthead.

The smallest "bullet" or "midget" block is better, but a greased hole through the masthead will work also. From the masthead block or hole the line falls to the deck where it may be tied within easy reach of the helmsman. If enough slack is provided, the line need not be untied when unstepping the mast. If the helms-

man is right-handed, the brail should fall down the starboard side of the mast, or fall down the port side for left-handers.

The position of the leech grommet is best found by reeving the brail around the leech and through the masthead block, pulling it to furl the sail, then marking the leech at the point next to the block. Stamp the grommet through the leech here. The small boomless spritsail with brailing line needs no halyard since it can be unstepped easily. There is no boom to clout you or your unsuspecting crew, and this allows the foot of the sail to sweep lower to the deck. The spars for this rig need be no longer than the length of the boat, facilitating easy stowage.



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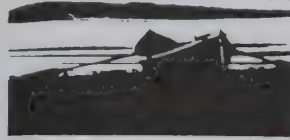
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Book Review

Quiet Water Canoe Guide: New York

Best Paddling Lakes and Ponds for Canoe and Kayak

By John Hayes and Alex Wilson. 395 pp., maps, drawings and photos.

Appalachian Mountain Club, Boston, 1996. Paper, 9"x6". \$15.95.

Review by John Quenell

This book describes in detail numerous New York State "quiet water" paddling sites for canoeists and kayakers. It is the latest of a series by Alex Wilson: previously published volumes address the quiet waters of Maine (with John Hayes), New Hampshire-Vermont, and Massachusetts-Connecticut-Rhode Island.

The authors' objective was to identify the best lakes and ponds in New York for quiet paddling — places that are right for a several-day expedition, or just a half day of paddling near home.

They selected sites with "limited development, pretty scenery, few motorboats and Jet-skis; a varied shoreline with lots of coves and inlets to explore; and interesting plants, animals, and geological formations."

Acting on the suggestions of friends and information provided by New York's Department of Environmental Conservation and the Adirondack Mountain Club, the authors compiled a list of several hundred lakes, ponds, streams and tidal estuaries to explore. After logging thousands of miles by car and hundreds of miles by canoe and kayak they boiled the list down to 85 sites, containing a total of about 175 water bodies. Still, they feel there may be many dozens of other lakes and ponds that belong in the book, and invite the reader to send along any suggestions for inclusion in future editions.

It is tempting to think only of the Adirondacks when one considers canoeing in New York State. But the authors stress that there are many outstanding paddling destinations elsewhere, ranging from the tidal estuaries of Long Island, to the his-

toric Erie Canal in the central part of the state, to the wild and marshy inlet creeks of Lake Ontario. Of the 85 sites described, 23 are in the Southern region (mainly Sullivan, Orange, Dutchess and Putnam counties plus Long Island) and 14 are in the Western region.

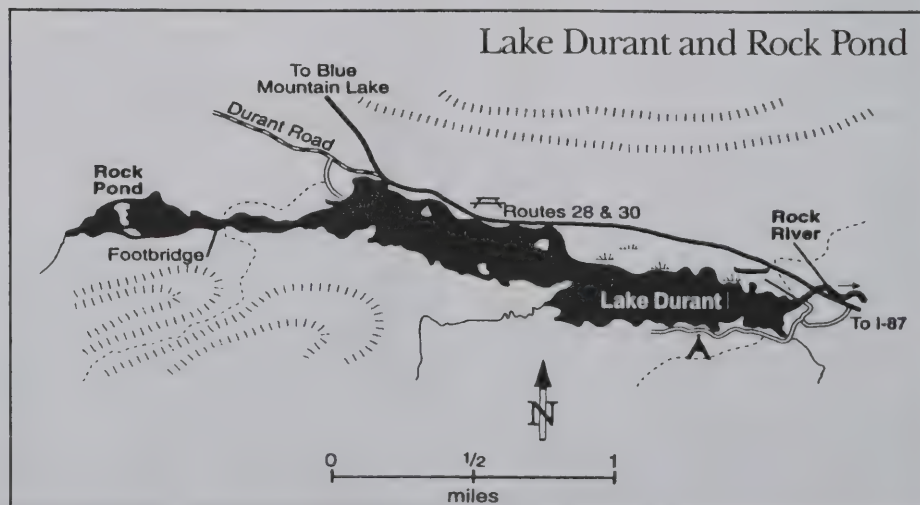
Each site is described with a well-drawn map, such as the Lake Durant map below. The maps show access roads, boat launch sites, tent sites, lean-tos, picnic areas and natural features such as contours, peaks and marshes.

The maps are keyed to DeLorme Mapping Company's *New York Atlas and Gazetteer* and to the applicable USGS topo quadrangle. For example, the reader is informed that Lake Durant can be found on Map 87 of the *Gazetteer*, and in the Blue Mountain Lake USGS quadrangle.

A detailed description of the flora and fauna of each site is given. (Alex Wilson is a naturalist and John Hayes is a professor of biochemistry and environmental science.)

The site descriptions are interspersed with eight Nature Essays, which discuss the snapping turtle, river otter, bald eagle, loon, beaver, blackflies and mosquitoes, carnivorous plants, and the Adirondack Park.

A very useful feature of the book is the master state map, which shows at one glance the location of all the sites described in the book. This provides the traveler with a quick means of identifying canoeing sites in any part of the state, and, since the page number for each site is also shown on the map, the reader can turn directly to the detailed description. □



Book Review

The New Cold-Molded Boatbuilding

Ry Reuel B. Parker
Review by Ira Goldstein

The boat designs presented in this book range from a 28' gaff rigged cat-schooner to 52' schooner proper. Seven of the eight designs can be described as shoal draft, and all can be built using the methods described in this book. (But not from the book directly. Plans must be ordered.) All are built using Parker's "new" cold-molding methods.

Cold molding, or the gluing together of thin wood veneers in order to mold hull shapes usually unobtainable to the wooden boat builder, has been with us since World War II. The development of plastic resin and urea-formaldehyde glues of that era made possible a strong bond between wood layers without heat; hence the name, cold-molding. Early cold molded hulls didn't fare very well. As with plywood of that era, delamination was a major problem. With the further development of glues and techniques, this has been overcome.

As Parker points out, a cold molded hull is a "monocoque" construction, meaning it's one piece, literally one piece in the same way that most fiberglass hulls are molded in one piece or steel hulls become one piece through welding. The advantages of this type of construction should be obvious to those who own traditionally constructed wooden hulls or understand the way they are put together. They are made up of many pieces, which all must be individually sealed in some way to prevent deterioration and individually caulked to keep the water on the outside of the hull.

Fiberglass over wood, very often seen these days in stitch and glue type construction, in a very real sense produces a monocoque hull but lacks the strength of a true cold-molded hull and must use stiffeners and frames in all but the very smallest craft.

The advantages of cold molding are that it produces a true monocoque structure, using wood in a way that creates extremely high strength to weight ratios in shapes that wood can't normally assume. This makes possible truly round hulls, an advantage in sailboats because it keeps wetted surface to a minimum. Another advantage is that because of the lack of internal framing and bulkheading, cold-molded boats have more usable interior room than boats of standard construction. A further advantage, not to be minimized, is that most people find round hulls more pleasing to the eye.

What Parker has done in *The New Cold-Molded Boatbuilding* is come up with a slightly different approach to the subject. Parker's methodology flies in the face of much of what can be considered traditional cold-molding (if I may use the term traditional in this context). He uses heavier pieces of wood to construct these than traditional cold-molding calls for. The layers which make up the hull can't be classified as veneers since the thicknesses range from 1/4" for the plywood he uses, both in narrow strips in double

diagonal fashion, or in full sheets where hull curvature makes that possible, to 3/4" tongue and groove pine. He's also not adverse to stiffening or hardening the chine in his designs in order to make construction easier and faster and to allow the use of 3/4" stock on the bottom. This approach doesn't make much sense to me. I have nothing against hard chines, but if you're going in that direction, why not just go with a true chine hull and make the construction even easier and faster than his hybrid construction. Chine designs can be quite graceful if properly designed.

Taking this into consideration, I'm inclined to wonder why we should bother with Parker's style of cold-molding at all. If you want round hulls, why not use conventional cold-molding or, maybe more to the point, simply make a fiberglass hull and be done with it? Except for racing, the difference in weight between fiberglass hulls and cold-molded hulls won't matter too much, with extra weight actually being a slight advantage to most sailing cruiser owners. And, if a prospective owner wants to get really carried away with weight, the exotic fibers that are now being used in place of fiberglass, such as Kevlar, offer better strength to weight ratios than even conventional cold-molding can offer, let alone Parker's heavier method or style.

If you don't need a round hull, conventional plywood construction covered with fiberglass is the quickest and easiest method, with fiberglass a better option if considerations such as resale value are a concern. Parker's method, while producing functional and pretty hulls, is a compromise I don't see the utility of. I just don't get it.

Most of the subjects are handled well, but a general problem I've consistently had with books of this type is that they're dealing with extremely complex ideas. Rarely have I read a book like this and came away with the feeling that building a boat using the described methods is actually doable for the non-professional. There are just so many details to get caught up in and describe. Each detail, such as the backbone, planking, the epoxy skin, interior joinerywork, plumbing, electricity, rigging, sails, etc., etc., could comprise a book of its own (and has)! It takes a bit of an artist to author a book of this type and inspire confidence. I found myself not thinking, "I can do that," but rather, "My God, how can an amateur actually build a boat like this!" It's simply overwhelming, and a book of this type shouldn't leave you feeling like that.

Parker does a nice job on the technical subjects. It's always nice to pick up those little technical how-to's you've never thought of. The book has got quite a few of those. For instance, when fairing the hull, beam a flashlight along the hull at night to pick up those small imperfections. In general, I thought the few pages he spent on fairing the hull were among the best I've ever read. I also liked his use of "turning wheels" to turn the hull over. His photos show him turning over a 52-foot hull and making it seem both safe and easy.

However, some of his technical descriptions I found tedious. Just a quick example, in describing the construction details of the companionway opening, Parker states: "The jambs are likewise grooved to fit snugly over the edges of the trunk ends. The jamb bottoms are cut to fit tightly to the threshold and the tops extend flush to where the tops of the hatch track supports will lie. Inside the cabin the top

outboard jamb edges are cut away to fit snug to the carlin knees, and outside the cabin the top outboard jamb edges are cut away to fit against the hatch track supports, which will extend beyond the coach roof and end flush with the jamb outer faces. The depth of these cuts is the same as the depth of the groove. They all end in the same plane."

Parker continues in like mind, but I think you get the idea. By the way, if you can visualize you're a better man than I.

The book is not an easy read. As one who enjoys boatbuilding books as literature (no laughing, please), Parker falls short. I like to be able to sit back on a cold winter day and enjoy reading a chapter or two and enjoy it for more than just the technical expertise it might impart. This is not a book to be picked up and enjoyed on that level. If you want to learn a specific methodology in order to build a specific boat, and Parker's philosophy of boat design fits your own, you'll get your money's worth with this book. If you're like the majority of the buyer's of boatbuilding books though, and really don't expect to build a boat from its instruction but buy the book in order to glean a bit of knowledge and, perhaps more importantly, use it as a springboard to dream a bit about your project of the future, the money could be better spent elsewhere.

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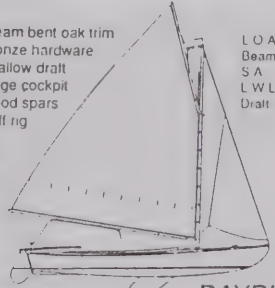


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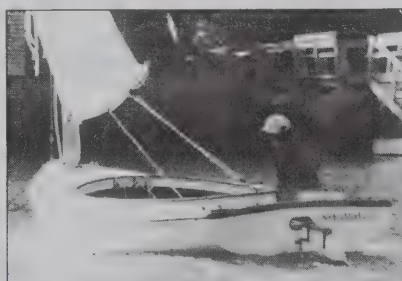
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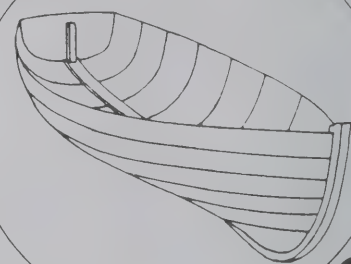
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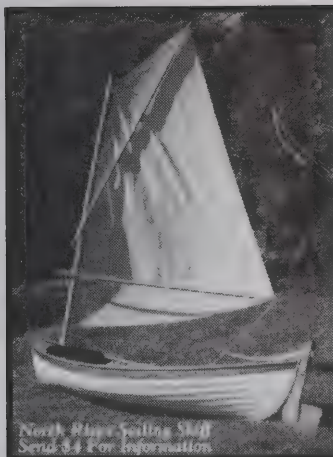
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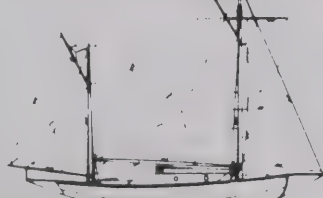
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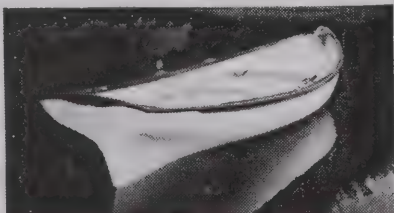
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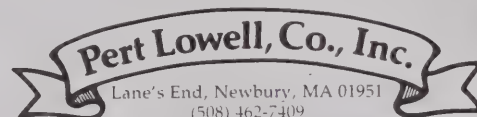
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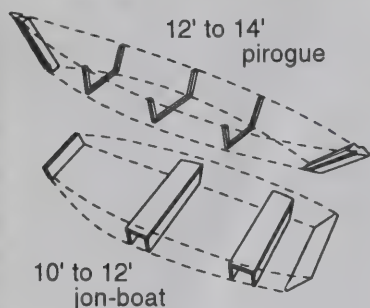
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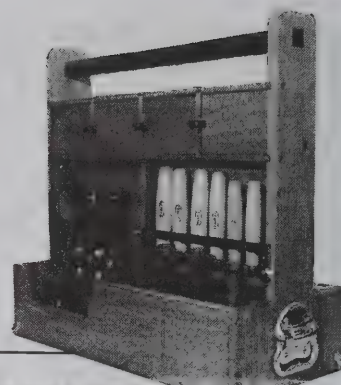
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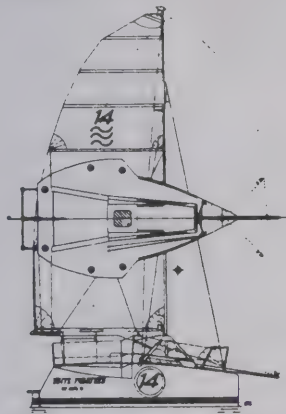
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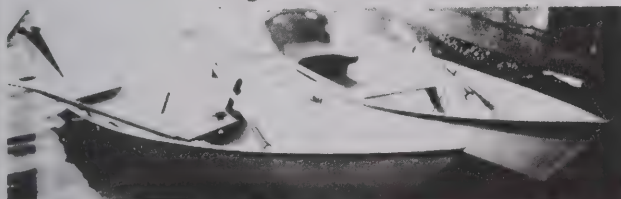
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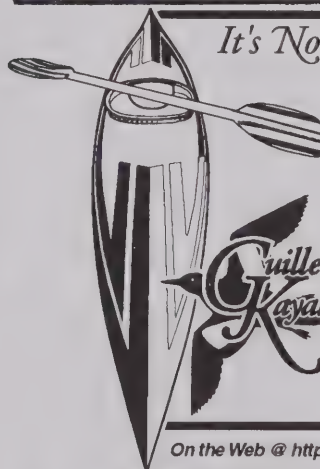


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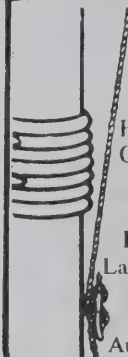
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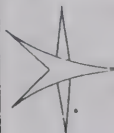


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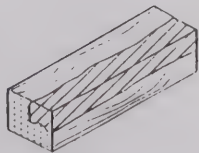
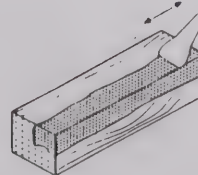
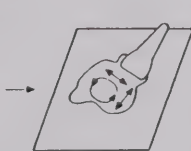
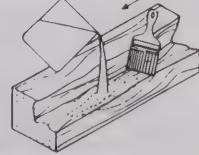


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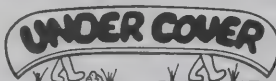
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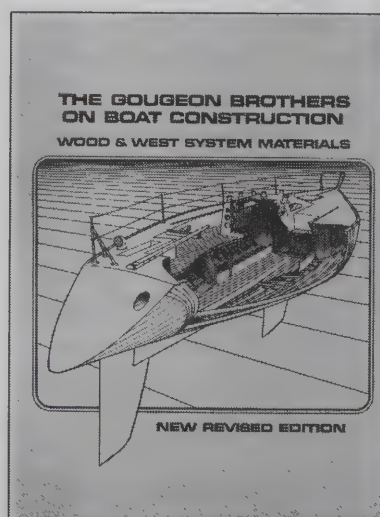
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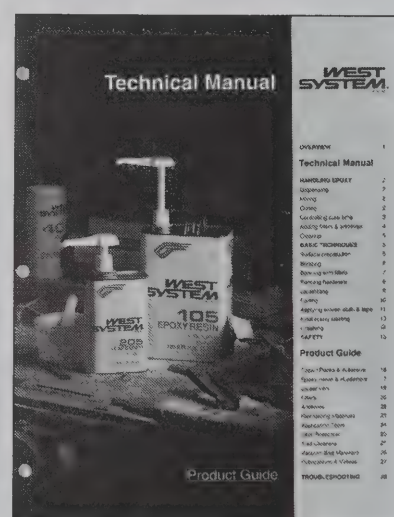
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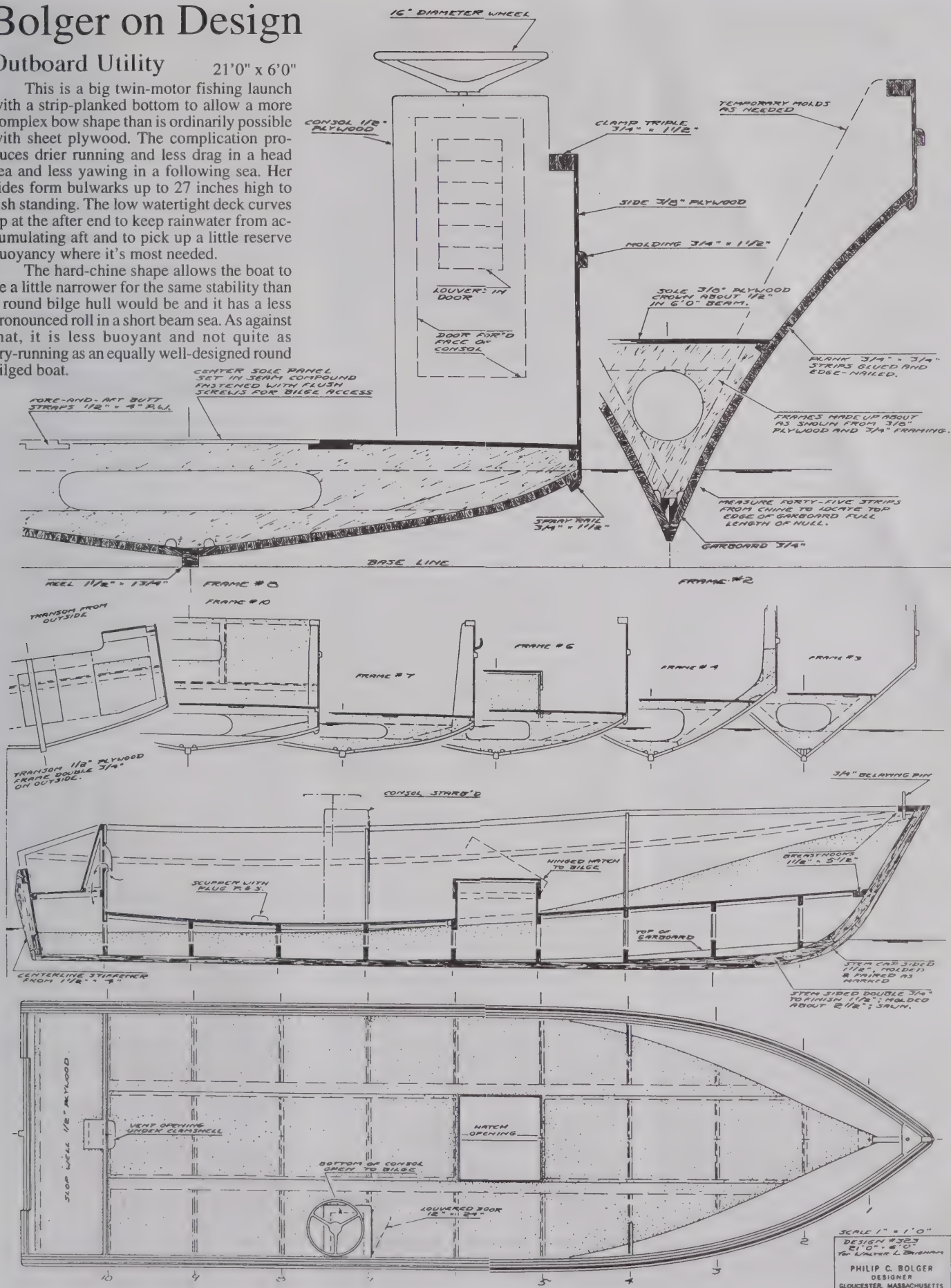
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This is a big twin-motor fishing launch with a strip-planked bottom to allow a more complex bow shape than is ordinarily possible with sheet plywood. The complication produces drier running and less drag in a head sea and less yawing in a following sea. Her sides form bulwarks up to 27 inches high to fish standing. The low watertight deck curves up at the after end to keep rainwater from accumulating aft and to pick up a little reserve buoyancy where it's most needed.

The hard-chine shape allows the boat to be a little narrower for the same stability than a round bilge hull would be and it has a less pronounced roll in a short beam sea. As against that, it is less buoyant and not quite as dry-running as an equally well-designed round bilged boat.

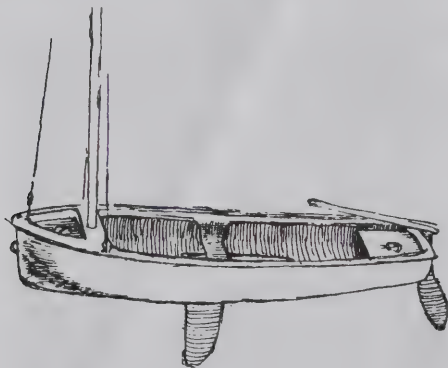


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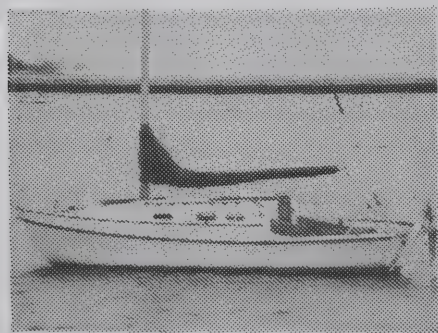
BOATS FOR SALE

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

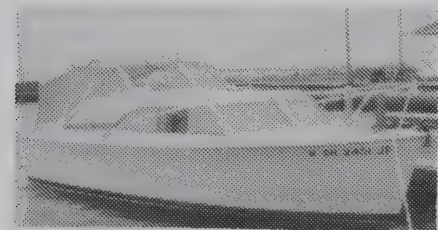
15' Old Town Transom Canoe, blt '45, sponsons, gd shape, nds canvas, 2-3 ribs, some refastening. Old varnish stripped from inside, ready to be put back together. Asking \$350.
NED COSTELLO, Middle Haddam, CT, (860) 267-6847 eves. (6)



O'Day Interclub, 11'8" x 4'9" C'boarder. Hood mylar sail, hiking straps, fenders, anchor. Gel coat stripped, cracks repaired, hull resurfaced '95. Spirited performer. Trlr available. \$1,000.
BILL WOODHEAD, Ipswich, MA, (508) 356-8639 days, (617) 547-9665 eves. (7)



31' Golden Hind, Maurice Griffiths design. Multi-chine, FG over ply, 9' beam, 4'6" draft (bilge keels). Lister diesel, Aries windvane. Extensively equipped, solid sailaway cond. Asking \$16,900.
ROBERT CLARE, Milwaukee, WI, (414) 228-7802. (7)



'68 Pacemaker Algol, 260hp IB, depth sounder, VHF radio, enclosed head, h&c pressure water, electr refrigerator, stern seat, camper canvas, swim platform, slips 4. Totally FG, always in fresh water. Constantly upgraded by experienced yachtsman. Exc small cruiser. Asking \$9,500.
DICK SISSON, 606 Dorm Dr., Sandusky, OH 44870, (419) 627-1249. (9)

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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)

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)

Bolger Oldshoe, *Passing Wind*, as seen at '95 St. Michaels Festival & on p15 of Nov. I, '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)

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. Slips 2 vy comfortably on 4" cushions. \$2,595, trades considered.
ALLEN TEDDER, Tallahassee, FL, (904) 893-7461 home, (904) 222-4775 work. (6)

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 SACCUMANO, (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)

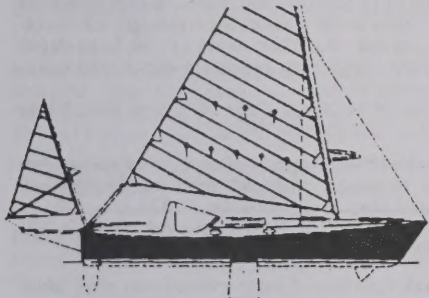
Klepper 2000, lk new, used only once, mint cond. Teal green. Transferable warranty 5yrs. Purchased 3/96 for \$2,400, asking \$2,000.
GEORGE NASIO, Princeton, NJ, (609) 924-5868. (6P)

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 ST2000 Autopilot, Knotlog & depth sounder by Signet, Ritchie Globemaster binnacle compass, Furano Loran, Icom VHF, Raritan Lectra-San, Simpson-Lawrence kedge & storm anchors w/combo 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. 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)

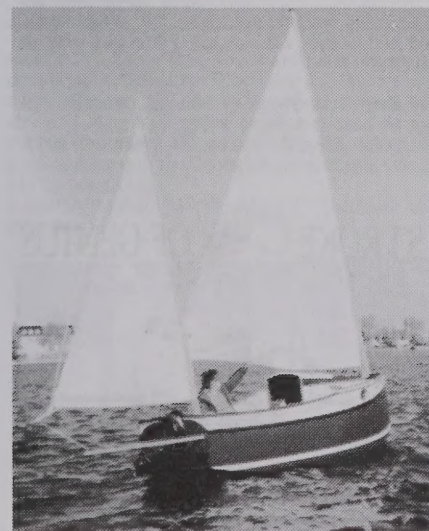
Fleet Reduction Sale: 23' Alden Sloop, strip constr only, lead keel, w/steel cradle, equipment, sails. \$1,100. **Lake City OB Runabout**, (rare) '55 as seen in *MAIB* & '94 Wooden Boat Show. 15' fully restored & equipped w/new 20hp Evinrude, galv trlr. Ready to go. \$3,500. **Grumman Sportcanoe**, 15'3" alum, stored inside, nice shape. \$450. **Edey & Duff Fatty Knees**, 8' w/rudder. 2 seasons. \$1,000. **Harvard U. Practice Wherries (2)**, orig cond, easily restored, 20' lapstrake w/full detailed history from Harvard boathouse of early '30's. \$500 ea. **KEITH MACARTHUR**, Old Saybrook, CT, (860) 767-8278 days, (860) 388-1183 eves. (7)



28' Shearwater, '85, Edey & Duff trailerable, leeboards, water ballast, VHF, shoal draft, tanbark sails, navy blue hull, 10hp Honda, galv trlr. \$8,000. **TOM ARNOLD**, 2617 Roosevelt, San Antonio, TX 78214. (7)

Stone Horse Sloop, blt '76 by Edey & Duff. Crocker designed raised deck 23' pocket cruiser. Dbl hdsail rig w/roller furling jib, self-tending stays'l on a wishbone & big main, all tanbark in exc cond. Seldom used drifter, sail covers, cushions, etc. 7hp Westerbeke diesel overhauled '93. Lots of varnished teak trim. Blt-in icebox, sink & fresh water tank. A classic head turning little sea boat. In water & sailing regularly. \$14,000 or BRO. **DAVID WITBECK**, Providence, RI, (401) 274-9118. (7)

22' McIntosh Sloop, Bud McIntosh blt '63, wooden shoal draft CB. Slps 2, exc cond. W/'86 8hp Evinrude w/6 gal fuel tank, 3 sails, 4 life jackets, flare kit, 2 berth cushions, 200' 3/8" anchor rode w/18lb plow anchor, manual & automatic bilge pumps, 2 fenders, boat hook, cockpit/boom tent, compass, 3 docklines. Painted, ready to launch. \$4,000. **VINCENT TODD**, Durham, NH, (603) 659-6528. (7)



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)

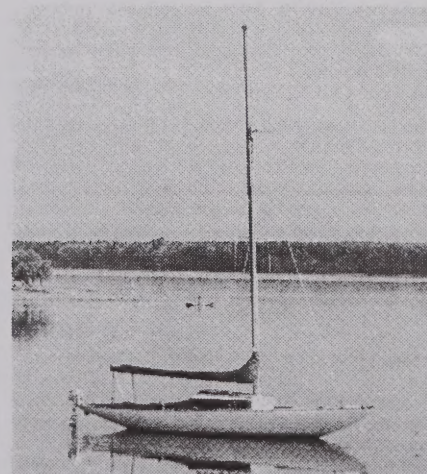


31' Pacemaker, Pelican. Sell @ \$6,300 w/out electronics or will take smaller boat towards price or trade even if value about same. Classic vessel for sale is '66 flying bridge sport fisherman solidly blt in NJ of mahogany on closely spaced oak ribs in perf cond. Single FWC 260hp V8 installed new in '83 in gd cond, abt 450 hours. Cruise, fish, dive, explore w/small craft along. Lots of room in 11'x8' cockpit, seats more on flying bridge. Gd family boat, slps 4, daytrips 8+, has SS galley, encl head w/ht, dual controls. Seeking day/cruising sailboat or small trailerable powerboat w/cuddy. Prefer wood in as gd cond as *Pelican*. Will probably go for other material if in gd cond. Reason for selling *Pelican*, too big for upcoming nds, bldg inland. Boat in southern ME. All reasonable arrangements considered incl layaway w/one-third down, balance by fall. 3rd owner.

ED CASS, 122 Stacy Ln., Eliot, ME 03903, (207) 748-0929 (w), (207) 683-2435 (s). (7)

16' Bullseye Sloop, '94, exc cond. Grn hull & buff deck, mahogany coamings, seats & rubrails; OB bracket; canvas cockpit cover. This beautiful Herreshoff 12-1/2 considered by many to be the best daysailer ever designed. In the water. \$9,000. **BOB MANGIARATTI**, Wellfleet, MA, (508) 349-2414 or (508) 222-1463. (7)

30' Columbia Sloop, '72, w/Atomic 4, 6'2" hdrm, pressure water, furling genoa, 2 mains, Edson wheel, dodger, loran, log/knot w/speed, close/haul, VHF. Clean in & out, slps 6. \$16,000. **H.E. NORTH**, Pembroke, MA, (617) 829-8902. (7)



32' Chester J Class Sloop, blt J. Barkhouse, Chester NS '57. Pine on oak, refastened '91. 9.9 OB, head, stove, steel cradle. \$6,500. **ANDREW MCINNIS**, Fredericton, NB, (506) 357-2797 eves. (7)

17' Jonesport Class Sloop, Hull #1, the only boat left of 3 blt in '61, restored in '94. Bronze, mahogany trim, Sitka spruce spars, CB, trlr, 3.3 Johnson OB. Vy nice, all in exc cond. Looks like Buzzards Bay 14. \$3,500 OBO. **16' Com Pac Yacht**, '89 shoal draft pocket cruiser. Slps 2, teak cabin, 5hp Merc Sailpower, galv trlr. Exc safe sailing. All in exc cond. Many extras. \$4,995 OBO.

DALE KILBRETH, Jonesboro, ME, (207) 434-7451. (7)

25' Bristol Corsair, w/10hp Chrysler Sailor electr 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)



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)

12' Ultra-lite Nimrod Canayak, 14lbs. As seen @ Mystic Seaport. Grt cartop boat, carry in palm of your hand. 1st class cond. Asking \$500 or trade for Sailfish, light kayak or well maintained wife. **CHARLES BABCOCK**, Locust valley, NY, (516) 759-3543. (7)

19' Drascombe Lugger, perfect family yawl. Open & stable, w/flotation & integral bilge pump. Compl w/5hp OB, trlr, 3 gd sails, spinnaker, tent cover, anchor, etc. Sailing downeast. \$5,200 firm. **DAVID LINCOLN**, York, ME, (207) 363-1672. (7)

16' Bolger Ultimate Skiff, hull compl except deck. Luan, 3 coats epoxy in/out, glass & paint in/out, spruce spars, new tanbark sails. I have \$1,800 in it, will sell for \$900 OBO, no time to finish. Also 3hp Merc OB hardly used, \$300 if bought w/boat. No trlr. **JIM BROWN**, New Bern, NC, (919) 636-8736. (7)

Dovekie, '84, Hull #107, 21'5" ultra shoal draft sail & oar cruiser. E&D trlr, custom motor mount that works, graphite-epoxy bottom paint, sail cover, homemade back porch, maple oars, 2 spare tires, spare hub. \$4,900. **DON HURD**, Annapolis, MD, (410) 263-5101. (7)

8' Bolger Pram, Brick, exc cond, sail or row. \$250. **13' Pirogue**, Glenn L Marine, exc cond. \$200. **RICK CATLETT**, St. Pete, FL, (813) 823-8070. (7)



36' Downeast Cruiser, think you have to pay \$29,000 for this 6'5" headroom diesel powered cruiser? Perhaps not, but I'm too sentimental to be rational so talk to the broker, Marnie Small and ask for details on *Security*, blt in Chebeague in '71, owned by Bill Woodhead. Sale will include mooring rent in Brunswick, ME.
MARNIE SMALL, ME, (207) 729-1639. (7)

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)

18' Marshall Catboat, w/inbd Petter diesel. Fully equipped incl 2 sails. Located on Great South Bay LI. Asking \$8,000.
DON SCHWEIKERT, Sayville, NY, (516) 589-3970. (7)

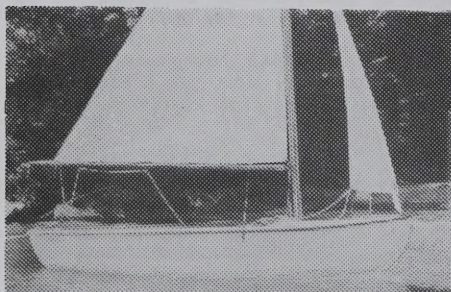
Town Class Sloop, 16' wood, blt '37, compl reblt '85. 3 sets sails, mooring cover, SS CB, all orig bronze hrdwre. Nds cleaning & coat of paint. Asking \$1,895.
CARL ATWOOD, Bridgewater, MA, (508) 697-8673. (7)

21' Dovekie Hull #1, same boat used in brochure & *SBJ*, *CW*, etc reviews. Grn hull w/tanbark sail, beautiful mahogany leeboards, spruce mast & sprit in exc shape, standard reefing, 2x10' oars, trlr, 8yrs of Dovekie newsletters. Located Annapolis MD. \$4,500.
ALAN MILLER, Bellvue, CO, (800) 517-2273. (7)

14' Ken Swan Sailing Skiff, prof blt in ME, finest mtls. Row, motor, sail. Fast, handsome, exc cond. \$1,700. Tlr available.
CHARLES STEWART, Brunswick, ME, (207) 729-2881. (7P)

Bolger Cartopper, nds some sanding & paint. \$150. W/trlr \$250 (trlr only \$150).
MARK PINKSTEEN, Nashua, NH, (603) 881-4205. (7)

Classic West Wight Potter, '68 Hull #269, w/galv trlr, wooden spars, sliding gunter rig. Hull & sails exc, nds cosmetics. \$1,650 OBO.
CHARLES KIRK, Corpus Christi, TX, (512) 949-8365. (7)



13-1/2' Oldtown Whitecap Sailboat, '65ish, compl restored. Cedar on oak, canvas deck, orig bronze hrdwre. Grt family/teaching boat. W/trlr. Moving, must sell. \$3,000 OBO.
RANDALL MORSE, Keene, NH, (603) 352-7147, e-mail: rhmorse@top.monad.net. (7)

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)

21' Century Coronado, '56, 350 Gray Marine, fresh water use only. Nds restoration. \$1,200 OBO.
RON BERNARD, Strafford, NH, (603) 664-5681. (7)

Canoes, 3 wood/canvas canoes nd minor repair. Also damaged Sportsman & Gazelle.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (7)

Utralite Lapstrake, custom blt, beautiful, 11'x4' dinghy, pulling boat. Rows well, used 1 time. Mahogany ply planking 6mil. \$1,400 OBO.
GLEN WANSTEN, Grand Rapids, MI, (616) 956-6110. (7P)

Klepper Aerius II Classic, new cond, w/rudder, 2 sets Klepper paddles, carry bags, accessories. \$3,000.
MARK REVEAUX, Stony Creek, CT, (203) 488-1914, e-mail: penguin@ingress.com. (7)

16+ Melges M/C Racing Scow, vy gd cond, sail lk new, galv trlr. \$750 OBO.
FRED BENNETT, Harrisburg, PA, (717) 599-7827. (7)

13' Lyman Runabout, center steering. Compl, nds restoration. \$650.
DON GROESCHNER, New Milford, CT, (860) 354-1015 home, (203) 761-5318 work. (7)

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. (7P)

BOATS WANTED

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)

Sport Yak Dinghy, in useable cond, located ME or NH.
JOHN SIMS, Swans Island, ME, (207) 526-4357, (207) 526-4417 aft 5pm. (7)

6-8 Sweep Rowing Boat, for NH charity boys' camp. Nd replacement boat to teach teamwork & appreciation of tradition. Loan, rent, gift or modest purchase feasible.
DAVE LINCOLN, York, ME, (207) 363-1672. (7)

Crawford Sailing Dory, w/engine & trlr preferably.
JAY HOLTZMAN, Jamestown, RI, (401) 431-1177 days, (401) 423-0477 eves. (7)

GEAR FOR SALE

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H. WHITE, 2252 State Rt. 48, Fulton, NY 13069, (315) 593-8331. (6)

10hp Elto OB, '46 4-cyl. \$200. **4hp Champion OB**, '52 Blue Ribbon. \$100.
DON GROESCHNER, New Milford, CT, (860) 354-1015 home, (203) 761-5318 work. (7)

Nissan 2.5 OB, short shaft, 3 yrs old, vy little use. \$350. Tlr, for small boat. \$150.
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TONY DIAS, 193 Tillson Lake Rd., Wallkill, NY 12589, (914) 895-9165. (6)

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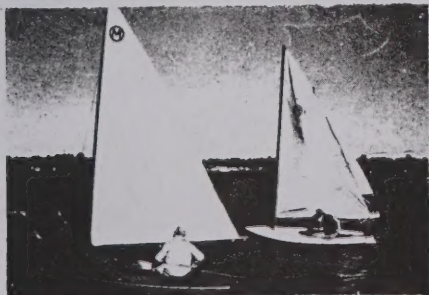
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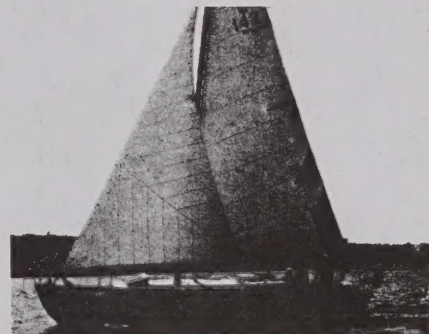
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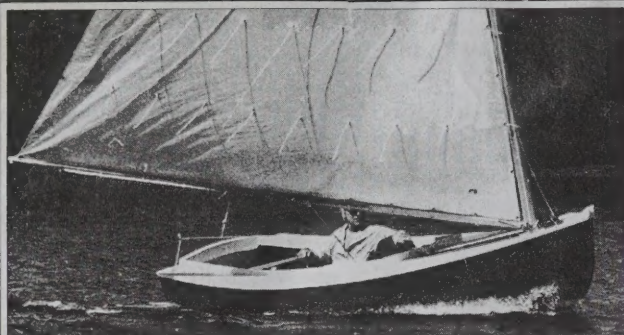
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