

Special Features in This Issue
WoodenBoat Show at Mystic Seaport
Melonseed Summer Solstice Regatta '96



messing about in BOATS

Volume 14 - Number 7

August 15, 1996



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In Our Next Issue...

Coverage of summer activities on the water continues with Bob Davidson's "6th Annual No Octane Regatta", Bill Mantis' "Minnesota's 4th Annual Solar Boat Regatta", Bob Rodgers' "TSCA Meet at Elk Neck" and Jim Michalak's "Midwest Messabout".

Charlie Matthews' "From the Log of 'Therapy'", bumped from this issue, will appear as will Sharon Brown's "The Boathouse at Mystic Seaport".

Harold Burnham's short series on his Friendship sloop Chrissie returns with "The Sawzall" and Dave Carnell details his "Rebuilding a '64 Simmons Sea Skiff".

Hugh Ware introduces us to "The Boats of New Zealand" and George Hume brings another trimaran to our attention in "Scooter, a 15' Tri". Phil Bolger & Friends continue their short series on their new 22 footers with "Retriever".

The debate on polyester resin as glue crests with the viewpoints of Tim Barnum, Phil Bolger and Dynamite Payson in "Is Polyester Good Enough?".

On the Cover...

John Spencer's young family of four hunkers down in their Melonseed skiff enroute across Duxbury Bay through a growing wind chop at the Melonseed Summer Solstice Regatta '96 in late June. Full story on the regatta and details on the Melonseed in this issue.

Commentary...

As the crowds swarmed through the exhibits at the WoodenBoat Show at Mystic Seaport the end of June, one veteran boat show exhibitor commented to me that, "The Seaport's board is probably meeting right now to figure out how they can attract this show back again next year". With a crowd triple the usual weekend attendance at the Seaport, this was a likely scenario to envision.

Yet, at the end of the show on Sunday one of the exhibitor notices circulated by organizer Valerie LaFrance stated, that, "We hope the Seaport will want us back in 1997!"

Interesting divergence of viewpoints. The same show, a hugely successful gathering, and two entirely different views on whether or not Mystic Seaport might want the show back again in 1997.

Later conversation with an acquaintance with some insight into how the Seaport sees things brought forth a possible reason for this. On its face the Seaport certainly could use the WoodenBoat Show back again, as annual public attendance has been in decline and the ongoing costs of operating this maritime theme park and museum continue to grow. A boost like the WoodenBoat Show would seem to be highly desirable for the Seaport's benefit, and they should indeed be figuring out how to attract it back.

But, the Seaport also survives on major financial support from affluent long time backers, and there may just be some resistance from this source to the commercial aspect of the WoodenBoat Show. After all, the Seaport grounds were full of people selling stuff, not just the boats that bring the crowds, but all the gear, supplies, tools, trinkets. The aura of the 1850's the Seaport tries to create with its village and waterfront is submerged in 1990's marketing efforts.

So maybe they have a point. But, the Seaport itself is a monument to marketing, not just with its self-promotion as a tourist destination but with the whole concept it attempts to create. The village is full of all the various business ventures of the 1850's, almost every building offers some goods or service for sale, that is it pretends to do so as part of the period ambiance. And in the adjacent Mystic Seaport Store a comprehensive array of trinkets and collectibles is vigorously hustled to the touring public.

Since Mystic Seaport does not attempt to be just the major league maritime museum that it is for scholarly research and preservation of maritime artifacts of value, but also operates as a theme park for the uninformed public who come to visit the old timey place with its quaint boats, it would seem that it has to be ready to move with the times. Hosting the WoodenBoat Show this year is an encouraging sign that this situation is being recognized. Facing an ongoing and growing financial pinch, attracting a class event like the WoodenBoat Show would seem to be a desir-

able thing to continue to do. It is really class event, not a junky trade show or commercial boat show.

Yes, it is a boat show intended to sell boats and stuff, but hardly commercial in today's highpitched hustle style. The boatbuilders are collectively about the least hustling salesmen you'd ever meet. Some are so self-effacing it is almost painful for them to extol the virtues of their craft and attempt to get orders. Many sort of stand hoping someone will just come up and say, "I'll take it."

It costs the exhibitors money and time to be in these shows and they are not doing it just to give all of us non-buying onlookers a pleasant day of daydreaming about boats. They do want to sell boats. I guess some did at Mystic, whether or not the incidence of doing business was greater at what was generally viewed as a place where there'd be more money walking around I cannot say. A few who did sell were naturally pleased, most again nursed the usual hopes that some of the interested folks would call later.

A couple of weeks before the show I spent a day with about 70 people who are the happy customers of a small boat builder, people who travelled from afar in many cases to gather with fellow owners of the boats this builder sells, and sells, and sells. Roger Crawford is something of an anomaly in this small boatbuilder game, for he is a consummate salesman as well as a first class boatbuilder. He has built over 125 of his Melonseed skiffs since he almost turned away the idea a half-dozen years ago. He has gotten wide media attention, not only in all the boating press but also in major Boston area news media. Even at the Melonseed Regatta I was at, which is covered in depth in this issue, Roger was again being interviewed by the press, a local reporter. And the week after the regatta I was called by a Boston Globe reporter for my views on the Melonseed phenomenon.

How does he do it? He happened to stumble upon a really wonderful little design found in the public domain. He hustled to build a mold to produce fiberglass hulls and has expert help on the woodwork. He took his work to the serious sailboat shows and captured a lot of attention amongst the array of larger consumer sailboats. He sells the boat for a price that the middle class boat nut can easily afford. While he builds it to high standards he's not carried away with the value of his craftsmanship. He is an articulate spokesman for his work, tirelessly expounding on the merits of the Melonseed. And his boat has won the hearts of a host of owners who have become his best salesmen.

One owner explained one of Roger's insights into selling his boat. "Roger doesn't just take you out for a sail in the Melonseed," my informant revealed. "He puts you into one yourself and then joins you in another to sail alongside. That way you can see what you look like sailing in his boat!" An important aspect of this game.

A major problem area for marine radio traffic is brevity. VHF is like a party line in that if you are talking on a given channel others cannot use it, so good radio communicators think before they speak, reducing their message to the shortest time possible, and they use the "pro-words" to convey maximum meaning in minimum time. Chief among "pro-words" are "Over," which means, "I expect you to reply" and "Out," which means, "The message has ended and no reply is required." Obviously the frequently misused "Over and Out" is a contradiction of terms, but it is surprising how often you will hear it if you listen to marine radio. (Experienced operators will signify "Out" by simply clicking the microphone transmission button twice.) Another key pro-word that should be understood by all recreational boaters is "Silence," pronounced "see-lence" and repeated three times. That is a clear signal to get off the air and open all channels for emergency transmissions.

Finally, in this abbreviated list of pro-words, is "Mayday" and "Pan-Pan" (pahn-pahn). These are distress signals, to be used ONLY in emergency. "Mayday" means, "My vessel is sinking (or on fire). I need immediate assistance." It does NOT mean, "I have run out of gas and would like a tow." "Pan-Pan" means, "I have an emergency situation (e.g., man overboard, serious injury of a crew member) but my vessel is still in operating condition." Mayday and Pan-Pan have priority over all other radio transmissions. If and when we hear them, our task is to stand by and listen, we might be the closest vessel able to render assistance. Only then would we transmit, e.g., "Coast Guard, this is the vessel *Bright*

Small Boat SAFETY

Radio Daze Part II

By Tom Shaw, USCG Auxiliary

Star. I am five miles from the vessel calling Pan-Pan and I have a doctor on board. Am proceeding to render help. ETA ten minutes."

Not only do you, as skipper, need to be aware of how and when to use "Mayday" and "Pan-Pan," but everyone on board needs to know as well. Post a sample "Mayday" transmission by your radio giving your boat's name, a brief description (28' cabin cruiser, white hull, blue trim) and a list of information to be passed on including your location, nature of the problem, number of persons on board, seaworthiness of the vessel. ("We believe we will be able to stay afloat for one hour.") Of course, the reminder to say "Over" (this is a message to which you really want a reply) and a note to release the microphone button so the reply can be heard. You, as skipper, are not (unfortunately) indestructible. Make sure that should something happen to you, your passengers or crew can call for help on your VHF marine radio. Its primary purpose is as a vital part of your safety equipment.

There are two basic types, those designed to run off your boat's 12-volt electrical system and self-contained "hand-held" radios (about the size of a carton of cigarettes). If you don't already have one, put it at the top of your "wish list" and enjoy the safety and convenience good marine communications can offer.

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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

You write to us about...

Your Experiences

Larinda's Launching Scheduled

Marlene and I are pleased to announce that a date has been set to launch the schooner *Larinda*. After more than twenty six years of work and joy, along with a few hardships, we plan to launch *Larinda* on September 28th at the Sandwich, Massachusetts marina located next to the Cape Cod Canal.

Larinda is a modified replica of the colonial schooner *Sultana* which was built at Boston during 1767. I say modified replica as many changes have been made in the original design including a small increase in length. Another interesting addition is our choice of auxiliary power. A 1928 Wolverine diesel rated at one hundred horsepower at three hundred fifty rpm has been fully restored over a ten year period and is now installed and ready to go.

We would like to invite everyone to come and witness this spectacular event. The festivities will start early in the morning and last all day. Several television stations will be on hand along with many other types of media.

I would like to ask readers if they could help with part of the festivities. We would like to christen *Larinda* with a bottle containing water from the oceans of the world. If one individual from each geographic region would send a small amount of ocean water to our address, the christening will touch everyone from around the globe. Wouldn't that be exciting?

Marlene and I look forward to everyone's visit and I promise it will be a day to remember. To reconfirm times and date please contact: Lawrence M. Mahan Schooner *Larinda*, 737 Race Ln., Marstons Mills, MA 02648, (508) 428-8728.

Your Needs

About Bolger Plans Availability

Re: Availability of Bolger plans, the past, the present and the future: All plans by Phil Bolger and those jointly produced by Phil Bolger and Friends since 1994 have always been available from us, and are, and will be available from us directly! We will gladly continue the long-standing and fruitful relationship with "Dynamite" Payson & Co., and of course *WoodenBoat* will, at its own discretion, continue to sell some of Phil's work. The following thus does not apply to these two trusted parties.

To Phil's great disappointment and mounting disgust, and with significant financial loss to him, and now to Phil Bolger and Friends, agreements with other parties were honored by those parties to an increasing measure in their breach. Therefore, we have legally terminated anyone else's right to sell our work in our name, with one minor exception.

Starting August 1, 1996, we will actually generate income again from the sales of this

part of our work. And no one, unless explicitly authorized by us, will presume to use our name, or will presume to speak for us whether it is in legal and business terms, or, at least equally important, in regards to our design work.

Those of you interested in buying some of our work can thus rest assured that your money will indeed reach Phil Bolger and Friends, and that it will add to our R & D fund where it will serve to test "advanced ideas" to be thrown at you, some more palatable than others. And, with the exception of Payson and *WoodenBoat*, you are not stuck with third/fourth/fifth(?) parties who will attempt to "advise" you on risky matters such as drastically altering our designs, potentially hazardous to you, your pocket-book and your dreams, without any contact with the actual designers.

We are in the middle of a project of archiving Phil's work and are putting together lists of designs worthwhile republishing in serious catalogues according to categories of use and cost. These collections will be presented in the form of decent graphics, bound study-plans, exhaustive enough to have fun with or to decide on the purchase of full-size complete plans. Hang in there, they will not be out in weeks.

Bernie Wolfard's Common Sense Designs will retain the right to sell nonexclusively a very small handful (9 or 10) of Bolger plans, but they are of course directly available from us.

We are in the business of designing boats, Payson builds and writes about boats, big ones and model-size ones, and *WoodenBoat* is *Woodenboat*. In these very different roles and range of "obsession with boats" there is respect for each other's creative efforts and achievements, and a decided understanding that respect for the boating and buying public is at the core of our professional existence. That is why you need to be offered the perspective of Phil Bolger and Friends on the the present, and the future of your access to our design work.

Phil Bolger & Friends, P.O. Box 1209, Gloucester, MA 01930, Fax (only) (508) 282-1349.

Looking for Cap'n Latham Jennings

The following headline appeared in the *Evening Standard*, New Bedford, Massachusetts, Thursday, February 3, 1910:

"Late Cap'n Latham Jennings was One of Few New Bedford Boatsteerers to Feel a Live Whale Beneath Him", by David M. Cheney.

It is an excellent piece of writing and I have gotten permission from the publishers of the *Evening Standard* to use it in my eventual book, *From the Liar's Bench--The Old Ed Stories*. A problem is that they don't have the original on file so that I can fill in some missing copy. The copy I was working from disappeared during the owner's last move.

There was also a wonderful illustration with the obit that I would like to reproduce for the book. Any reader help will be not only gratefully appreciated but will be cited in print.

Eric Russell, 371 Sixth Avenue, Brooklyn, NY 11215.

Boat Stuff Wanted

The Connecticut River Museum is once again issuing its request for boats and related equipment to be auctioned for the Museum's benefit on Friday, September 13, 1996.

Small, trailerable boats and marine equipment are among the most popular items that are bid on at the Connecticut River Museum's annual benefit auction. These boats, donated by friends and members of the Museum, can provide their donors with important tax deductions. We'd like to hear from any readers having small boats and equipment that they are not using and who would be interested in the tax advantages of donating them to our marine auction.

The money generated by the auctioning of donated small boats, marine equipment, marine antiques and art, enables the non-profit Connecticut River Museum to carry out its mission of educating seafarers and land-lubbers alike about the historic uses and environmental importance of the Connecticut River.

This year's marine auction has been scheduled for Friday, September 13, 1996 at 1800. Please stop in to see us on auction day.

Connecticut River Museum at Steamboat Dock, 67 Main Street, Essex, CT 06426, (860) 767-8269, Fax (860) 767-7028.

No More VHF Licenses

I bought a VHF radio for my rebuilt Simmons Sea-Skiff in May. The dealer told me licenses were still required, but the telecommunications act wiped out fees for recreational boats. I sent to the FCC the application that came with the radio, but enclosed no fee.

At the end of June the FCC sent my application back with two pages of bureaucratese that boiled down to: "We are returning your application because we are not issuing or requiring licenses for recreational boats and the Coast Guard is not checking licenses. This is while we are deciding how to accommodate to the telecommunications act."

My 1964 20' high-sided Simmons Sea-Skiff is performing beautifully with a 50hp Mariner (11" diameter by 14" pitch prop). I am staying well below full throttle through the break-in period, but have been over 30mph with the boat. The bare hull weighed only 730 pounds after the rebuild.

Dave Carnell, Wilmington, NC.

Left Out Dimensions

You published an article on my design, the "Herring Skiff", in the May 15th issue. You left out dimensions and diagrams which would have made it possible to build the skiff from the article. If anyone is interested in those dimensions and diagrams I'd be happy to supply them, if they just include a self addressed stamped envelope with the request.

Ira Goldstein, 12 Hayward Ave., Miller Place, NY 11764, e-mail: einsteen@aol.com

Editor Comments: It's usually not possible to print plans and diagrams large enough that would be adequate for building on the small pages and limited space of this magazine.

Chris Craft Info on WWW

Chris-Craft boat information now available on the World Wide Web, where the Mariners' Museum has added a Chris-Craft home page to its Web site. Chris-Craft enthusiasts can now learn more about their favorite boats by visiting this Mariners' Museum's Chris-Craft Collection home page. Visitors to the Web site will find vintage photographs and information about the archives of Chris-Craft Industries, which are housed in the Museum's Research Library and Archives. The site's address is www.chris-crafts.org/chriscrafts.

Information on the Web site outlines the Museum resources that are available to Chris-Craft owners, restorers, and researchers. Considered to be one of the most complete histories of a boatbuilding company, the Chris-Craft collection includes 90,000 individual hull cards, about 10,000 classic photographs, construction plans, catalogs, manuals, engineering data, and wartime production records. Information posted on the Web site also explains how to order Chris-Craft information and resources from the Research Library and Archives.

Other access to information about the Chris-Craft Collection is available by calling The Mariners' Museum at (757) 596-2222 or sending e-mail to tmmlib.@infi.net.

Your Projects

No-Octane Boating Center

On June 23rd Black Duck Boat Works opened its doors in Milford, CT in the historic Bleachery, a renovated brick factory complex on the banks of the Housatonic River, also known as Lake Lillinonah. The site offers extensive water frontage. Black Duck Boat Works is a combination showroom and custom boatbuilding shop which sells and rents a number of recreational paddling and rowing vessels.

Founded by boatbuilder Don Metz of Danbury and Jack Russell of New Milford, an artist and arts administrator, the company brings to the area a no-octane boating center for people who enjoy canoeing, kayaking, rowing, and just plain gunkholing. The Litchfield Hills region offers a number of lakes and rivers perfect for quiet paddling and enjoying the environment.

Classic wooden canoes built in Canada, modern kayaks made from recycled plastics, sliding-seat rowing skiffs, and turn-of-the-century styled electric launches are just some of the unusual vessels offered. The shop also plans to carry custom boats by other boatbuilders from the Northeast.

Wooden boat shows, canoe & kayak tours, paddling clinics, and boat building classes are being planned by Russell and Metz who want the Black Duck Boat Works to become one of the most extensive small boat centers in New England.

Black Duck Boat Works, 143 West St., New Milford, CT 06776.

This Magazine

Still More Results

I sold my Sea Pearl I advertised on your classified pages on the same day the magazine was delivered to my area. For another week I continued to receive inquiries from as far away as Texas and Toronto.

Also through the ad I have made the acquaintance of three other subscribers living in this part of Florida, one right here in town.

John Northrup, Winter Haven, FL.

A Valuable Resource

I've derived much enjoyment and knowledge from your publication since subscribing a couple of years ago. The issues that I don't retain get put to good use by being passed along to other boating enthusiasts. Thanks for doing such a fine job at such a reasonable price. The advertisers are a valuable resource in themselves to potential boat builders like myself.

Victor Pennes, Sr., Poughkeepsie, NY.

An Entertaining Read

I was particularly pleased to find Harold Burnham's "Chrissy Gets Used to Her New Owner" in the July 1st issue. It was well written and interesting. Last year I had the pleasure of being located in the booth next to Harold at the Salem Maritime Festival. At the time I was amazed at Harold's ability to shave out half hull models with great ease and accuracy in a short time. I continued to be amazed when I was introduced to *Chrissy*, a worthwhile project if there ever was one.

As a woodcarver I was perhaps more interested in the style of *Chrissy's* trailboards than other features, but that amazing picture of *Chrissy* got my attention once again when I saw it in the July 1st issue. I'm looking forward

ward to reading more about *Chrissy*. Thanks to Harold for an entertaining read.

Lou Carreras, Shirley, MA.

Political Correctness Again

This whole business of what to call people who steer boats in a politically correct way is a waste. Since there are very few of us who have ship-rigged vessels, there is no reason not to use the perfectly servicable nineteenth century terms of "boatsteerer" and "coxswain" (pronounced cox'n). The only cavil over these might be that "boatsteerer" came from whaling usage and "coxswain" came from the Royal Navy. About twenty years ago, *Clearwater* issued a book known as *The Hudson Sloop's Handy Guide*, which was an orientation manual for the boat. They used the term "helmser" and completely avoided all issues of history and political incorrectness. You pay your money and you take your choice.

Eric Russell, Brooklyn, NY.

Nicest People Read This Magazine

Thank you so much for running my "Unusual Request" letter in the May 15th issue. I can tell you that the nicest people read your magazine. Response has been quite good, not as good as I had hoped, but better than I had expected, if that makes any sense.

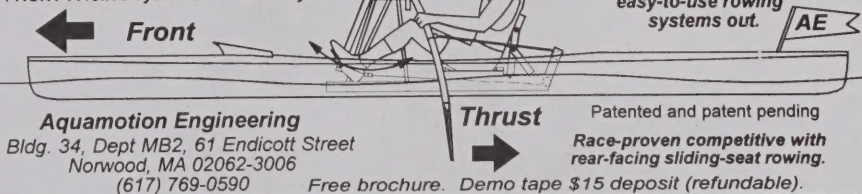
Mr. Yeaton has received post cards from about half the 50 states and, surprisingly, several foreign countries. He's been invited to go sailing, and Libby will be looking for him on the Fort Lauderdale beach. Every card brings a smile to his face.

To all those who took the time and trouble to participate, I give you my most heartfelt thanks. You've truly made Tom's last month marvelous.

John Smith, Belleville, NJ.

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Melonseed Summer Solstice Regatta '96

By Bob Hicks

There we were, about 30 Melonseeds, a swarm of tiny 13' sailboats, close reaching en masse across Duxbury Bay in a brisk southeast breeze under gray skies, heading for Duxbury Beach, the back side of the barrier beach protecting the bay from the open Atlantic. And the cops were waiting for us.

The cops? Yeah. Two black four-wheel-drive sport utilities with flashing blue lights were drawn up on the beach access road directly next to where it appeared our fleet would make landfall. Their operators were out at the edge of the beach in their black uniforms assuming aggressive postures in anticipation of our imminent arrival. What was all this?

Well, I learned later that they were known locally as the "Plover Police". They were here to protect the nesting piping plovers from human aggression. They weren't very cordial in explaining their duty. When our glorious leader, Melonseed builder and regatta organizer, Roger Crawford ran his Melonseed up onto the beach to find out what was up, he was curtly informed he was under arrest if he did not immediately depart the beach. His query as to coming ashore further down the beach was answered with, "Certainly, we'll be ready to arrest you there too."

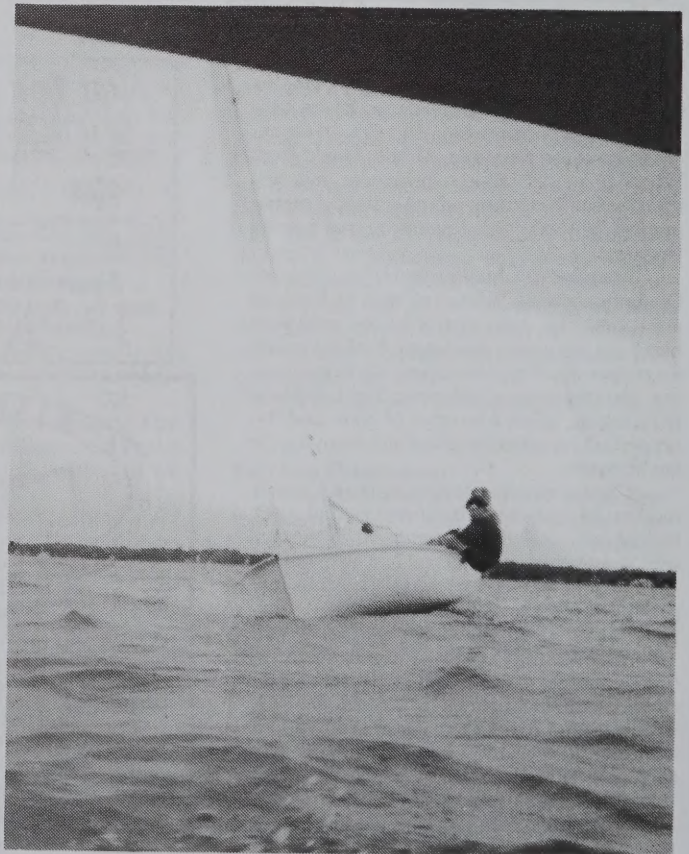
So, Roger sounded the horn, waved off the oncoming fleet and shouted something about how we'd be shot if we landed. He headed off the beach and the fleet slowly turned away. Nancy Barrett, in whose boat I was crewing, caught the wind on the opposite tack for the reach back to the cove where we'd all come from, and along with several others continued on back through the chop. Looking



Rigging up on the marsh, the sprit rig stores onboard and sets in about two minutes.

Launching down over the mud bank as the tide slowly floods the cove.

Intersecting courses. Our Melonseed fleet crossed the track of a local racing class, here we view an approaching racer to determine if we're on a closing course.



back in a while we realized most of the fleet was not following us. Something had happened. Too late, we decided to just carry on anyway. It was beginning to rain and the spray, was soaking me in the "wet puppy" seat at the front of the small cockpit.

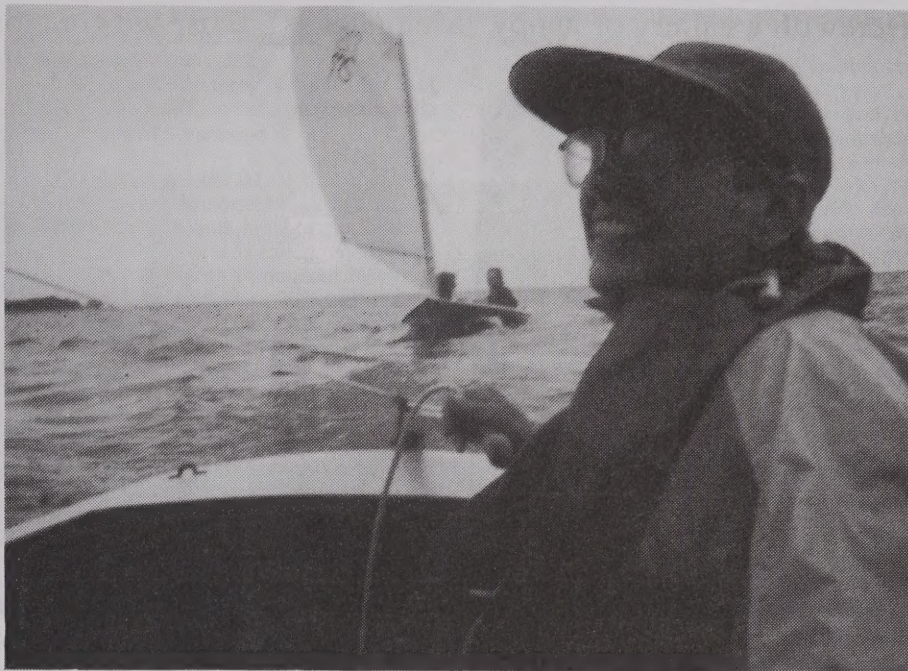
When everyone had returned to the landing at Fran Nichols' "cottage" on Eagles Nest Point, protecting the cove, we learned that the harbor master, mortified at what had happened, had come out when he learned of it over the radio and led the fleet to a section of the beach not involved in the plover policing. Roger had cleared the whole plan with him two weeks prior to the regatta so our hostile non-welcome was some surprise to both of them. I suppose those plover police felt threatened, after all 30 mighty Melonseeds were descending on their beach, enough to make any brave man blanch.

Well, this was the high point of excitement in this biggest event of the year for all the "Melonheads" who own and sail Crawford's delightful little daysailers. That 34 of them actually gathered at Fran Nichols' place for this weekend celebration of the summer solstice was some impressive, that's about 25% of the entire production to date. Roger had just finished off #127 in time for its happy owner to join the fun. And some came a long, long way. Like Denise Brown from Salt Lake City, and Roger Rodibaugh from Ft. Wayne, Indiana, to name two who have written about their Melonseed adventures on our pages.

And it was fun. No organized racing stuff, no formal programs, no sales hustle even though the builder is the organizer of the regatta. Just the pleasure of the company of 75 like-minded, infatuated "Melonheads". A Friday evening cookout at Fran's place (and what a place, a 1930's beach "cottage" with cathedral ceiling main room with stone fireplace, a wicker furnished enclosed porch overlooking the bay, a handy kitchen with refrigerators full of cold drinks, outside shower rooms for washing off the salt, etc. etc.), a protected cove for launching and retrieving the boats, a wide tidal shore marshland for overnight beaching, sailing the bay Friday, Saturday and Sunday as one wished, and a Saturday evening dinner aboard a Plymouth whale watch ship doubling as a cruise to nowhere boat for three hours.

I had a great time, it was that unique sort of gathering that needs no formal structure. All the folks sharing an affection for the same boat, seemingly without any ego striving to "beat" anyone else, made for a laid back affair. And the boat itself, what a wonderful little boat it is. Only 13' long, very low freeboard, happiest with the solo sailor aboard, but still sailing right along through the sloppy wind chop that the breeze had built up over the length of the bay with two of us aboard, standing up to that breeze and moving right along at an apparent speed all out of proportion to one's expectations for so short a craft driven by an old fashioned sprit rig mainsail. Read Roger's description of its history and present day re-incarnation in the follow-up article.

My thanks to Roger for his invitation, to Fran for her gracious hostessing, to Nancy for taking me along as crew (ballast actually), and to those others who Roger acknowledged as having helped him get it all together. The Melonseed Summer Solstice Regatta '96 was just what Ratty meant when he said, "There is nothing, absolutely nothing, half so much worth doing as simply messing about in Melonseeds".

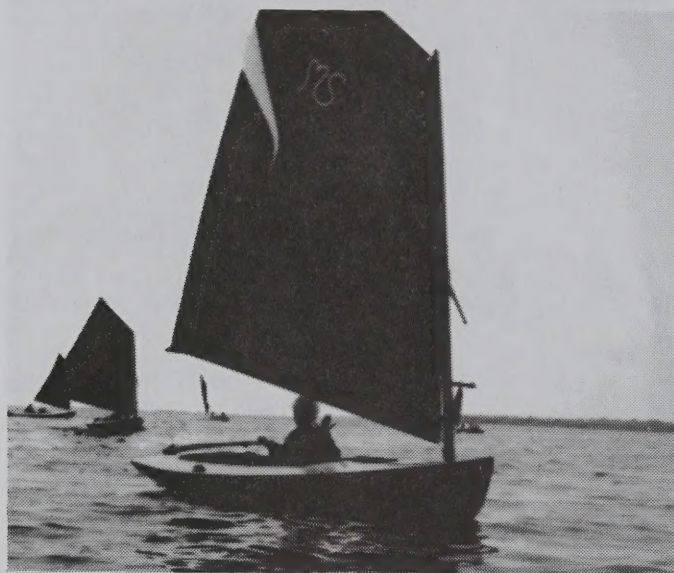


My skipper, Nancy Barret, happy as can be with her Melonseed addition to her fleet up on Great Bay, New Hampshire.

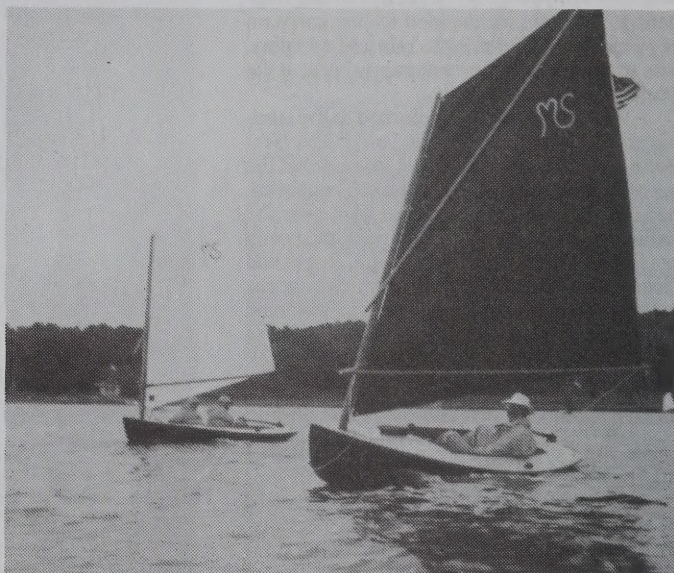


Chuck and Lucy Oliver sailing along with us. Chuck at the helm is smiling in the dry seat, Lucy is geared up for the "wet puppy" seat forward, where most of the spray comes aboard. Chuck accompanied Nancy on her visit to look over the Melonseeds to dissuade her from making a rash purchase, ended up ordering one for himself!

Herewith a gallery of happy "Melonheads", those we got close enough to photograph.



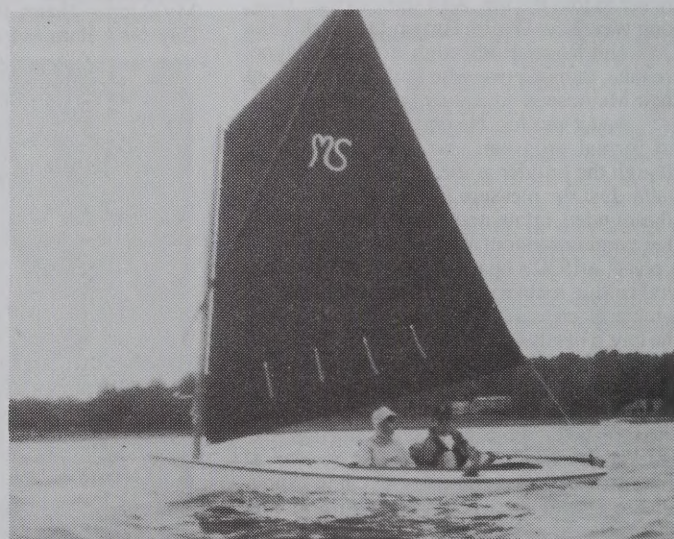
Carol Sones of Marshfield, one of the earliest "Melonheads".



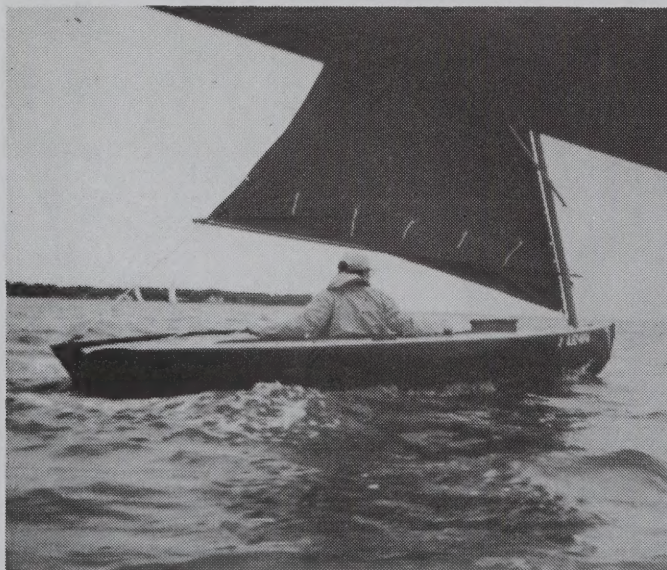
Roger Rodibaugh of Lafayette, Indiana (foreground) and Eric Peters and Debby from Scituate, Massachusetts.



John & Pat Nabors of Windemere, Florida.
Andy Follansbee of Lebanon, New Jersey.



Geoff and Julie Hoffman of Hanover, Massachusetts.
Annie Boynton and Martin Houser of Osterville, Massachusetts.



A Brief History of our Discovery of, and Involvement with, the Melonseed Skiff

By Roger Crawford

It's a love story actually. We most often fall in love with our eyes first. Pure romance. Later, we try to justify our feelings and become objective, but it was really just love at first sight. That's the way it is with boats (and other romances in life). That's the way it began with the Melonseed.

I received a call from a customer in 1987 asking us to rebuild an old, incompletely built wooden boat he had purchased and therefore saved from death by dry rot. His painful description of the boat's condition suggested that the project might not be cost effective unless we took the dramatic step of fiberglassing the whole boat. I implied that, owing to our habit of overbuilding and undercharging, we preferred not to take on the job. He did mention that the boat was a Melonseed skiff. He said he'd just bring the boat by for us to have a look. We declined interest and assumed that was the end of the deal. Not quite.

The next Saturday morning, while running errands up town, I spotted the most seductive and beautiful small boat hull on the roof of a sedan. The driver had that "I'm lost look." I instinctively knew it was the Melonseed and the driver was probably looking for the boat shop. Being practical, I chose to ignore it all.

I got to the shop later in the day to find that, abandoned on the doorstep like Moses in the basket, was the Melonseed skiff. Sad as its condition was, its lines were intoxicating. I immediately dragged the boat around to the side yard and covered it with a tarp thinking "see no evil, etc." There it sat. But not for long.

You see, we have this neighborhood full of boat lovers and boat shop kibitzers who often stop by to see what's new. They all peeked under the tarp and issued very positive opinions. My response was something like, "Yes, it's fascinating and beautiful, but we can't afford to get involved." I confess now, years later, that when no one else was around I peeked, too. How could I resist? Some research and reading about the history of the Melonseed revealed some very interesting facts. Most of all though, I just wanted to see what that pretty hull would do in the water.

As they say, the rest is history, and I guess there's a lot to be said for romance. We rebuilt the hull and deck and completed the boat for a very happy owner. Several months later, while we were displaying at the Newport Boat Show, he brought the Melonseed to the show and insisted we take it for a test sail! We did, it surpassed all our expectations, stole the boat show and set us on a new course.

During the winter of 1988/89 we were simultaneously building the molds and test sailing the borrowed Melonseed. Now it's probably fair to say that in the traditional boat business beauty frequently outweighs performance. Even though we thought that the Melonseed might sail better than average, we were unprepared for the sensations of speed, control and outright delight that the boat al-

lowed. We knew that we could get even more performance from the fiberglass production model, and ultimately did.

It's a wonderful thing in boats (and life) when realities live up to fantasies. Just ask the owner of any Melonseed skiff.

The Early Years, 1989-92

Word of the Melonseed got around the boating industry and marine press very quickly, and the boat was exceptionally well received at boat shows throughout New England. First year sales were 30% higher than expected and about half the boats were sold to women, a trend which continues today.

Sail Magazine, *Soundings*, *Small Boat Journal*, *Messing about in Boats* and numerous local publications featured the Melonseed in articles and reviews accompanied with photos and even a cover shot or two. Phrases like "performance dazzles you," "remarkable stability," "sail(s) closer to the wind than you think it should," "seaworthy and speedy," "rowing the Melonseed is a treat" and "looks for all the world like a miniature from the drawing board of Nat Herreshoff" were used. *Sail Magazine* listed it in its "Best Boats to Board" category and called it "classic class."

We spent a great deal of time sailing and rowing the Melonseed, often in groups of three or more, and had a real opportunity to observe close up the beauty and efficiency of the hull at work. It's quite a thrill to be not only sensing the performance of your own boat, but to look about at another abreast of you and see it happening.

We continued to be impressed with its performance, forgiving characteristics and good manners, especially in strong breezes. A novice sailor will quickly learn to trust it and anyone with advanced skills will recognize and take advantage of its potential. Technically speaking, although the hull appears sleek and quite rounded, there is a large almost flat section in the bottom sides. When trimmed to sail on this area, the hull is most efficient through the water, leaving only a trace of disturbance in its wake. The firm, full rounded bilges in the mid section offer generous amounts of buoyancy and therefore stability. Because of this feature, when the Melonseed is hit with a

hard gust of wind it tends NOT to heel too easily or quickly.

These expressions, referring to boat design, that "water doesn't like to be surprised," and "if it looks good, it is good," can both be applied to the hull design of the Melonseed. It's a remarkable achievement by unknown watermen of the nineteenth century who designed a small boat so functional, that sailed so superbly and was so outright beautiful. We also noticed that the fiberglass version of the boat behaves better overall than its wooden ancestors, as it is not burdened by the extra weight and is able to climb up and over each wave rather than having to push through it. Our earlier decision to increase the size of the sail by 25% gives sporty performance, yet it is handy, simple to rig in a minute or two and stows neatly and completely inside the boat. The cockpit of the boat has been enlarged a bit to comfortably accommodate two plus passengers and there is loads of safe dry storage space under the decks.

The Philadelphia Maritime Museum heard about our revival of the Melonseed and invited us to race it in the Constitution Cup against existing wooden ones and other boats in its class. We won the event in 1989 and again every year we have raced since. Racing, both informal and formal (but always kept fun and easy), has been a part of our social schedule ever since.

Speaking of the social aspect of the boat, it is worth mentioning that the customers who became good friends and avid supporters of the boat are hugely responsible for the success of the Melonseed. It would be hard to find any boat being built today that enjoys such a high level of customer satisfaction and appreciation. There's no advertising as good as the satisfied owners who are eager and willing to endorse the Melonseed. In that way alone the Melonseed may well enjoy its greatest success. Our nationwide network of faithful "Melonheads" are the most loyal and enthusiastic folks you will find on any waterfront, and a great group of people!

Regattas, Rallies, Reverie and Repast

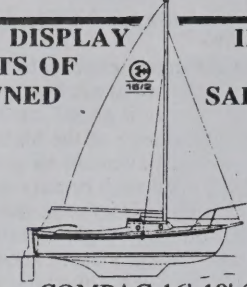
The energy was contagious. We organized regattas in Duxbury, Essex, Scituate,

Roger expounds on the Melonseed's merits to a local newspaper reporter at the '96 Regatta.



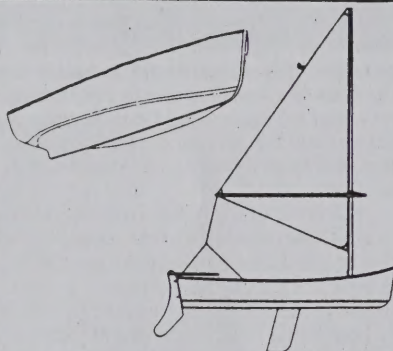
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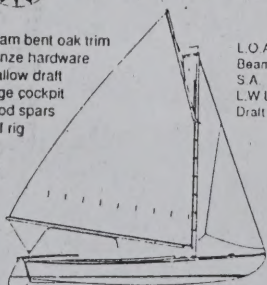
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Barnstable, Osterville, Pleasant Bay, Marion and Wings Neck in Massachusetts. Out of state we've been to Mystic Seaport, Connecticut, Tom's River and Island Heights, New Jersey and Philadelphia, Pennsylvania. Each season we've usually had about a half dozen organized events and numerous impromptu gatherings. Imagine nearly 20 Melonseed skiffs, in all their glory, sailing together. It's quite a sight! Some of the regattas have been held in very heavy weather, too, a testimony to the ability of the boats and the trust the sailors have in them. After sailing, dinner parties became the norm, friendships developed and the social schedule has expanded and ranged beyond the shoreline.

The office phone rings regularly with messages and stories of adventures from happy Melonseed sailors, and our file of letters of endorsement grows as well.

In 1991 we felt that we needed to create a video to back up our rather strong claims of the Melonseed's appearance and performance. The result was "Melonseed...The Movie." Some will say it is living proof of what some happy sailors, good boats, a borrowed video camera and a case of beer can generate. Actually it was a labor of love, and although it won't win any Oscars, it surely proves our claims to be honest. Copies are available upon request.

1992 was a tough year in the boat business. New boat sales were thin industrywide and we sadly watched a huge percentage of our brother boatbuilders and their designs fall by the wayside. In spite of it all, the Melonseed continued to sell well and its reputation grew and spread. More magazine articles appeared, more Melonseeds were getting out on the water and, although it wasn't all downwind sailing, the momentum continued.

We had some fun with hull colors. The two big favorites, Dark Green and Ivory, were complemented with Black, Dark Blue, Dark Red, Teal, French Grey, a lighter Green and Yellow.

Our customers have given their Melonseeds wonderful names: *Watermelon*, *Seedling*, *Honeydew*, *Casaba*, *Blind Melon*, *Alacrity*, *Bidder's Seed*, *Ebony*, *Ivory*, *Sandia*, *Witchery*, *Moonshadow*, *Kai*, *Fierce Eagle*, *Earrame*, and even *Boat Cinq* (pronounced in French, Boat Sank). Of course the list includes the names of spouses, children and ancestors.

We arranged reliable and inexpensive shipping arrangements with North American Van Lines. They care for and handle the boats as if they were fine furniture, door to door. This has made it easier for folks who live considerable distances from us to own a Melonseed. There are Melonseeds in 23 states now, coast to coast and in between.

1993-94

Sail Magazine featured the Melonseed skiff in its August 1993 article "Little Boats To Love" and opened the story with a two-page color photo of a cluster of Melonseeds. Wow! They took about 200 outrageous photos of a group of eight Melonseeds sailing in a sweet breeze in perfectly clear late afternoon light. Scott Coe, the photographer and one of the editors, commented on how rare it is to get even a few good photos on a shoot like that. We think it had something to do with the boats.

The phone rang madly all that summer. We were busier than ever before and built a record number of boats for folks far and near.

One woman even ordered two for use on Lake Placid, New York. (There are now three families with two boats in the family.)

The Great River Race, which has a Melonseed class, is an annual event started in 1993 that demands a great deal of boat and skipper. It is held on the historic North River in Marshfield, Massachusetts. The river has a strong tide and winds every which way through gorgeous marshland. Breezes from every direction test sailing skills. Because we make up our own class rules, it seems that the only rule is to have fun, race hard and water pistols and nonsense are allowed. The camaraderie among Melonheads always awards everyone a good time. The summer of 1993 was one of fun and filled with the pleasure of making new friends as each new boat was sold.

Cruising World included the Melonseed skiff in an article (and color photo) that appeared in early 1994. The focus was on boats that both sail and row well. It should not be overlooked that the Melonseed is an extremely good rowing boat. Should the need to row arise, either out of desire or necessity, you'll be in good shape. The oars stow neatly up under the side decks, are held in place with shock cords and the two seat cushions included in the boat are a comfortable and convenient seat.

Overall, the Melonseed is an extremely easy boat to use. It seems that even though the beauty of the boat is so initially captivating, the fact that it seems to fit into our busy lifestyles so well accounts for a lot of its popularity. There is no perfect boat! The best boat you can own, however, is one which is perfect for you at a particular time in your life. We propose that the Melonseed skiff may be that boat.

We invite you to escape from the rudeness and speed of today's living by sailing in a boat that demands so very little and returns a great deal for the time and money invested. The Melonseed is very easy to trailer and manage, launches in mere minutes and the simple 19th century "sprit rig" sets up in seconds. The Melonseed sails in almost any wind condition and rows for the fun of it. Note how many women successfully, and expertly, sail and trailer Melonseeds. Bigger isn't always better and, although we all seem to have dreams of owning world cruisers, the bottom line is truly how much time we get on the water and how well we enjoy ourselves.

Thanks to Mother Nature, we have been provided with a beautiful and limitless playground. With a minimum investment in time, effort and expense you may well be able to enjoy yourself on the water to the fullest extent. There is something especially unique about good small boats like the Melonseed skiff. The key is in the intimacy you develop with the craft. The efforts, accomplishments and rewards are simple and basic but attainable and ultimately satisfying.

If you have read all this, you should have some insight in to what we have accomplished with the Melonseed skiff, an understanding of how well this charming and capable boat performs and how pleased the owners of the boats are. We've put our best efforts into the development, manufacture and, yes, the enjoyment of the Melonseed. She's a true American classic, born again a century later to bring us back to our sailing roots and have fun along the way.

Crawford Boat Building, P.O. Box 486, Humarock, MA 02047, (617) 837-3666.

Moving the WoodenBoat Show to Mystic Seaport Museum this year seems to have been a wise move, for the show sold out all exhibitor space and the Seaport packed them in over the three day weekend. The steep \$17.50 gate admission seemed to be no deterrent. The ambience was very upbeat, smiles everywhere.

Friday and Saturday, with bright sunny skies and afternoon sea breezes, were ideal summer days, but even Sunday's overcast and occasional sprinkles did not inhibit attendance. The official paid attendance for Friday and Saturday announced at the exhibitors' dinner on Saturday evening came to over 11,000, which compared favorably with a typical Seaport summer weekend attendance of 4,000. And this with Sunday yet to come.

The exhibitors were spread out all over the Seaport grounds, the goods and services folks mostly in the tents at the north end near the New York Yacht Club building, the smaller boats along the waterfront all the way to the

Sunshine & Smiles at the '96 WoodenBoat Show

By Bob Hicks

Shipyard at the southern end, some ashore, some afloat. The visiting yachts entered in the concourse d'elegance were rafted up at the docks along the north end waterfront.

It was a bit like the midway at a carnival along the waterfront directly opposite the main entrance where the public can look over a railing from a raised platform and get an over-

view of the Seaport before springing for the admission. Along this narrow strand the crowd was dense and a whole row of delightful small boats were right there on view. Hard to resist. Good planning.

Many builders had viewed the Seaport location as being more likely to produce buyers of their craft. "There's a lot of money in this area," was a typical expression of this optimism. And some boats were indeed sold, both high end and budget, so maybe there was some substance to this anticipation.

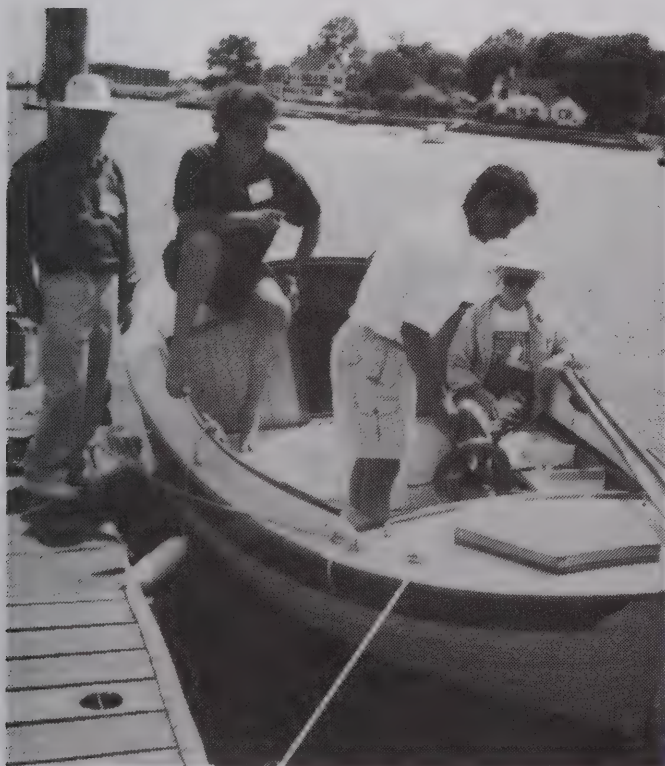
Most of the builders familiar to us were on hand of course, many of whom advertise with us. It's nice to see them all in person in one place and renew personal contact. But this year I figured it was time to really find out more about the "new guys", the builders unfamiliar to us, and what they are doing. Quite a few of them turned out for this show so the emphasis in much of the following photo essay is on them, the "new guys". New to us, not necessarily new to boatbuilding.

Beautiful Beach Point

Antonio Dias' 18' Beach Point Canoe Yawl was brought to the show by owners Bill and Carolyn Bryan of East Falmouth, Massachusetts in almost completed condition, only the spars and rigging remained to be fitted (during the show Dan Sutherland installed the mizzen mast for them). Here they watch with designer Dias as Tony DeLima of Matrix Adhesive Systems prepares to check how well his glue is holding in the "mother-in-law cabin". The Bryans have been finishing off the basic hull and deck built for them originally by designer Dias. Antonio Dias Small Craft Designs, 193 Tillson Lake Rd., Wallkill, NY 12589, (914) 895-9165.

The Most Traditionally Built

"Did you see that boat from Redd's Pond Boatworks?" was the question put to me by Tim Weaver, an early (1983-84) contributor to this magazine of tales of a love affair with a traditional crabbing skiff. "That's gotta be the most traditionally built boat in the show," he continued with much enthusiasm. I had to agree, Thad Danielson makes no concession to modern materials and techniques and his boats have that wonderful appeal of really being built like they used to be. His show boat was a 15' Old Sailing Peapod, built from Chapelle's Figure #84. Redd's Pond Boatworks, 1 Norman St., Marblehead, MA 01945, (617) 631-3443.





Back to Two Hulls, but Bigger

Fred Shell delivered this just completed catamaran to owner William Moore at the show. Fred's designing has moved on from his range of small monohull sailboat kits to the trimaran we featured in the November 15, 1995 issue, but when Moore approached him about a catamaran to be built over the winter, Fred went right ahead and designed one to suit, and got it done in time for the show. The 24 footer is Fred's biggest effort to date and it spent much of its show time out on the river undergoing "sea trials". William was all smiles and promises us a sail later this summer on Narragansett Bay. Meanwhile, Fred has the kit ready for interested buyers, sorry no plans as yet.

Two of the more creative thinkers in today's small boat design and construction got together at the show, as John Lockwood (left), the man behind the Pygmy sea kayaks and Fred had a chance to talk shop. Lockwood was the first to use computer design to develop his line of Pygmy sea kayak kits. Shell doesn't even get his designs onto paper until well after the boat has been built and the kit is on the market. Neither of them feels constrained by conventional thinking about how small boats ought to be designed and built.

Pygmy Boat Company, P.O. Box 1529, Port Townsend, WA 98368, (360) 385-6143. Shell Boats, RD 2 Box 289C, St. Albans, VT 05478, (802) 524-9645.

The "Saladmaster Man"

At every carnival and fair there's the guy demonstrating some gadget or other, the "Saladmaster Man", and that's where the crowd gathers. Marc Pettingill assumed this role putting together his ultra light solo canoe, Sweet Dream, using the folded ply method (see June 15th issue). He kept them gathering over all three days, with ongoing progress on the simple but attractive little canoe, developed by Marc from Phil Green's design. Sweet Dream is a boat you can build in 12', 13' or 14' size from the building manual Marc has written, published by the Benford Design Group, Tiller Publishing, P.O. Box 447S, St. Michaels, MD 21663, (800) 6-TILLER.



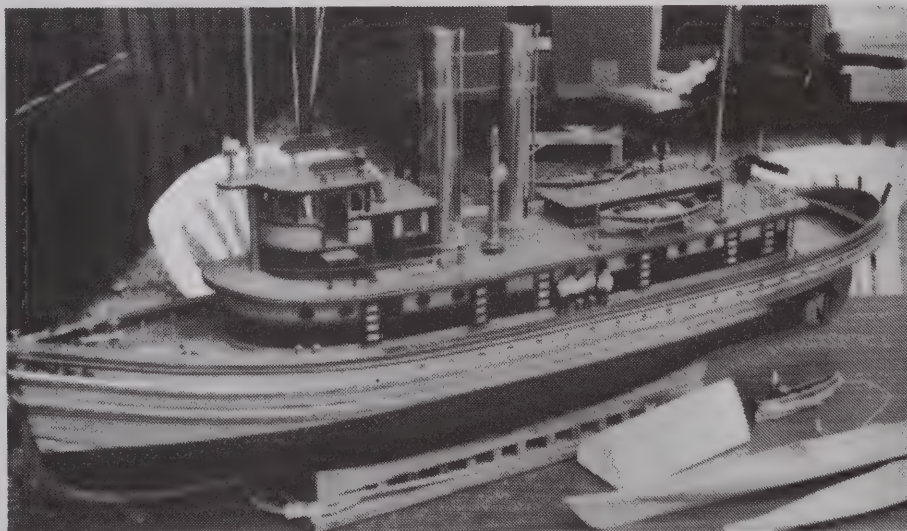
For Those Who Love Sam's Boats

Roger and Maddie Burke own *Blue Goose*, one of Sam Crocker's Design #134, the *Amantha* cutter, designed in 1932. She was built in 1945 as one of 14 built by the Palmer Scott Yard of New Bedford, Massachusetts. Noting that Sam Crocker, whose designs have been characterized as having "a timeless quality" had no owner organization to promote and support ongoing enthusiasm for his work, Roger and Maddie, along with fellow Crocker owners Barry and Sue Blaisdell, have started the S.S. Crocker Association. Roger and Maddie had quite a trip down from Maine, striking a submerged object (whale? at sea off Monhegan at 9pm, springing a bad leak which required careful sailing and ongoing pumping to reach the Crocker Yard in Manchester, Massachusetts. Here *Blue Goose* was quickly hauled out, the sprung planking refitted, and the cruise to the show resumed, where we found the "board of directors" meeting in her cockpit. S.S. Crocker Association, c/o Roger Burke, 8 Mill Rd., Ipswich, MA 01938, (508) 356-3065.



The Model Boat of Your Dreams

Eric Schade had his fully operational steam powered 4' tug on display at his booth, which also featured his line of beautifully built woodstrip kayaks and canoes. The tug is Eric's showpiece for his offer to custom build the model boat of your dreams. A few years ago Eric had the tug at Mystic for the annual Small Craft Weekend and amused himself by docking various small boats, complete with crews, with the powerful tug. Shearwater Boats, 22 Soundview Dr., Stamford, CT 06902, (203) 359-6431.



Guideboats from the Land of Thoreau

The question in my mind was what was this nice young man from Lincoln, Massachusetts, right next to Thoreau's Concord, doing building Adirondack guideboats to sell in the Adirondacks. Well, it turned out that Chris Ashley summers on a private lake in the Adirondacks and undertook to restore the boat in the left in this photo, one that had been used by three generations of a local family at the lake. From this came a request for an Adirondack guideboat and so Chris was in business. Sort of. The current guideboat was under construction at show time so Chris brought it along as a "work in progress" exhibit. Chris does business as Appleton Boat Works, P.O. Box 612, Lincoln, MA 01773, (617) 259-8216.





Make Your Dream Come True

Mark Welling suggests in his literature that you achieve this with his help, and we caught this moment at the show when Mark (on bended knee) has been proffered a credit card for a potential purchase of his Little Hustler, a sail trainer and day sailer based on the Massachusetts Bay Hustler 18, which Mark researched and wrote up in a bygone issue. Mark's 13' downsized version was designed in tribute to the earlier 70 year old design, several fleets of which still are sailed in the Quincy Bay area of Massachusetts. Welling Boat Company & Apple Creek Designs, P.O. Box 483, Ipswich, MA 01938, (508) 356-1123.



What You Go in is My Business

So announces Patrick Smith (at right leaning on paddle he hand carves) in his brochure for his traditional wood/canvas canoes. He further emphasizes that he is "continuing the traditions of yesteryear" and the canoes displayed certainly bore out this contention. Standing at left is Robert Ringer, who has a small part in the display also. Sitting in the lower canoe is one of his scale models of a St. Lawrence Skiff (see closeup photo), which he says now makes up the major part of his boatbuilding. There's something about scale model boats that seems to appeal. Robert also builds full size Keuka Lake Trout Boats. Patrick operates as West Hollow Boat Co., 6880 West Hollow Rd., Naples, NY 14512, (716) 374-5014, and Robert is R.B. Ringer's Traditional Sailing & Rowing Craft, 18 West Ave., Naples, NY 14512, (716) 374-8035.



Shoestring Shipyard

This is a catchy name in view of the high cost of labor intensive wooden boats, and it works for Paul Bennett (right), who spent many years engineering large scale commercial shipping. By Sunday afternoon he had sold the boats he brought to the show, all appropriate to the name, low cost workboat finished plywood construction. Bare hulls of prams, Nutshells, Shellbacks and Sagamore Skiffs can be ordered for owner finishing at considerable savings. Of course he also offers his boats completely finished. Shoestring Shipyard, Box 117, Sagamore Beach, MA 02562, (508) 888-7960.



Cormorant Canoe & Boat

Matt and Jane Durnford were down from Nova Scotia for their second WoodenBoat Show, a whole lot further of a trip this year than it was to Southwest Harbor in '95. But, Jane said it was well worth the extra travel so Matt could display his canoes and this nice strip built pulling boat. Cormorant Canoe & Boat Works Ltd., P.O. Box 71, Riverport, NS B0J 2W0, (902) 766-4104.



A "Virtual" Boat Company

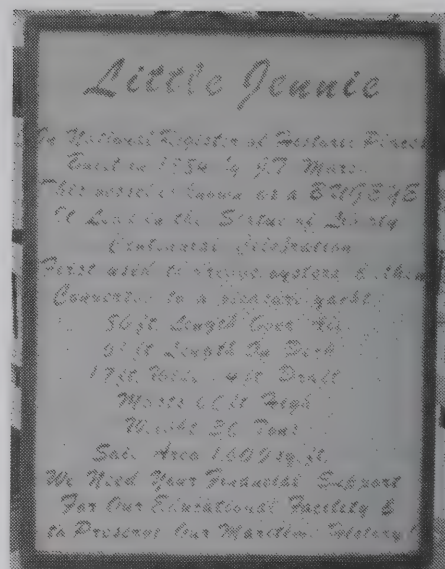
Chris Hardy (at left) is one part of a three part "virtual" boat company, and the unfinished boat hull is that of an Orca 10 junior sail trainer. Antonio Dias designed the boat for the WoodenBoat competition a year or so ago. Chris computer laid out and laser cut all the pieces of wood that go into the kit for the boat offered by Michael Vermouth of Newfound Woodworks. The three are not partners but rather independent participants in this particular boat kit as just one part of each's usual work. Chris Hardy, Marine Cam Services, 134 Cedar St., Contoocook, NH 03229, (603) 746-3586. Antonio Dias Small Craft Designs, 193 Tillson Lake Rd., Walkill, NY 12589, (914) 895-9165. Michael Vermouth, Newfound Woodworks, RFD #2 Box 850, Bristol, NH 03222, (603) 744-6872.





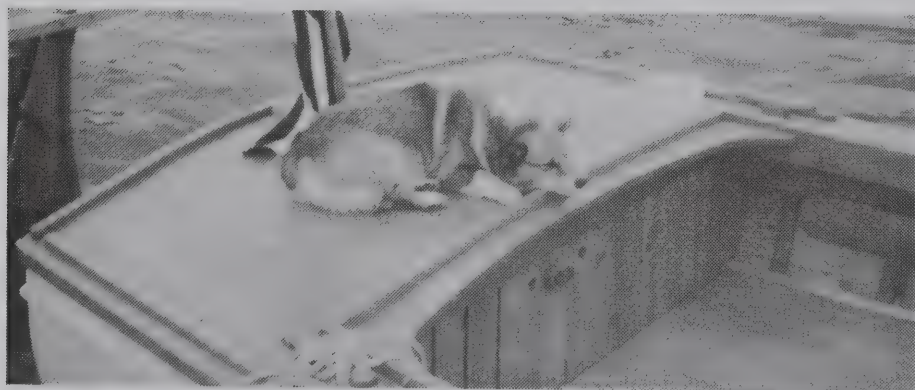
Little Jennie, More Maritime History Afloat

A new (to us) entrant in the maritime historical scene is *Little Jennie*, this 86' Chesapeake Bay Bugeye owned by the L.I. Maritime Historical Society of Riverhead, New York. Director Linda Diedricks told us that maritime history preservation was the best way to preserve this 112 year old vessel, something beyond the means of the average individual boat owner. The usual activities are offered in the way of maritime education, special cruises, etc. *Little Jennie* is a bit unique in this role, a working Chesapeake oyster boat turned river freighter, then yacht, later neglected, and now still undergoing rehabilitation as she sails the waters of eastern Long Island. This is not a new effort, *Little Jennie* represented Long Island in the 1986 OpSail parade in New York harbor as the oldest American vessel. L.I. Maritime Heritage Society, Inc., P.O. Box 388, Riverhead, NY 11901, (516) 369-2020.



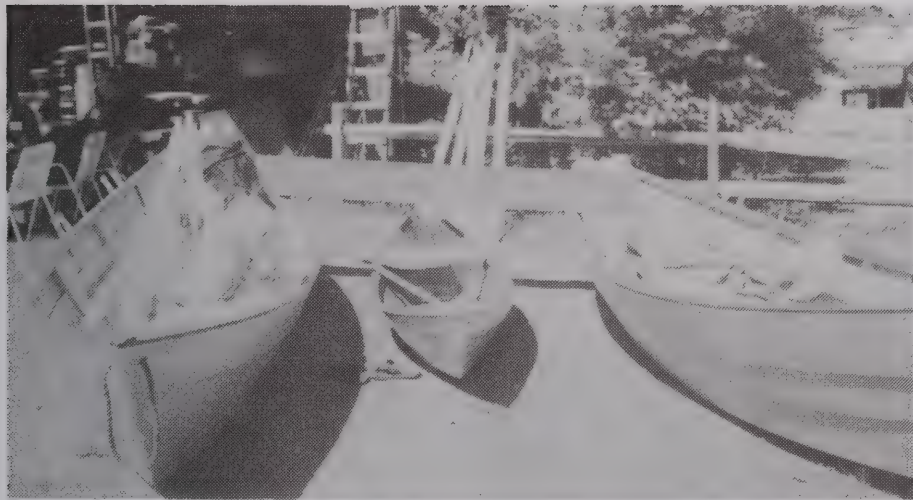
Meadowbird, an Evolution from Titmouse

The lid was up on Gary Clements' appealing little trailer sailer pocket cruiser, Meadowbird. Hard to believe she is only 16' LOD. The pop top opens up the small cabin nicely for fair weather use. Clement took Sam Rabl's Titmouse as a starting point and updated with modern materials, more cruising room and a better balanced sail plan. G.F.C. Boats, 490 Hagan Rd., Cape May Courthouse, NJ 08210, (609) 861-2171.



Been There, Seen That

The Pulsifer Hampton fleet cruised into the show again this year, but not all the way from Maine. Instead they put in over in Narragansett Bay, Rhode Island, and cruised westward along the coast to Mystic. This crew member wasn't overwhelmed by the attractions of the show, however, and patiently snoozed away the days awaiting the trip home. Richard S. Pulsifer, Boatbuilder, 642 Mere Point Rd., Brunswick, ME 04011, (207) 725-5457.



A Dozen Sizes of Dorries

Kim and Jill Smith came down from Lunenburg, Nova Scotia with only three of the twelve sizes of Banks dories they build. Jill (at left) handles the sails and canvas side of the business, Kim's the builder. Actually thirteen sizes? Yep, the little feller pictured is a 13th, a scale model not intended for on the water use, unless maybe by very small children on protected waters. The range runs from the Little Sister (11' LOA) to the Seine Dory (26' LOA). Workboat finish, beige with green trim. The Dory Shop, P.O. Box 1678, Lunenburg, NS B0J 2C0, (902) 634-9196.

Aha, a Noble Spar

Craig Wright and Richard Duke had several of the small wooden skiffs and daysailers they build to order on display but they were spending most of their time discussing their unique approach to hollow wooden mast making, involving v-notching the mating edges of adjoining pieces to effect easy alignment. This reminded me of the article we published in the February 15, 1994 issue about "The Noble Spar". Craig and Richard hadn't heard the name but were doing what Barry Noble had done long ago. The various sections in varying states of completion underwent frequent close examination. Mountain Marine, A Maritime Arts Workshop, 196 East St. North, Goshen, CT 06756, (860) 491-9944.

Look What's Happened Asa!

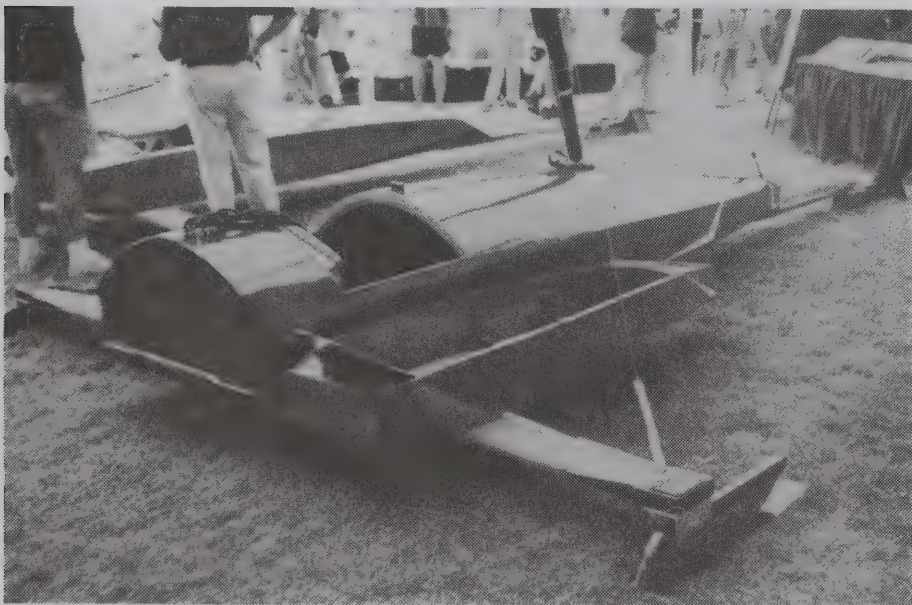
The skiff tender once built by Asa Thompson of New Bedford, Massachusetts for use in the local Buzzards chop has been transformed by the ministrations of *WoodenBoat* into a yachty little craft, despite its plain flat bottom and dory sides. Longer, deeper, and brighter. Steve Bussiere (center) displayed his really dollied up version with full bright exterior and bright thwarts, rails and ribs. He won one of the special awards with it. The Little Boat Shop, P.O. Box 1406, Mattapoisett, MA 02739, (508) 758-3988.





Precious Prototype

Boyd Mefferd (discussing boat with an onlooker) had a great show, he received an award for "Excellence in a Unique and Difficult Restoration" for his work on this 1946 Western Fairliner, and sold the boat also. Can't do much better than that. The boat is a prototype built in 1946 for the 1947 New York boat show, and led to only about 36 production models before the Tacoma, Washington firm closed in 1956 or thereabouts. The tiny 17' hull has the most voluptuous curves I've seen on a mahogany runabout. Boyd's Boats, P.O. Box 9, Canton, CT 06019, (860) 693-4811.



A Touring Iceboat

Paul Girouard brought his iceboats to the show, although sailing tryouts on the river were not possible. While he offers Skeeters for class racing, Paul's also adapted the Skeeter design for touring with a wider double cockpit, and in the photo even a sidecar attached for a third party (or luggage). The boat is not plywood (other than for some internal stiffening frames) but is strip built from mahogany. Springboard Marine Woodworking, P.O. Box 905, Sturbridge, MA 01566, (508) 347-9202.



Capt Nat's Sadie

McClave, Philbrick & Giblin took home a top award for their immaculate work on one of Capt. Nat Herreshoff's 1914 Alerion III designs. *Sadie* was a beautiful evocation of a classic yachting daysailer from that long ago era before the World Wars changed our way of life forever. McClave, Philbrick & Giblin, 43 Wilcox Rd., Stonington, CT 06378, (203) 572-7710.

Really Selling Fun

Andy Zerby (under hat at right) brought this lovely little version of the Penn Yan Swift CZT, one of the most popular racing runabouts from the golden age of outboarding, from up-state New York. His "contemporary" Swift retains the original hull lines and appearance but uses today's materials and techniques (and outboards) for an improved level of comfort and fun. Andy says up to 400 man hours can go into each boat depending on options chosen. His video of his Swift in action prompted the remark, "You guys are really selling fun!" Victory Boat Company, 1441 White Rd., Cato, NY 13033, (800) 662-2521.



Extending the Hobby

Ed Noll and George Allen both build their boats in Portsmouth, Rhode Island, both slowly edging out from hobby building for themselves to see if there is a market for their work. Ed had his 11' Shellback dinghy and George brought his 9'6" Maine rowing skiff, both nicely done products of the careful skilled amateur builder not hard pressed by delivery schedules or the cost of doing business. Ed Noll, 58 Brant Rd., Portsmouth, RI 02871, (401) 683-2812; George Allen, Sakonnet Skiffs, Inc., 444 Blackpoint Ln., Portsmouth, RI 02871, (401) 849-48986.



Next Visit to Mystic?

In August Mystic Seaport Museum holds its annual marine engine meet, and a featured attraction this year is to be the firing up and running of this giant 850hp steam tug engine. It stood impressively some 12' tall in the shipyard as I passed by so I took its picture. I've always been sorta tempted by steam power, so maybe I'll go to this event for a change of pace from boat hulls. We'll see when the time comes.



On the beach, three American oystercatchers stride about, issuing their raucous cries into the gray and hazy dawn. Some early risers are jogging, and some are fishing from a nearby pier. Aboard *Piper*, the midnight storm's only consequence, other than a dampened crew, is a dead battery. Since the reliable outboard's starter is hand pulled, this causes us no immediate problem. I rev her up to begin our exploration of the shallow bays, barrier islands and magnificent ocean beaches of the South Shore. Getting the anchor back aboard is another story. I shorten up on the rode until it is straight up and down, then drive forward, expecting the anchor to break loose as usual. No luck. I back down. The same. Circling is equally unproductive. It is becoming clear that the anchor has snagged on a submerged piling. This means that it might have held the *Queen Mary* off the beach in the previous night's squall. It also means that we are in danger of having to cut loose the anchor and its rode, and waste time and money in search of new ones.

Finally, after much jockeying before our amused little audience on the beach, the anchor pops free. We motor back out Rockaway Inlet in a light westerly breeze, round the tip of the promontory and head east. The beach communities parade past: Rockaway Beach, Edgemere, Far Rockaway at the East Rockaway Inlet. Though some of these towns have narrow streets and low-rise housing such as that of Rockaway Beach, behind which we had anchored, most consist of rows of high-rise apartment houses similar to those lining the coasts of New Jersey or Florida. Blocked by fixed bridges, we cannot enter East Rockaway Inlet to experience the intact marshes of Hempstead Bay. Instead, we continue off the shore of Long Beach Island, past wall-to-wall high rises, from Atlantic Beach to the west to Lido Beach near the ten-mile barrier island's eastern end.

Flocks of dainty laughing gulls dot the waters around us, and twice we see low-flying formations of brown pelicans, one line of six birds, the second of a dozen. This improbable bird with its cavernous beak, long a fixture in the southeastern United States, suffered greatly during the DDT era. In recent years it has made a remarkable comeback and has extended its range far to the north. But I have never seen one in the Long Island area before and am impressed by this display of nature's resilience.

At the little sportfishing community of Point Lookout we look for a portable battery charger. Jet-ski cowboys play the rollers breaking across nearby shallows, while *Piper* navigates the shifting channel. Even though we take care to stay within the buoys, we surf steeply down several large waves before reaching the flat water of Sloop Channel inside the western end of Jones Beach. At Point Lookout, the closest thing we can find to a battery charger is an earringed youth at a bait-and-tackle dock. "We have a charger but I can't work it, and the mechanic is not on duty today," he says. "Just go on up the creek to Freeport. You can get anything you want up there. Give them a toot at the drawbridge, and in twenty minutes you'll be at the marina." We motor up to the drawbridge, gateway to the major marine center at Freeport, and toot. Nothing happens, even though the bridge operator is clearly visible, seated on his perch. Since a sign on the bridge says it will open

The South 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.

only every other hour, and the weather is fast improving, we decide to carry on with our journey. In sparkling sunshine, with a balmy westerly breeze, we once again negotiate the swells at the inlet, and continue eastward.

Soon we are abeam of the famous Jones Beach and its splendid symbol: a replica of a Venetian campanile that serves as the visitors' water tower. Though we had seen few people anywhere on the beach at any time earlier in the day, now we see a major concentration. Perhaps, we reckon, this is because we have fallen fully under the lengthened shadow of master planner Robert Moses.

A few hours' sailing along the clean uncluttered expanse of Jones Beach brings us to Fire Island Inlet, the gateway to shallow Great South Bay, largest of the South Shore's embayments and the nation's former oyster capital. Once again, jet-skiers attend the rollers cresting on either side of the inlet's narrow dredged channel. Even in the deeper water, a moderate southwesterly breeze pushing against the westward-flowing tidal current sets up a lively sea, and the fading light is making it difficult to see the small channel buoys. Flo peers out balefully when a skiff full of teenagers speeds out past us. It slams off several crests into midair before landing with loud crashes. Nor is she amused when *Piper* herself tilts sharply bow-down while surfing the large combers. But after a few moments of such tension, we round the point and head in under the lee of Fire Island. Here is the Robert Moses State Park, accessible by road via

the Robert Moses Causeway that crosses the bay. Many fishermen have dismounted from their off-road vehicles and are casting big plugs out into the inlet. Still lacking battery power, we grope our way in to an anchorage near the island's bayside shore, set out a flashlight as an anchor light and settle in.

The following day dawns bright, clear and cooler. A lone fly fisherman, waist-deep in the water as if he were stalking trout in a mountain stream, works the small point at one end of the little bight where we are anchored. A couple comes down through dredge spoil to swim in the calm of the island's lee shore.

We motor through the Great South Bay's distinctively olive chartreuse water, following the channel buoys past Saltaire, one of Fire Island's several summer communities. Dozens of party fishing boats, the *St. Anthony*, the *Cap'n Jeff*, the *Liberty Belle*, crowd the channel. So many people occupy these vessels, their fishing poles extending outward at all angles from the main decks, that when seen from fore or aft they bristle like floating porcupines. No one seems to be catching the bottomfish they are all after.

Though the generic name "Blue Point" remains as a reminder of the glory times when this bay yielded more oysters than anywhere, these tasty shellfish have all but disappeared as a result of pollution and disease. With the exception of a few small boats tonging or raking for clams, the fleet we see during our crossing is almost all recreational. And of these, precious few are sailboats: the strong currents of the inlets, the shallow water, the many narrow creeks leading inland all conspire to make this stinkpot country. But our reach across the bay is pleasant. We pass the Heckscher State Park, several thousand acres of forest and marsh and beachfront, and the wonderful old Timber Point Golf Club. All but abandoned before Long Island's postwar boom, this course now is crowded with golfers riding their carts. I read somewhere that the island has ten times as many golfers as its public courses can accommodate and that Japan-like measures are being introduced. There is a course near the city that is open twenty-four hours a day, the story said, so you can tee off at 2:00 AM and play under the lights using Day-Glo balls.

We turn into the pretty Connetquot River, largest along the South Shore, and stop at the Oakdale Yacht Club to ask about a charge for our still-dead battery. That would be thirty bucks, says the young woman at the gas dock. The manager arrives and wants fifty to let us tie up for an hour or so and take a shower. "We can't let just anyone in here," he says. "If you were a big power boat and were taking on five hundred gallons of fuel we might give you a break. But..." He looks deprecatingly at our scruffy little sloop, then guns his inflatable and speeds away. Remaining salty, we go on to the next dock, an outboard motor repair place, where the friendly people charge us up for five dollars.

Then we move out into the river and anchor for the night, close to the REDUCE SPEED sign attached to a stake. We watch an incessant parade of motor craft, all abruptly throttling up or down as they pass the marker. As a placid blue evening settles in, a solitary kayaker paddles by.

After an early departure from the Connetquot River, on a windless morning, *Piper* glides quickly around a corner, past a couple of clammers working the flats, and into

the little boat basin on the grounds of the Long Island Maritime Museum in West Sayville. We tie up at a wharf along with *Modesty*, a replica of a thirty-five-foot oyster buy boat, that the museum keeps in the water as a permanent exhibit. At one point we had contemplated using *Modesty* as our *Piper*, though sleeping in her large hold would have been uncomfortable. But the deal fell through for financial and logistical reasons. Next along the wharf is *Priscilla*, another old oyster boat, and up on land lies the Frank F. Penney Boat Shop, a working boatbuilding shed with a long history. Here museum volunteers fashion new skiffs and sharpies.

In our old wooden craft, and in such surroundings, we feel very much a part of the island's long tradition of boatbuilding and seafaring. The mood sharpens when Al Terry, one of the museum's most stalwart trustees, comes over and greets us. A former marine engineer and flight engineer for Pan American Airlines, Terry, at age 71, has bright blue eyes and a ready wit that keeps us laughing all day. He wears a t-shirt and khaki trousers held up by wide suspenders. Constantly chiding himself for his forgetfulness, he soon persuades us that he remembers as much as anybody about the island's boating traditions. Terry shows us the pretty though rundown twenty-two-foot sloop, *Salty*, built in 1945 by the DeLorie brothers of Amityville and also an early candidate to be our *Piper*. We tour the museum's extensive collection of beautiful wooden half-models of the graceful, swift boats designed and built by Gil Smith. For sixty-six years, until his death in 1940, Smith was the owner of a boatyard in nearby Patchogue and as fine a marine architect as the island ever had. Some of his designs are racing vessels with letters for names: R, P, and S. Other Smith designs (some by Gil's son Asa) are smaller working boats or catboats, which once served as the ferry links between the towns on the South Shore mainland and the communities out on the barrier beaches. At Terry's own house on Homan's Creek in Bayport, we see examples of the many wooden hulls (some beyond repair) that he has amassed on his own as well as for the museum's collection.

In a plastic-covered hothouse on the property is one of five fiberglass replicas of Gil Smith's *Moonbeam* class that Terry himself has built, as well as a larger Gil Smith design called the *Pauline*. "That boat was left outdoors too long and is beyond repair," Terry tells us. "I couldn't renovate it and would end up just making a replica. It's a shame. These boats are works of art. It's very emotional." Terry laments that other priorities, including many meetings having to do with maritime history, leave him with little time for any such work. "All I do these days is talk," he says. "I don't get anything done anymore."

Terry then takes us on a tour of a lively little waterfront commercial area that lies adjacent to the museum. Commercial lobstermen and clambers unload their catch here to have it immersed and cleansed in "holy water," as one entrepreneur calls the pristine ocean water he pipes into shellfish depuration tanks from 200 feet below. Business is brisk at an unpretentious clam bar where we eat an excellent lunch. Manager John Casey fully agrees with my suggestion that most people in this region are quite fervently pro-environment and anti-sprawl. The restaurant is called Kingston's, and like just about everything

around here it was once owned by John Kingston. A broad-shouldered and firm-jawed jack of all trades, Kingston spent twenty years driving a truck for a big company. Then he became a sculptor. Then he spent seven years in the lobster business. Then on the West Sayville waterfront he founded what has become a highly successful custom woodworking shop.

We find him just outside his immaculately clean establishment ("John buys WD40 by the five-gallon can," Terry had told us). A cool southwest breeze blows through the building, and powerful vacuums suck up every last particle of sawdust to be bagged and sold to horse stable operators. When we approach, Kingston is smoking and drinking a Diet Pepsi. He talks of what is still possible in Long Island's seafood trade. "Up in the Sound there are lobsters all over the place now," he says. "By using the latest technologies a skilled fisherman can go way beyond what we could produce in the old days. I know one man, I won't say who, who has gotten 100,000 pounds of lobsters in fourteen days this summer. That's twice the best catch I ever got in a whole month during my whole seven years in the business. The profits are great and the season is short, you only work from July to December. There are so many lobsters around here that big trucks are coming down from Canada to collect them for processing back up there, some canning but mostly the frozen tails." There are many other ways to make a good living from the sea these days, Kingston adds, citing the example of his son-in-law who takes his big eighty-footer on eight- or nine-day ocean voyages in search of tilefish. "They work twenty-two-hour days," Kingston says. "It's tough. But you can do well if you're good."

Back aboard *Piper* at the museum that evening, we see further reassuring bits of evidence of Long Islanders who have not succumbed to the culture of malls, plastic reproductions, ersatz TV renditions of reality. A young family, Mom, Dad, two boys perhaps five and eight, stroll up. The boys have nets on long poles and run around looking for blue crabs swimming near the surface; each time they catch one, they leap and squeal in delight. Joe Candageleri, a handsome, bearded museum volunteer who looks after *Modesty*, swells with pride when he talks of having served as her captain for a trip to New York Harbor to join a gathering of traditional workboats. And Robert Slager, a clammer of Dutch ancestry, takes great pleasure in showing us *Hildegard*, a sturdy power yacht built in the nearby town of Bay Shore in 1921 that he has lovingly restored and outfitted. In return for the right to keep *Hildegard* at the museum, where she looks right at home, the owner does volunteer work. But relations are strained because of the museum's current financial crisis: after some thirty years of subsidies, Suffolk County recently "zeroed out" the museum and times there are tough. "It's a shame," says Slager's wife, Doris. "We were all one big family down here. We all got along and helped each other. Now it's all changed."

Departing the museum the next morning, we backtrack to Bay Shore to catch a glimpse of how this region looked in less congested times. Harry and Genie Havemeyer occupy a flat grassy promontory near the Fire Island ferry docks. The place served as a duck-hunting club before Harry's father bought it in the 1920s. Now it sports two houses, a swimming

pool and tennis courts, a walled English garden with a well-clipped beech hedge where several Havemeyer daughters were married, expansive lawns leading to the water's edge. Taxes are so high, the Havemeyers tell us, that they doubt their children will be able to maintain this spread, which is just about the last of its kind in this once opulent area. The middle class is being squeezed as well, through a combination of high living costs and regional economic problems. "The population around here has leveled off and may even be dropping," Harry says. "It's wall to wall houses for sale."

We walk across the broad lawn to a snug little bight where Havemeyer keeps his thirty-foot power boat and where we have tied up *Piper*. We talk of his battle with environmental officials to protect a shoreline that has been hit hard by the devastating 1938 hurricane and many subsequent storms. For decades, a bulkhead has separated the lawn from a little band of marsh along the beach, he explains. The bulkhead began to rot out and he sought permission to rebuild it. Inspecting the property, environmental officials discovered a small patch of spartina grass growing within an area that had been walled off from the bay. According to their rules, this meant that Havemeyer no longer had bulkheaded property—he now had a wetland and could therefore not rebuild the structure. Havemeyer carried his request through four different channels of permitting, the heaviest-handed being the New York State Department of Environmental Conservation. "We finally worked out a compromise, but it took a lot of work," Havemeyer says. "Of course I'm an environmentalist. But only up to a point."

We leave the Havemeyers after a pleasant lunch, and sail back across the bay's shoal waters to Watch Hill, a marina within the Fire Island National Seashore that is tidily run by the National Park Service and offers many opportunities for education as well as recreation. Here we find a talkative cross section of motorboaters who carry their canvas deck chairs onto the boardwalk to form impromptu encounter groups. Each is eager to outdo the other with tales of big fish, high-seas derring-do and extravagant gastronomy, ashore and afloat. Across the well-kept dunes is the Atlantic. In the mauve light of a misty evening we swim in water that is pleasantly cool, but also oily and fishy-smelling. After a muggy night we awake to fog and are soon engulfed in it as we navigate the buoys back to the north end of Great South Bay and then eastward, into the town marina at the incorporated village of Bellport.

Upscale Bellport, which makes its own rules and apparently has tight ones, is attractive. Marshes and greenery abound. Old shingled houses, bordered by freshly painted white picket fences, line the street from the marina into the village center, whose stores have not perished in the South Shore's general stampede to the malls along Sunrise Highway a couple of miles inland. "Let's just go to the IGA," I overhear one woman say as she leaves the post office. "I always get lost in the big supermarket." From the marina, every half hour in the summer, a little town ferry carries Bellporters across the bay to their own ocean beach. The ferry ticket taker, a contented senior citizen, tells me of other local virtues: "We have our own pool and golf course, tennis courts, bowling alleys for the kids. Our taxes have not gone up in twelve years. What more

could you want?"

Bellport looks even better after Charlie Nichols arrives in his old Toyota, having driven straight through from Washington to take over Flo's place as *Piper's* first mate. I borrow the car to take her over to the train station in nearby Patchogue. Bellport lies neither on the Montauk Highway nor on the even larger Sunrise Highway, where the malls are stacked up, but on a quieter, leafy side road, where a roadside vegetable stand does brisk business. The village of Bellport's economy still gets an "A-minus," according to one source, despite heavy competition from the malls' discount stores. But the number of boarded-up stores and tawdry sights we encounter after turning onto the Montauk Highway is dispiriting.

Her trademark wide-brimmed straw hat firmly strapped on, Flo just barely catches the 1:32, having survived yet another nautical adventure and having even admitted to liking the little *Piper*. As always when she leaves a cruise, I will greatly miss her sparkle, discerning eye and loyal companionship. Under the blazing Saturday afternoon sun, I drive back through downtown Patchogue's empty streets and ponder how the process of planning and zoning could have left Patchogue in such a dreadful mess and in such urgent need of revitalization.

We leave Bellport, motoring into a southeasterly breeze. Charlie, a descendant of William Floyd (a signer of the Declaration of Independence for New York), talked of local traditions around which he had grown up. Near Smith Point he identifies Pattersquash Island, an old duck hunting club. In the old days, he says, the club's members were rumored to be the purveyors of some of the finest corn in the county; their customers, of course, were the ducks. We run aground trying to make it into Home Creek, the entryway to the Floyd estate (now part of the Fire Island National Seashore) where Nichols spent much time as a child. Kedging with a little dinghy anchor quickly frees us, but the grounding wedges some shells and small pebbles into the bottom of the centerboard trunk and jams it in the "up" position for the rest of the cruise. Nichols mumbles something about the strong currents from nearby Moriches Inlet rearranging the shoals.

Having recovered from this mishap,

Charlie guides *Piper* eastward, across Moriches Bay toward the barrier island, then past the Brookhaven town marina at the mouth of the East Leeds, to a superb anchorage nearby. We can set the hook so close to shore, on a sharply angled shelf, that we simply jump over the side and walk ashore onto a hard, sand beach. We head south over a series of grassy dunes and scrub areas. Approaching the ocean, we encounter a number of endangered piping plovers that run fast across the sand, piping vigorously, in efforts to draw us away from their eggs and chicks. Inadvertently, for the warning signs are on the ocean side, we have blundered into a nesting area for these rare little birds. There are about 2,500 nesting pairs of piping plovers worldwide. Around 500 of these pairs nest on Long Island beaches, making the region critical to their survival.

We tiptoe carefully around the birds, move a respectful distance away and take a refreshing swim in the ocean. Enroute back to *Piper*, we circumvent the nesting area, dodging and slapping our way through thickening clouds of mosquitoes, aggressive greenheads and horseflies. Once there we move off the shore, out of range of most of the bugs, and spend an agreeable night surrounded by terns, gulls and other shorebirds including striking black skimmers and oystercatchers, whimbrels and great and snowy egrets. In the morning Charlie catches and fillets a bluefish. A deer peers out at us, then bounds back into the scrub. A red fox patrols the beach.

Piper traverses narrow canals linking Moriches Bay with Shinnecock Bay, heading toward the illustrious Hamptons. Passing Westhampton and Quogue, we note that recent humans have done much to alter the natural landscape, adding bulkheads and rip-rap to the gentle contours of this glacial outwash plain. But these attempts to stabilize the land may prove puny in the face of an angry ocean. Of any place on the East Coast, few have been more battered or more expensively repaired than the beaches of Dune Road, Westhampton's beach strip.

The vicious 1938 hurricane sported winds gusting to 186 miles per hour, worked up thirty-foot waves even in well-protected waters, and killed 680 people. The morning it struck, reported Everett S. Allen in his chilling book *A Wind to Shake the World*, George and Mabel Burchard decided they would remain in their rented house on Dune Road to watch the fun. The tide rose as the wind increased. Green, fifty-foot waves began to crash over the dunes which separated the Burchards from the seashore. By midafternoon, the road was inundated, the windows and doors of the house were blown out and the Burchards had to swim for it. Clutching bits of flotsam, they rode the violent, frothy surf across two and a half miles between the beach strip and the mainland. Above them, large objects flew through the air. They washed up bruised and bleeding, but miraculously alive, on the eleventh fairway of the Westhampton golf course.

The storm destroyed all but a few of the Dune Road houses and killed thirty-two people in Westhampton alone. But not only did most of those landowners return to face more recent storms, they were joined by far more numerous hordes of newcomers. Today, recurring images of the aftermath of unremarkable winter northeasters are captured in newspaper photographs of demolished Dune Road houses at the ocean's edge. Whines from their

owners demanding costly "beach replenishment" efforts and federal flood insurance checks ring hollow when the buildings clearly never belonged there in the first place.

One afternoon, weary of the South Shore's narrow channels, the buoyant *Piper* breaks out to the relatively open expanse of Shinnecock Bay. Fog shuts in tight. We use our awesomely accurate little Global Positioning System receiver, the size of a cigarette pack and powered only by AA batteries, to guide us across the bay to Healy Creek. Here we find a place to anchor near scenic marshes and a small beach, close enough to paddle ashore in our leaky inflatable dinghy. Greeting us as we hike along the extremity of Meadow Lane is a wild assortment of expensive houses whose designers obviously care more about making bold individual statements than about advancing the harmonious ideas of a Marsh or a McHarg.

Single file, for the lane offers no pedestrian byway (and Charlie is a big guy), we walk the roadside with a weather eye out for passing traffic. We pass 8,000- and 16,000-square-foot houses bearing ostentatious echoes of the Mediterranean or the noisy, angular tradition of contemporary "coastal" architecture. Some properties sport landscaping more appropriate for shopping malls than for an area rich in natural vegetation of great beauty. Generosity persuades me not to mention the name of the architect whose especially unappealing creation, well-advertised on a roadside placard, is now nearing completion along this high-end shoreline.

One lot is vacant, and it has on it a well-worn pathway leading to the dunes and then the ocean. Surely this is private property, but it lacks NO TRESPASSING signs. We decide to risk the possibility of an electronic alarm system lurking in the shrubbery. Moving low and fast, we cross this terrain and safely make it onto a broad expanse of clean beach. Few people are to be seen. We swim, then retrace our steps back to *Piper*.

A weak cold front passes though overnight. Early the next morning we set forth under crystal sunlight for the Shinnecock Inlet and open water. Though we pass a loon, the principal flying objects in sight this morning are helicopters. It is a Monday, and swarms of them are using the landing area on the Southampton side of the inlet to collect captains of finance and industry and waft them into Manhattan for abbreviated summer workweeks.

An indefatigable fisherman, Charlie works the inlet but catches only kelp and seagrass. Out in the open ocean, we spend an agreeable morning sailing downwind before a balmy westerly, trying to determine the gaudiest-house prizewinner from among the many contenders lining the beaches all the way from Southampton to Montauk, thirty miles to the east. A pink palazzo and a turquoise-shuttered pseudo-Mediterranean tie for top honors. By midafternoon we round the snout of Montauk Point and begin to beat back into a strengthening sea breeze, with the help of a fair current. On one tack the jib sheet snags the corner of the forward hatch cover, and it almost goes irrevocably to sea. But Charlie, using his long reach, manages to save it, thus compensating for having earlier committed the barely pardonable sin of losing a winch handle over the side.

Now we are back in sailboat country: a



cruising ground of great beauty, with Gardiners Island, the lush 3,300 acres of beach, woodland, field and marsh that guards the East End's inner bays, looming before us. Early in the 1630s, British settlers in New England began to explore Long Island Sound. It was such an expedition that brought Lion Gardiner, then living at the old Dutch fort in Saybrook, Connecticut, to the island that still bears his name and that continues to be owned by various of his descendants. By virtue of the close relationship he developed with Wyandanch, Long Island's head sachem (chief), Gardiner in 1639 bought this land for a few Dutch blankets, a large black dog, a gun, some ammunition and some rum. In so doing, he became the founder of the first English settlement anywhere within what is now New York State. Only a caretaker lives there permanently now, but two Gardiner descendants make separate visits from time to time and squabble over the island's ownership and future. In the fall the owners conduct hunts to cull its substantial herds of deer and wild turkey. Another significant species that populates the island is the deer tick, the small arachnid that carries Lyme's Disease and is as effective as barbed wire or vicious dogs at keeping trespassers out of its woods. Here, also, is one of the last stands of old oak around the Sound that has never been logged.

We contemplate using our last gallon of gas to power into Montauk Harbor and refuel. But we fear darkness will catch us in this busy commercial place, and condemn us to spending the night where the wakes of fishing boats and large pleasure craft will keep us awake and knock us around. So we press on, beating

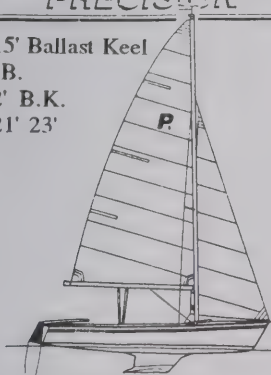
toward the tiny twisting channel, almost invisible even in daylight, that leads into Napeague Harbor on the South Fork. We pass Wilson's storm petrels doing their pretty, wing-fluttering dances on the water of the bay and make it to the harbor mouth just at dusk. Picking our way across unmarked shallows, we find a snug anchorage in ten feet of water. Charlie unhesitatingly dives in and swims ashore. I hold back because the brown tide, which has once again invaded the area after an absence of several years, and has turned the water an unappetizing olive brown. It is so murky that, even if it were light, there would be little point in putting on a face mask to dive under *Piper* and grope around in an effort to free up her centerboard. Even though the foul tide has no effect on human health, the idea of swimming in water clogged with algae holds little appeal for me. I wonder how many billions of those small creatures it takes to change the water's appearance so dramatically.

The next morning we talk briefly with a crew working a seed oyster operation that the Town of East Hampton has installed at Napeague. Fortunately, we hear, the oysters have so far been unaffected, even though the brown tide has already devastated the scallop population and, we learn later, has even helped bring about a fall off in seasonal tourism. Such, in these parts, is the intimate relationship between environment and the economy of which the East End Task Force talked.

We drive *Piper* across the channel from Shelter Island to Greenport and our starting point, the Brewer Yacht Yard. Our circumnavigation of Long Island is complete.

PRECISION

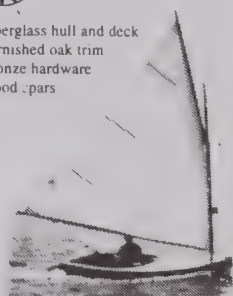
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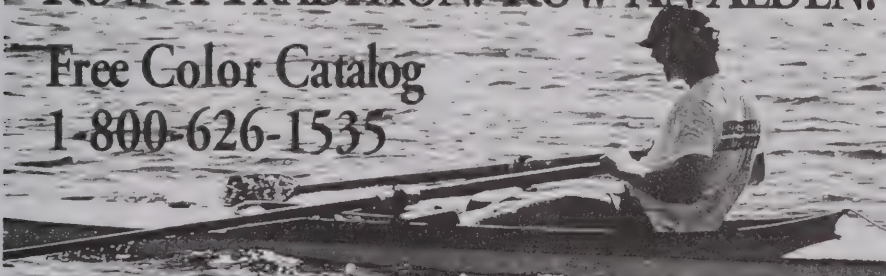
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Champlain is a displacement-speed, low-power coastal cruiser for two that reintroduces the traditional glasshouse launch concept in an updated, safe and economical form.

In its first realization, the concept of fully enclosing the day or cruising powerboat with glass was popular around the turn of this century. The advantages for the passengers are obvious: full view of their surroundings while allowing protection from wind, sun and spray behind a closeable curtain of glass. This type eventually lost its popularity since contemporary glass technology was still in its infancy in respect to the inevitable injury hazards of plain plate glass breakage in a moving structure.

Today we benefit from tempered safety glass and laminated glass, both exceedingly scratch resistant and, if generously thick, of adequate breaking strength as demonstrated daily in automobile and bus service. Of even greater safety and breakage resistance are advanced clear plastics such as GE's Lexan used, for instance, in the cockpit bubbles of fighter jets. Like glass, available in a variety of strengths, plastics' greatest shortcoming, though, is usually its inferior surface hardness, i.e., it is much more scratch prone than any glass, eventually losing its utility for the glass launch when it gradually goes "blind" and sometimes discolors. Since the surface area of a glass launch's windows is significant, superior scratch resistance with adequate breaking strength is imperative to protect this considerable investment over time, trailer and cruising miles.

With current glass-technology, Champlain's characteristic silhouette presents layout opportunities which offer superior comforts for a boat of her size and cost. Head and elbow room and the various seating positions dictate few restraints to the occupants, whether on a twosome extended cruise or a day outing carrying six. Champlain's unique glasshouse launch configuration combines the conventionally separated interior and exterior living and lounging spaces in one coherent structure. As a welcome consequence, this allows the reduction to a bare minimum of cockpit and deck spaces, and thus in her necessary overall size and cost. The generous salon functions as the cockpit and wheelhouse and vice-versa.

Her characteristic ambience of airiness is enhanced by the seven opening and screened windows in her sides, plus the two doors and the four-by-four foot sliding hatch forward. Apart from allowing storage and tankage volume necessary for cruising, Champlain's elevated settee midsection is the key to comfortable seating arrangements at adequate viewing height for all passengers to take full advantage of the over 300° field of vision.

The helm's combination of both standing headroom and elevated sitting position at the adjustable wheel this far forward guarantees a good view, including straight aft, to make navigation even in crowded waters undramatic. Visual "depth-sounding," including a quick dash to the bow or exceedingly controlled "dry foot" beachings are low-stress possibilities. Single handed docking or anchoring in a current, for instance, are safe and predictable propositions from the protection of her bow cockpit. A flip-up chart table is lo-

Bolger on Design

Twenty-Two Footers

This is the first of four trailerable 22-foot sheet plywood outboard motor boats we'll be discussing in this and the next three issues. That's all they have in common; each is designed for a different use scenario, and their differences will illustrate how much there is to be gained by diversity in boat design.

Compare them on your own and see how close they come to what might be your scenario of use. The current dictate of beam-counter driven boats in that class can not possibly fit everybody's actual wish list!

CHAMPLAIN (#636) offers maximum independence, quiet and low-stress displacement speed cruising for two in a comfortable combination of superior ergonomics and economical construction and operation. Two are now under construction in the Midwest and Southeast.

RETRIEVER (#631) is designed for faster, shorter jumps between points of civilization with full comforts and 20+ knot burst-speed potential on moderate power at the corresponding cost of less endurance. She should see trials about now on the West Coast.

WATERVAN (#632) presents the most conceivable interior volume in a distinct no-compromise silhouette intended for riverine and estuary cruising with adequate "outside" potential for those 20+ knot quick passage. Designed for a family Down Under, she ought to see trials by now as well. As soon as they are available, we will fit Anti-Grav devices to her.

INLET RUNNER. Concept is a serious duty day/overnighter, 3-4 season fishing boat for shallow nasty New Jersey inlets currently under consideration for two friends whose family will, at times, join them in their outings.

cated ahead of the passenger seat, while the adjustable helm features wheel, motor controls, gauges and footrest in one compact unit. VHF and other "black boxes" could be mounted overhead, well shaded and in full view. At Champlain's speed her helm location is superior to any other solution.

She thus neither needs expensive and troublesome canvas work to open up the limited interior/exterior volume of a 22-foot hull, nor does she impose undue but conventionally accepted restrictions on the comforts of her passengers such as draftiness, UV radiation, cold and wetness. She will allow exposure or protection from the elements in one structure: fresh air and the sun's warmth without the wind's draft; instant blow through screened ventilation; no chance of leaking and flapping canvas; and, of course, the opportunity to go on winter cruises with an alert eye on the heater's propane supply. Even in the northern climes Champlain will serve as a 3+ season cruiser as long as there is open water that she can be trailerled to.

What makes Champlain more than just a comfortable weekender is the serious approach taken to designing into her physical envelope

serious cruising capabilities.

With a minimum of 52 gallons of gas, she has ample range with her 9.9 Yamaha four-stroke high thrust power. According to Yamaha, she should get at least one gallon per hour at full throttle; i.e., 7 knots allowing a range that would be around 350 nautical miles, or much more if the throttle is eased somewhat because the boat can't go as fast as the motor would like to push it.

Her 60 gallons of water are stored under the bunks in stock 2+ gallon jugs, easy to replenish by hose in the forward self draining cockpit, carried by hand in pairs over some distance on land or brought back in multiples with Tortoise from the town landing out to the anchorage. This long and wide storage area can obviously take more or fewer jugs for fewer or more cruising essentials. Finally, one could channel the rainwater off the roof into the rear cockpit to refill some jugs via downspout and hose with dedicated use rather than drinking water. This water quality would be adequate for dishes or personal hygiene.

In light of clean waters regulation, she features an enclosed china pump toilet with seawater flushing connected with her 45 gallons waste tankage which permits "clean" cruising for quite a bit of time. The oversized waste extraction pipe to starboard will cause few problems with the evacuation of the tank while it also provides a fitting for its continuous ventilation.

Her battery capacity of 4x 8-D 225 amp/hour deep cycle batteries should keep her AC/DC icebox cool and support judicious lighting use for around a week before charging concerns will arise. An investment in significant solar panel capability on the roof would extend that freedom to "get-and-stay-away" in that secluded anchorage far beyond that time before a night "on the plug" in a marina becomes an issue again. Unfortunately, the Yamaha's own electricity generating power of about 13 amps at 12V would not suffice to significantly recharge the batteries after an extended period of discharge; it will power running and some interior lights though. A separate small starting battery would guarantee its reliable start-up any time to return Champlain to civilization and an overnight charging opportunity.

Her standing headroom galley is essentially unusable if both forward seats are occupied. But since they are to be removable and the helm station is of variable geometry for sit-down and stand-up position, food can be prepared underway on the three-burner-plus-oven stove while the cook can partake in the details of the boat's progress. Under and forward of the stove are numerous storage options for galley essentials. Hinging the passenger seat to fold forward would present its underside as additional flush counterspace, resulting in a surface of well over four feet long by two plus feet deep. With the sink, further counterspace and deep enclosed galley storage opposite and the icebox within instant reach in the forward end of the port settee, adequate facilities for decent cooking are immediately at hand. Ventilation is generous with a drop window right behind the stove and the big hatch overhead. Even in a driving rain or howling wind, there are numerous combinations of ventilation options. The location of the propane cabin heater allows its control both from the galley space and the starboard settee. When heating is not a major con-

cern, her 40 pounds propane capacity should produce hot food throughout most of the warm season. More propane bottles can be carried in the bow cockpit.

Champlain's raised settee midsection houses not only water, waste tankage, and batteries, but offers under floor storage aft of the waste tank, under settee space for the AC/DC icebox and further stores. Of course, there is the hanging locker opposite of the wet cell and more scattered spaces for smaller bins and drawers.

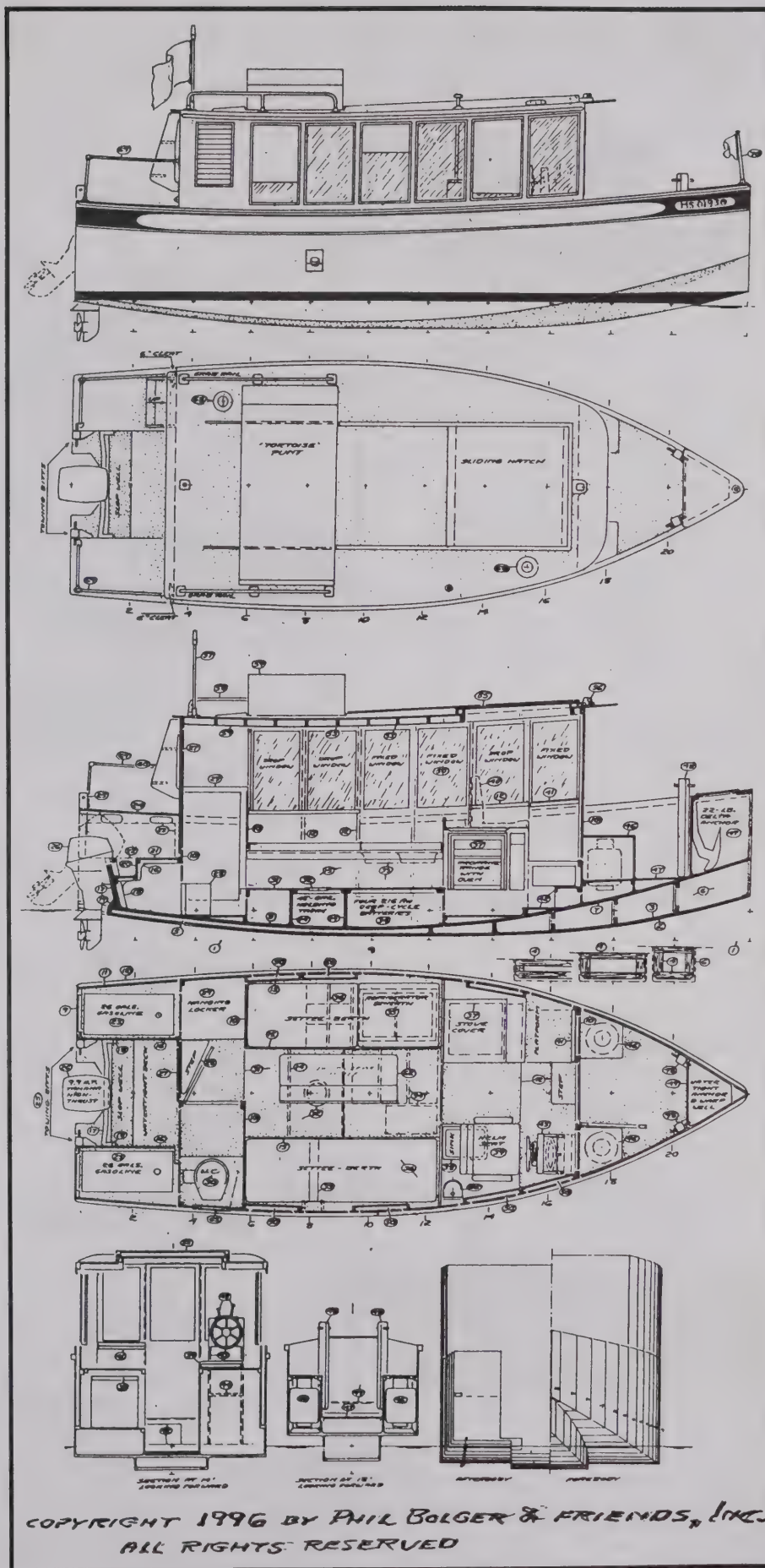
Thus, for her overall size she carries a lot of capability with relative ease and economy, since yet another benefit of her glasshouse configuration is her relative obliviousness to adding or removing the weight of both people and supplies. In conjunction with her carefully spread out weights of propulsion, tankage, batteries, and the location of her holds for cruising stores, etc. the concentration of her passengers' weight amidship, whether there are one, two or six-plus, results in very limited shifting of trim in this simple and stout low power displacement hull.

Indeed, key to this whole concept of a 22-foot cruiser is the very moderate four-stroke 10 hp outboard pushing in miserly fashion with its low-geared 11-3/4-inch propeller a well-shaped displacement hull which can carry with very clean wave pattern all the necessities that make for real cruising independence. Thus cruising Champlain from marina to marina would run counter to the spirit of achieving serious boating capability with low level expenses pursued and expressed throughout this design effort.

Correspondingly, the construction of her simple and efficient shape is straightforward, allowing swift, low man-hour assembly without unnecessary complexities. Champlain is essentially a strong, well-shaped and well-behaved box. Even her seven vertically sliding windows are simple and predictable to assemble without a multiple of expensive hardware or tricky operation. All curves in bottom, topsides and roof are of cylindrical expansion and, when not self-supporting, defined in their structural integrity by straight cut beams. Most of the essential framing/bulkheads are of right angle and straight cuts, while topsides and box keel panels are fully developed for easy lofting and quick cutting. Her glass is stock 1/4" laminated glass, cut and chamfered at the local plate glass supplier, to be installed without dedicated framing on the sliding sections. Gasoline and propane tankage is outside the living envelope in self draining, top-opening compartments, readily accessible for replenishment, keeping hardware and safety concerns to a bare minimum during both construction and operation.

With her modest power plant locked outside aft along with her fuel supply, she will be almost as quiet as an auxiliary under sail. As a matter of practical experience, she will cover distances at continuous six knots, faster than sailboats of comparable comforts at a fraction of their first and maintenance costs, not to mention marina fees and their characteristic loss of overland mobility as compared to Champlain's moderate trailering length and weight.

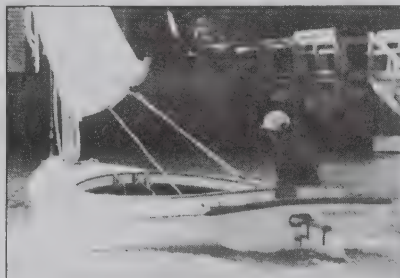
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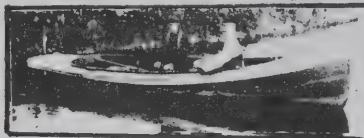
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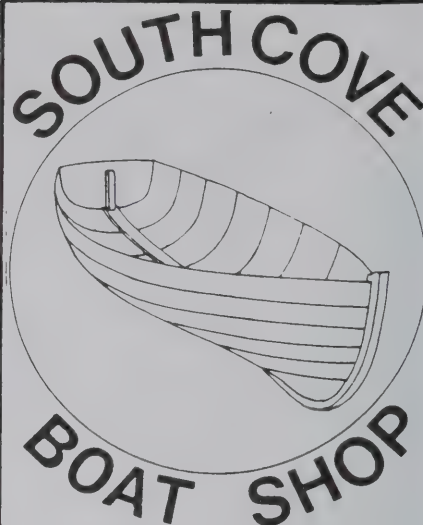
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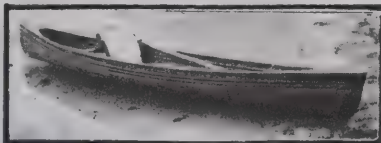
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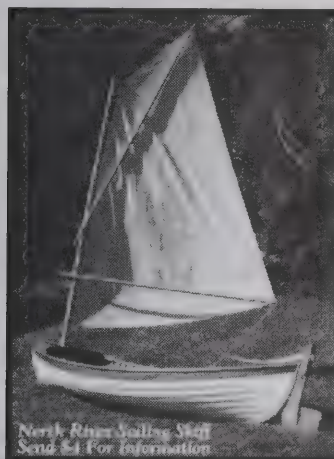
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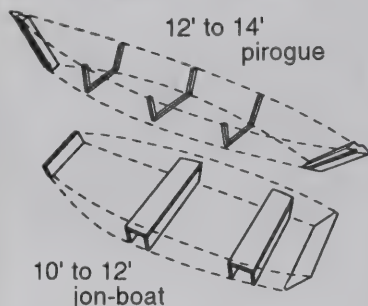
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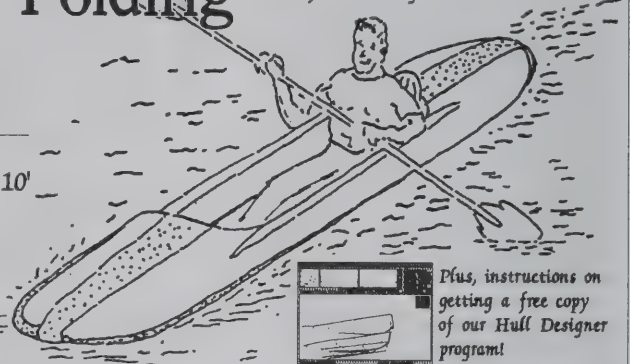
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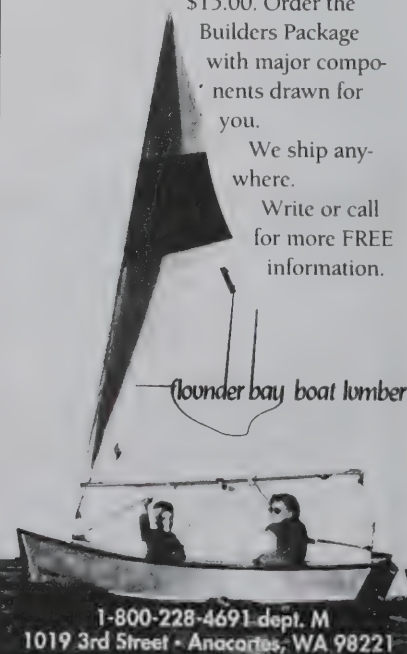
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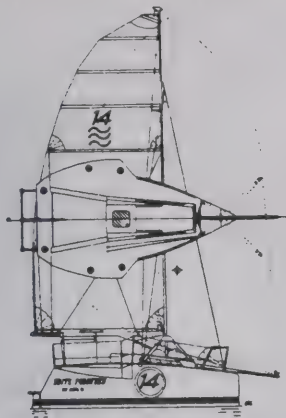
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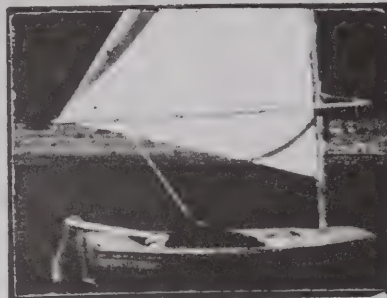
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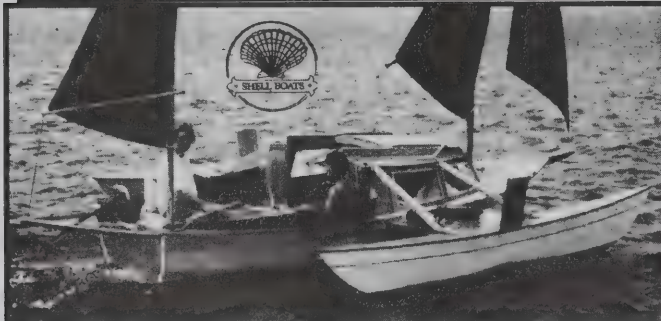
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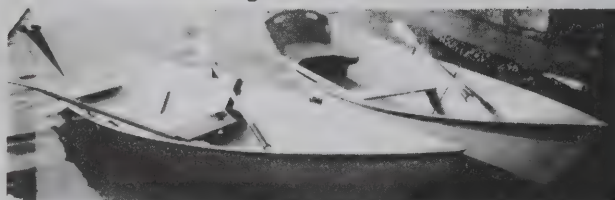
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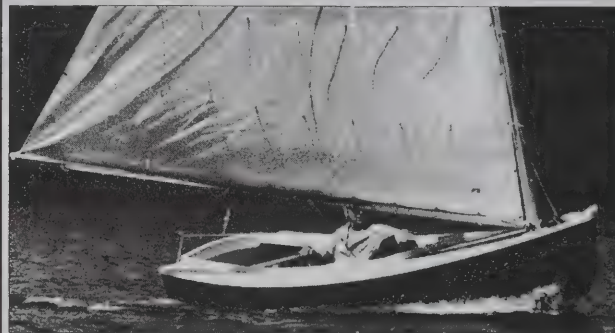
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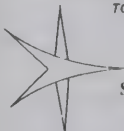
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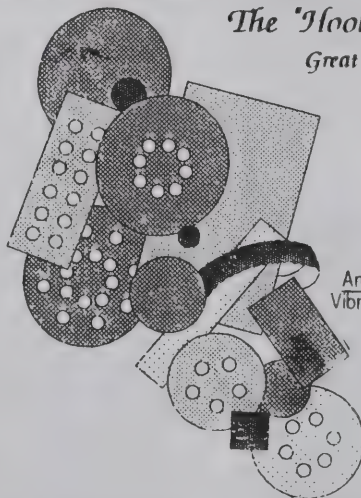
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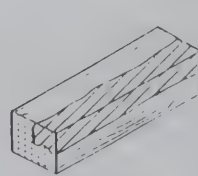
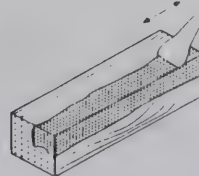
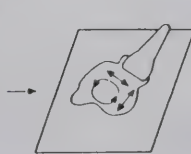
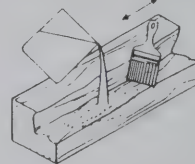
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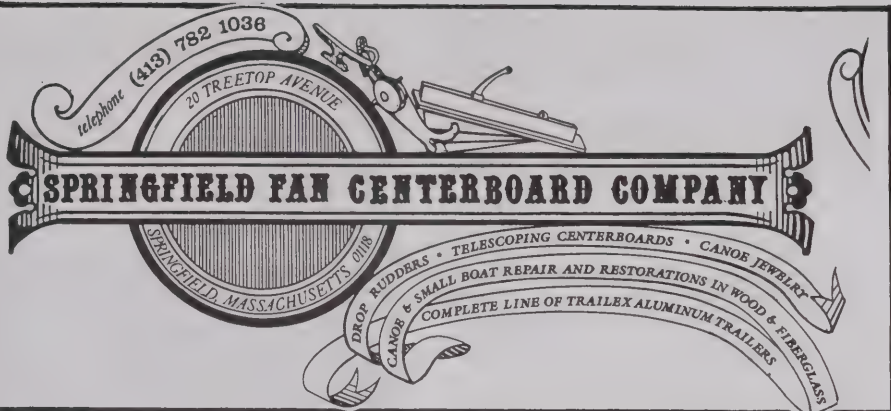
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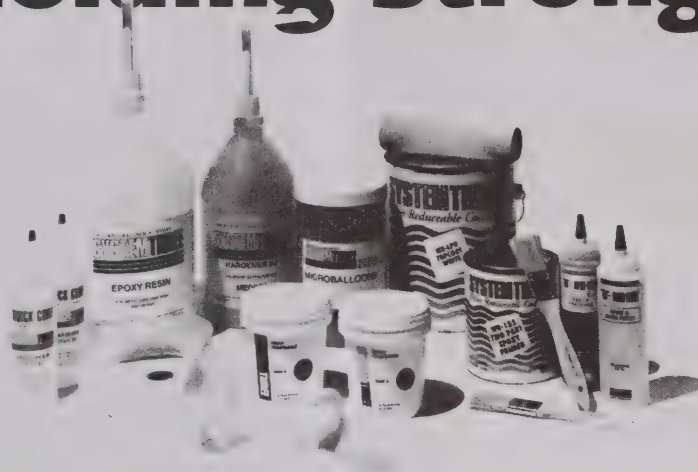
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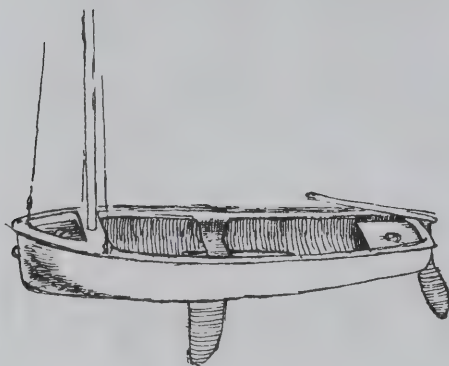
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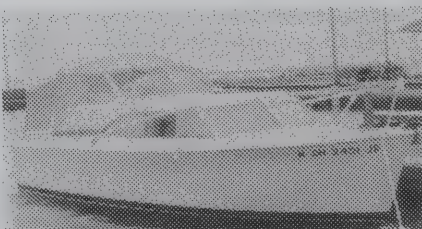
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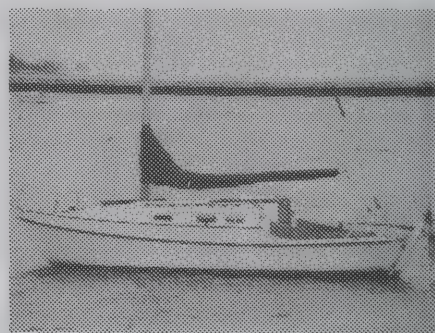
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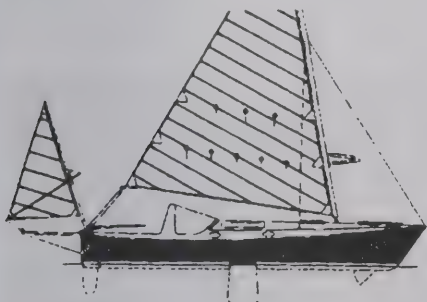
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Fleet Reduction Sale: 23' Alden Sloop, strip constr hull only, lead keel, w/steel cradle, equipment, sails. \$1,100. **Lake City OB Runabout**, (rare) '55 as seen in *MAIB* & '94 Wooden Boat Show. 15' fully restored & equipped w/new 20hp Evinrude, galv trlr. Ready to go. \$3,500. **Grumman Sportcanoe**, 15'3" alum, stored inside, nice shape. \$450. **Dyer 7-11**, w/sail rig, like new, no paint. \$900. **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)

13' Canoe, 45lbs, linen sail, applewood paddles, made in St. Michaels des Sans, Quebec '30. Nds some repair at tips of bow & stern. \$500. **C. RAY PHELAN**, P.O. Box 554, Charlestown, RI 02813, (401) 364-7562. (8P)



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. (9P)



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)



18' Simmons Sea Skiff, just blt. Marine ply & red oak, FG bottom & garboard strake, 6 coats Interlux paint, Teleflex steering system, fire ext, horn, etc., '90 25hp Merc OB electr start w/low hrs, new remote control cables. New fully galv Yacht Club trlr. Now \$6,000.

JERRY ENOT, 286 Dover Point Rd., Dover, NH 03820-4666, (603) 749-4100. (10)

20' Classic Chesapeake Fantail Launch, '85, pine on oak, 6hp antique gas engine, hand start w/ transmission & magneto, custom trlr. \$2,500 firm. **JAY HOAGLAND**, Rockport, ME, (207) 596-0786. (8)

O'Day Daysailers, used, choice of 2. **FERNALD'S**, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (8)

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. Lauan, 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)

7'9" Dyer Dhow, rowing model. Exc cond, white FG hull, oars & oarlocks. Stored indoors. \$1,000 or reasonable offer.
C. SHERRILL, Beverly Farms, MA, (508) 927-3700. (12)

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)

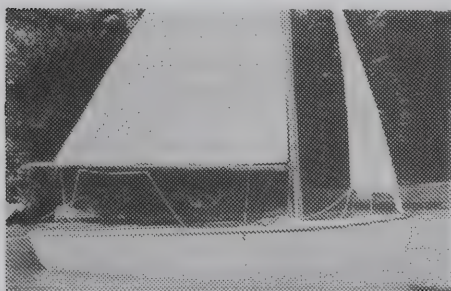
Town Class Sloop, 16' wood, blt '37, compl rebt '85. 3 sets sails, mooring cover, SS CB, all orig bronze hrdwre. Nds cleaning & coat of paint. Asking \$1,895.
CARL ATWOOD, Bridgewater, MA, (508) 697-8673. (7)

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 mtl's. Row, motor, sail. Fast, handsome, exc cond. \$1,700. Trlr 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)



13-12' 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)

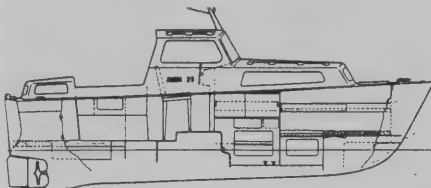
Canoes, 3 wood/canvas canoes nd minor repair. Also damaged Sportsman & Gazelle.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (7)

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)



Albin Deluxe 25', aft cabin, 36hp Volvo marine diesel, custom raised bimini w/camper canvas, vy clean. Incl everything. Safest cruiser ever blt. \$14,000.
JIM MURRAY, Poughkeepsie, NY, (212) 477-6606 days, (914) 446-5560 eves. (TF)

Bolger Gypsy Blessing, row, sail power 16' flat bottom skiff. West Sys, Shaw & Tenney oars, Gambell & Hunter sail, 2.7 Cruise & Carry OB, Magic Tilt trlr. Stored inside.
LEANDER HARDING, Stamford, CT, (203) 323-7359. (8)

18' Old Town Sailing Canoe, '60 in vy gd cond. '68 1-1/2hp Johnson engine never used. \$1,500.
KEN WEYMAN, Madison, CT, (203) 245-8782. (7P)

New Chesapeake Bay Sharpie, 20' cat-sloop w/ bowsprit. Vy nice. Reduced from \$3,600 to \$1,600 for quick sale.
ED FOSS, Bay City, MI, (517) 892-8946. (8)

O'Day Rhodes 19, '78 FG sloop w/CB, '83 4hp Evinrude OB lk new, anchor & gear, '83 galv trlr. \$3,900.
DON KIENHOLZ, Hillsboro, NH, (603) 478-5266. (8P)

Dovekie, Hull #80, upgraded alum mast/sprit, new 5hp Nissan, trlr, many accessories. Refurbished '95. \$6,400.
JOHN SUTHERLAND, Mt. Laurel, NJ, (609) 423-0301 days, (609) 234-7270 eves. (8P)

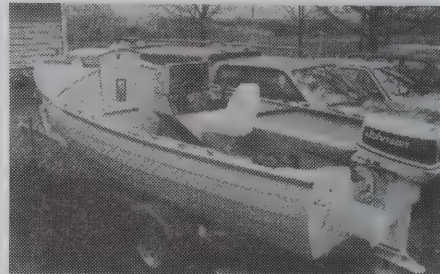
17' Cape Charles Kayak, vy fast boat, looks beautiful. Asking \$250, will probably take less.
WIL SMITH, Cape May, NJ, (609) 884-1803. (8)

17' Grumman Canoe, standard aluminum, gd cond, w/paddles, cushions. \$300.
BOB CLARKE, Nashua, NH, (603) 888-8109. (8)

12' Thompson Runabout, cedar strip. \$350. **12' Tomahawk Rowboat**, cedar strip. \$195. Both nd some work.
GIL CRAMER, Bryan, OH, (419) 636-1689. (8)

Bluejay, 14' wood/fibercoated, trlr, new sails, covers. \$2,250 OBO.
JILL KAREN BUTLER, W. Palm Beach, FL, (561) 659-7656. (12P)

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)



16' Custom FG Amesbury Dory, cuddy cabin w/ watertight bulkhead & head, steering station w/depth sounder & compass, 25hp Johnson electr start, trlr. All in new cond. \$5,000 firm.
GEORGE MALE, North Haven, CT, (203) 288-9800. (8)

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)

22' Drascombe Longboat.
R. CARLSON, 342 Vittum Hill, Sandwich, NH 03227, (603) 284-6800, (603) 323-7000. (12)

GEAR FOR SALE

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. Trlr, for small boat. \$150.
MARK PINKSTEN, Nashua, NH, (603) 881-4205. (7)

Berth Cushions, 2 custom blue/green plaid fabric in exc cond, never used. 72"x 18"x 2.5". \$25/pr plus shipping.
HANS WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684, fax (207) 766-5972. (7)

9.9 Nissan OB, new 7/95, used abt 40hrs. Still under warranty. Will deliver within 200 miles. \$800.
TOM ROMAINE, Winona, MN, (507) 454-1958 aft 5pm CDT. (7)

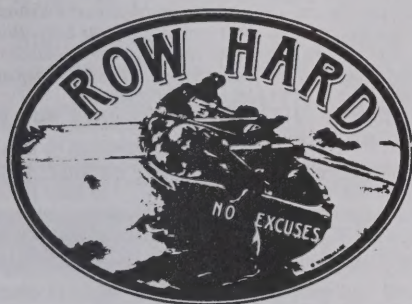
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DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)



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WATERMARK, P.O. Box 1037M, Kennebunk, ME 04043, USA.

Zenith Transoceanic Radio, 11 bands, portable, a hard to find golden oldie. \$100. **Bendix RDE**, another golden oldie that predates Ioran & GPS. \$25. G.L. COCHRAN, St. Michaels, MD, (410) 745-5545. (7)

7.5hp Mercury OB, long shaft, 20 hrs total. \$300. **2.5hp Johnson OB**, "greene", nds minor work. \$35. KEITH MACARTHUR, Old Saybrook, CT, (860) 767-8278 days, (860) 388-1183 eves. (7)

Western Red Cedar, clear all-heart vertical grain, 4/4 rough, widths to 20". **Eastern Spruce**, clear, 6/4 rough, exc paddle & oar stock. Send SASE for detailed list.

NATE CAREY, Grantham Millworks, P.O. Box 27, Grantham, NH 03753, (603) 863-2915. (7P)

Galv Boat Trlr, Shoreline HD, 12" wheels. Will carry 16' boat. Grt shape. \$500. DAVID GILROY, E. Granby, CT, (860) 658-9972. (7)

Thule Roof Rack, for cars w/rain gutters or FG truck caps. 4 posts w/locks, 2 58" bars. Opt bike carrier. \$80. LARRY PRITCHETT, Rockland, ME, (207) 594-8806. (8)

Convertible Cabin, for Sea Pearl 21. LEANDER HARDING, Stamford, CT, (203) 323-7359. (8)

Shoreline Galv Boat Trlr, new 12" tires & bearing buddies. 16' from winch to rear. Vy gd cond. \$500. DAVID GILROY, E. Granby, CT, (860) 658-9972. (8)

Marine Diesel, Yanmar SB-12, 10hp single cylinder. \$550. Delivery possible. RICK NARDONE, Beverly, MA, (508) 921-0589. (8)

10 Traditional Hemp Stopped Blocks, for 3/8" line. Oak shells & locust sheaves, bronze roller bgs. New, light, strong, quiet. \$30 ea. BARCACHASE, P.O. Box 2234, Paso Robles, CA 93447, (805) 238-4510. (8)

Mini Storage Bags, 8"x8" keep boat items dry. Expedition rated, heavy 4mil. \$7/dozen delivered. Imm money back guarantee. PENGUIN ENT., P.O. Box 3018, Stony Creek, CT 06405. (TFP)

Plastic Tee Molding, 200' black used to cap edge grain on plywood on older boats. If yours are old & brittle here is the perfect replacement. \$30. JOHN MC COY, 51 Woodlawn St., New Bedford, MA 02744, (508) 990-0457. (8)

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GEAR WANTED

Boat Parts, rudder, leeboards, spars & small 10-15hp diesel for 26' motor surfboat conversion. DAVID GILROY, E. Granby, CT, (860) 658-9972. (7)

Steering Wheel, for Penn Yan runabout from '40's, also other Penn Yan hrdwre. DON GROESCHNER, New Milford, CT, (860) 354-1015 home, (203) 761-5318 work. (7)

SALES & RIGGING FOR SALE

Sails for Messing About, from International Fireball #8328, perfect for your Whatever 16. Mains, bolt roped, window, 4 battens, by Van Zandt, 18' luff, 8' foot. 1 gd cond \$35. 1 fair cond \$30. Jibs, wire luff, window, 14' luff, 5' foot, 12.5' leech. 1 Van Zandt fair cond \$25. 1 Van Zandt okay cond \$20, 1 North gd cond \$25. Spinnaker, North, 13'6" luff, 9' foot, blue over red, in deck bag. \$30. All for \$120, offers entertained. ANDY KLINKSTEIN, Rockport, MA, (508) 546-6406 9-10pm wkdays. (7)

Lug Sail, 114sf, Sailrite mfg for Bolger Windsprint, in new cond. Blue & yellow vertical panels. Cost \$580, sell \$450. JERRY ANDERSON, 9601 Bellamah NE, Albuquerque, NM 87112, (505) 298-1635 or (505) 844-3524 voice mail. (8)

Beetle Cat Sail, exec cond. \$300 firm. MARK PINKSTEN, Nashua, NH, (603) 881-4205. (7)

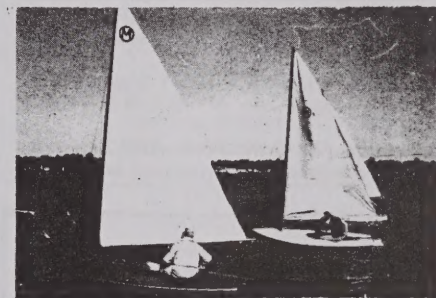
SALES & RIGGING WANTED

Sails for 18' Banks Dory, '40's, like leg o' mutton rig on Marblehead gunning dory in John Gardner's *Dory Book*. Approximate sizes for jib: Luff 7'6", leech 6'8", foot 4'3". For main: Luff 11'9", leech 13'8", foot 11'9". I can recut & sew. Any material okay but ltwt & white or off-white preferred. JIM ALEXANDER, Merion Station, PA, (215) 871-8493. (7)

Spruce Spars, for gaff rigged 15' catboat, or other spruce spars suitable for recycling. Boom 15'3", gaff 10'. Poss trade for existing alum spars. DOUG GRAY, Lancaster, PA, (717) 299-1176. (8)

BOOKS & PLANS FOR SALE

Grandpa's Electric Sailboat, complete plans (40 drawings) & detailed instructions to build an 18' long, 6" beam, round bottom, open cockpit, CB sloop. 104pg soft cover book explains design tradeoffs & advantages of 2 battery ballast and 2 trolling motors. 5 day money back guarantee. Send \$18 (postpaid) to: RAMON ALAN, 960 Trapelo Rd., Waltham, MA 02154.



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

Classic Boat Videos, fabulous show scenery, owner interviews, river cruising & summer fun. *Antique Raceboat Regatta*, Mt. Dora '95, St. Michaels CBC & Smith Mtn. Lake, all are \$30 ea, incl. S&H. THE ANTIQUE BOAT CENTER, Howard Percival Johnson, Jr., 15200 Mt. Calvert Rd., Upper Marlboro, MD 20772-9619, (301) 627-2114. (TFP)

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



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details. H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (TFP)

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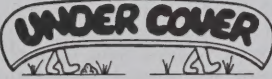
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Boatbuilding Articles. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)



Sea Kayak Plans. "Seguin" is a sleek 14'wt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual. ROB BRYAN, Kennebec Designs, RR2 Box 311, S. Harpswell, ME 04079. (TFP)

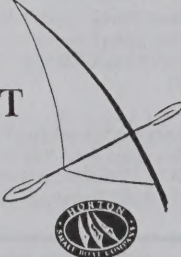
The Gougeon Brothers on Boat Construction. The definitive book on lofting, safety, tools and construction methods for building boats with wood and WEST SYSTEM Brand Epoxy. 297 page hardcover shipped Priority Mail, \$26.50 (check or money order only). GRANTHAM MILLWORK, P.O. Box 27, Grantham, NH 03753. (10P)

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Wooden Boat Magazine, compl set Vols 1-131 (Sept/Oct '74-July/Aug '96). Vy gd to mint cond. Index volumes incl. \$500 plus shipping cost. TOM HALSTEAD, Manchester, MA, (508) 526-4548. (7)

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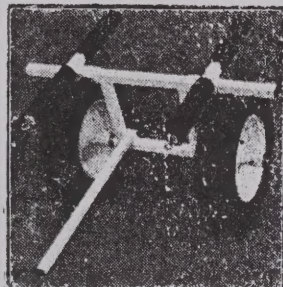
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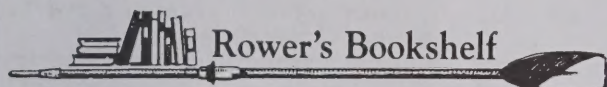
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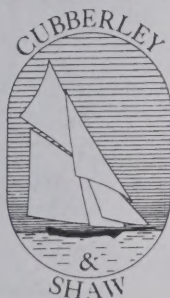
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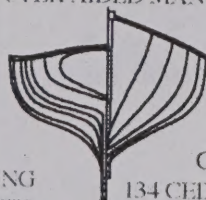
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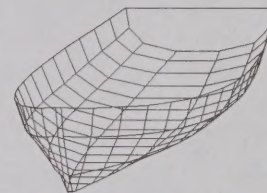
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Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

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

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

- Modeling:

Scale up or down .01 to 10X

In model scale do:

Table of offsets

All .DXF files

Plywood layout

Bulkheads

- Compatibility:

286, 386, 486, Pentium

1 megabyte RAM
minimum

Runs in DOS

No co-processor
needed

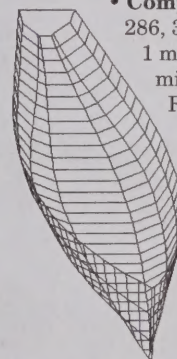
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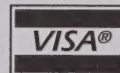
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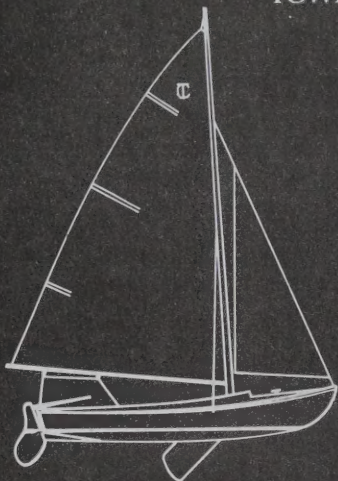
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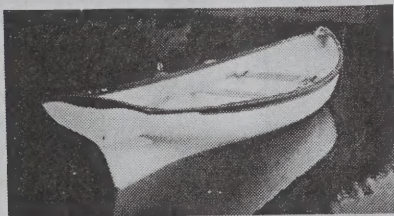


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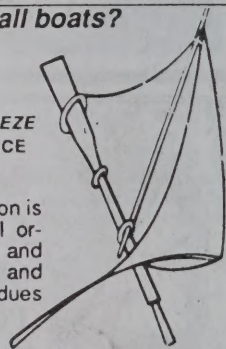
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