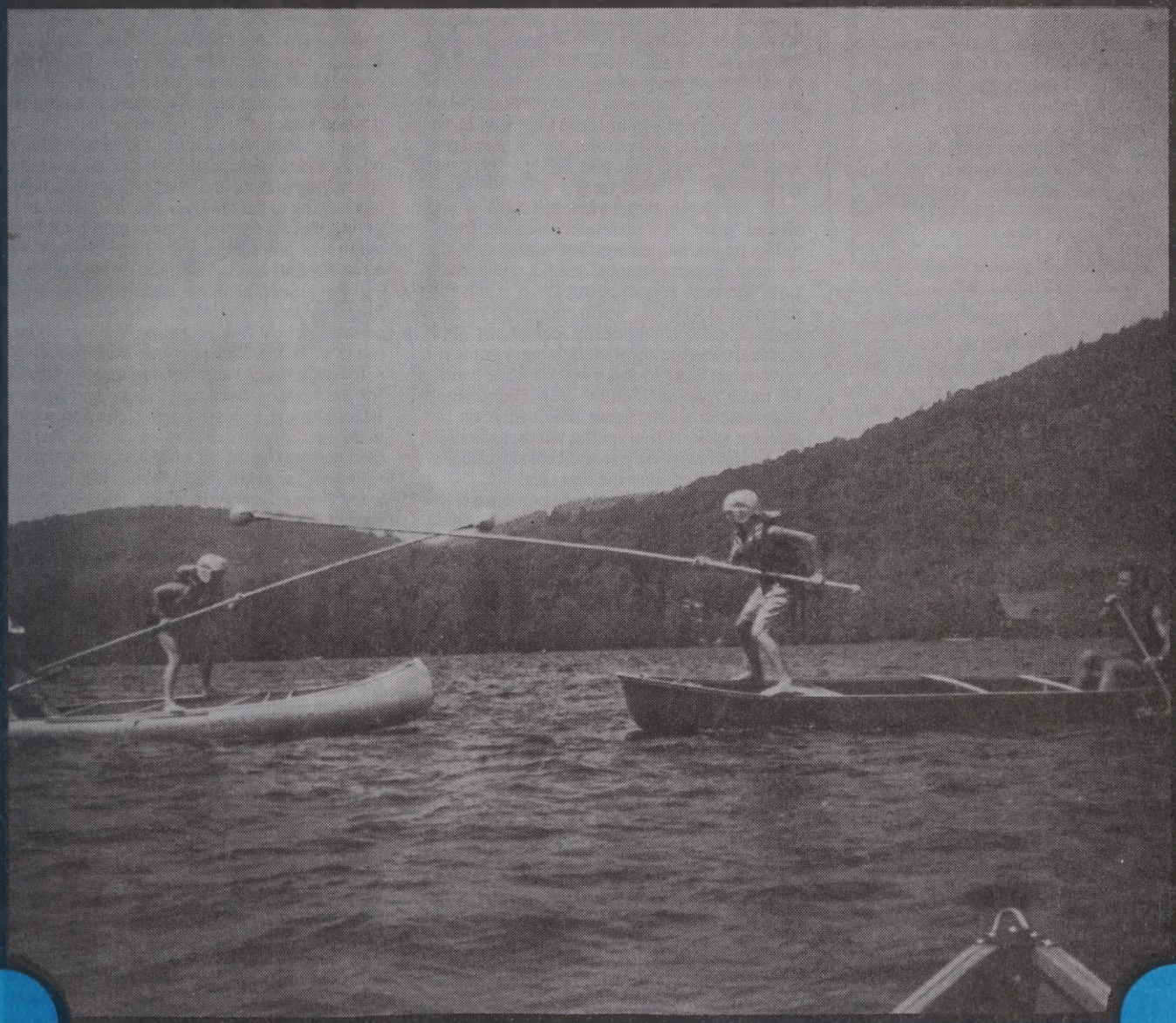




messing about in BOATS

Volume 14 - Number 8

September 1, 1996



1015-305
M 585

Special Features This Issue
No Octane Regatta - Solar Boat Regatta
Rebuilding a Simmons Sea Skiff

1015-305
M 585



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In Our Next Issue...

The Boston Antique & Classic Boat Festival was cancelled by the arrival of the remains of Hurricane Bertha but Hugh Ware got to check out *Rekord*, a fascinating 60' converted tramp steamer, and tells us about her in "Metamorphosis, *Rekord* & Marge Pratt".

Sharon Brown tells us about running Mystic Seaport's boat livery in "The Boat-house at Mystic Seaport", Rob Stone has a first-hand account of multihull ocean racing in New Zealand in "The Gulf 140", and Amalia Whyman chronicles a less strenuous outing in "Choptank Paddling Party".

Don Elliott begins a detailed series on "Building Paradox", Matt Leyden's mini-cruising sailboat.

George Hume brings us the current version of his mini-trimaran in "Scooter Update", Hugh Ware describes some impressive canoes in "Canoeing, New Zealand Style" and Cliff Vaughn presents his "Pocketcat" design. And Phil Bolger & Friends continue their series of 22 footers with "Watervan".

There'll probably be more but I'm trying to avoid over-promising.

On the Cover...

Canoe jousting at the No Octane Regatta on Blue Mountain Lake in New York's Adirondacks is yet another way one may mess about in boats. Bob Davidson's full report on this event is featured in this issue.

Commentary...

On July 21st I enjoyed a bracing day of sailing in the S.S. Crocker Memorial Race with friend Paul Schwartz in his 24' Stone Horse cutter. It was bracing, I spent the better part of seven hours bracing myself against the far side of the cockpit or the companionway opening to keep from sliding off into the sea that boiled along the lee rail, and at times poured in over it.

As I viewed the racing water beneath my feet I realized that Sam Crocker really did know what he was doing. In the 20-25 knot winds, with a double reefed main and full jib up, but no staysail, the curve of the lee rail just about matched the hollow in the sea between the bow and stern waves. The angle of heel was about 35 degrees, requiring firm bracing to stay in place.

It was when the angle of heel abruptly increased in a puff that the water would come pouring in over that fair curve. It would fill the V-shaped trough that the seat and cockpit side now formed as we approached 45 degrees, but not much more as most of the rest of the cockpit was above this waterline. And the flush deck cabin forward was adding a lot of reserve buoyancy as the portlights went under. The boat would regain stability at the increased angle as the water rushed in and out. And Paul would grin and holler, "Isn't this great!" Paul is a wind freak.

On the whole I didn't think it was all that "great". It was certainly exciting, frightening in the beginning, but eventually just becoming uncomfortable once I realized the little keelboat wasn't going to go much further over. And it was warm enough so that the frequent submerging of my feet wasn't intolerable. It was the constant bracing, I guess if I were more used to this I would have been a bit more relaxed. Fellow crew Bernard, an experienced sailor, spent much time on the steepest tacks sitting on the windward rail of the flush deck as ballast and sort of braced by his legs hooked over the topsides.

The Crocker Race is an annual affair hosted by the Manchester (MA) Yacht Club, and while it caters to any and all sailboats, it especially welcomes Crocker designs. Which is why Paul, who has never raced, decided to enter. Crocker designed his Stone Horse, Peter Duff of Edey & Duff built it in fiberglass in the '70's. Paul got it really cheap late in 1994 and sailed it a bit that season (see "New Year's Eve on the Rocks" in the February 15th, 1995 issue), but in '95 it sat ashore all season as he didn't have time to get all the things it needed fixed (he was off sailing to Europe, see "First Sail of the Season in the March 15th and June 15th, 1996 issues). It still wasn't ready the week before the Crocker Race (like no engine yet), but over the side she went before the Saturday race day.

With winds of 30-40 knots on race day from a big storm off in the Canadian Maritimes drawing in westerly winds from an approaching high, the race was postponed to Sunday. Our first acts on Sunday, at 8am, included a lot of fixing up of unfinished details. So, we were 45 minutes late to the start off Gales Ledge.

With the strong northwesterly blowing offshore, there was a wind driven lumpy

sea but no ocean swells. The course down to Gloucester was a close reach, on our ear. The second leg out to sea towards Whitcomb Ledge was a broad reach. The third leg back to Gales was a dead beat. The fourth leg was back to Whitcomb, the only run of the day. We actually could sit on the cockpit seats. Then back to the finish on another dead beat.

When we belatedly started the smallest boats, had long gone. So had the next two of the eight scheduled. The only boat from our class we ever saw was another Stonehorse, sitting forlornly dismasted off Eastern Point in Gloucester.

The sight of that lovely Stonehorse with its splintered mast didn't deter Paul from pressing on on our side. We were being overhauled by the bigger boats as the race progressed, to be expected. Out by Whitcomb the wind had eased some, the whitecaps had disappeared. So Paul figured to get the staysail up on the long beat back to Gales. Soon, however, we re-entered the stronger winds nearer shore and were over to 40 to 45 degrees. I sort of thought maybe we were overpowered, but Paul was still smiling. Then Bernard suggested that perhaps we were overpowered, so then the staysail was hauled down. The boat actually did better, not surprising, as it stood back up to 35 degrees or so.

Rounding Gales and heading back out on a run, we actually relaxed. Kinda nice. But having just endured the particularly strenuous tacking to get to Gales, the thought of now giving that all up and having to do it all over again was not enchanting to me. By now we were close to last in the fleet.

Several steeply heeled tacks and a long time later we crossed the finish line. The committee boat was long gone. We were alone, but it was over. Well, not yet. Paul figured to roll up the big jib and set the smaller staysail for our tacking back past House and Misery Islands to get to his mooring, dead to windward naturally. It was then we noticed that the line that reels up the jib, instead of being tightly rolled on the spool ready to unwind, was just a few loops loosely in place. No way could we get that big jib down. So Bernard volunteered to go out on the bowsprit and rewind the spool. To make this possible we had to fall off and run again back out to sea.

Finally we were again beating towards home. On one tack towards Baker's Island we noticed another sail coming up astern from Manchester. It was beating on our course but suspiciously the sail was nearly vertical. Paul commented, "she's really moving." True, and then we spotted the twin hulls beneath the single tall high aspect mainsail. It was a catamaran, about 32 feet. In no time it overhauled us as we thrashed to windward tilted over at 35 degrees under reduced sail, and drove past at double our speed or more, the half dozen folks onboard sitting at ease in the cockpits well aft in the two hulls, with a couple more sprawled up on the bridge deck. No bracing for them.

It was then that I thought, well maybe Sam Crocker did indeed know what he was doing when he designed this Stonehorse, but then again, what Dick Newick has been telling me about multihulls certainly seemed demonstrably true right before my eyes. No bracing for them. Just sailing.

Under certain conditions, among them when a hurricane is threatening, it is the duty of all Auxiliary radio station owners to maintain a continuous radio watch. Should the 600+ foot "high site" Coast Guard antennas be damaged by the storm, our low powered stations could pass essential messages up and down the coast. Since those tall antennas are very well designed, our watch standing is generally superfluous, we are there "just in case."

I have just completed some 45 hours of radio listening because of Hurricane Bertha, a storm which, fortunately, did not live up to its advance billing, and I listened to a lot of radio talk. One major impression remains, the care and concern of the United States Coast Guard for the individual mariner - that is for you and for me.

It was about 1400 hours when I heard the first "Pan Pan" message from United States Coast Guard Group Ft. Macon. A 26' cruiser, grey or white, had been reported overdue between two North Carolina harbors. All vessels were asked to keep a sharp lookout. As the hours wore on, the description of the ves-

Small Boat SAFETY

Pan Pan, Pan Pan, Pan Pan Hello All Stations...

By Tom Shaw, USCG Auxiliary

sel became more specific. She was a wooden-hull Owens, white in color with one person on board. Later still, the owner/operator of the vessel was identified by name.

By 1900 hours, the "Pan Pan" broadcasts became more frequent, one approximately every 20 minutes where, early in the afternoon,

they had been one every hour.

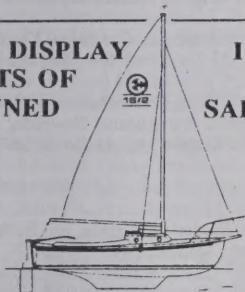
I don't know the end of this story. Fatigue overcame me about 2300 and I shut down my radio. The following morning I heard nothing about this missing boat. Hopefully, it was found and the operator was safe, but I will never really know.

What impressed me at the time, and what impresses me even more in retrospect, is the truth that in the middle of an approaching hurricane which gave Coast Guard Group St. Macon a thousand and one tasks, from supervision of its cutters and the small boat stations to monitoring bridge closings in the Inter-coastal Waterway, there was still the concern for one single mariner. An agency of the Government of these United States proved, as it has done thousands of times before and will do thousands of times again in the future, that a single individual is important - a single life is valued - a single citizen counts.

I had those thoughts as I went to sleep and the roar of Bertha's winds and rains passing over my house did not disturb good dreams.

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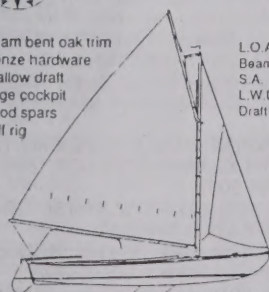
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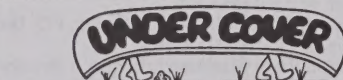
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Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.

N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

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

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

BOATBUILDING INSTRUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BOATING SAFETY INSTRUCTION

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

CONTEMPORARY YACHTING

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

MARITIME EDUCATION

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

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

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

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

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

MARITIME MUSEUMS

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

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

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

Activities & Events Organizers '96...

The fall boating season brings some of the best days of the year afloat with still a lot of messing about in boats yet to be enjoyed in 1996. As a sort of center of a communications network, we continue to receive ever more news and announcements of coming attractions, chiefly through copies of newsletters circulated by the many organizations that undertake to promote events and activities of interest to us.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MODEL BOATING

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

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 262-5177.

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

U.S. Vintage Model Yacht Club, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (617) 631-4203.

ONE DESIGN SAILING

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

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

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

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

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

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

PADDLING

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

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

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

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

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

Merrimack River Watershed Council, Lawrence, MA, (508) 681-5777.

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

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

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

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

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

ROWING

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

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

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

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

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

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

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

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

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

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

SAFETY EDUCATION

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

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

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

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

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

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

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

STEAMBOATING

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

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

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

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

TRADITIONAL SMALL CRAFT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRADITIONAL YACHTING

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

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

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

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

TUGBOATING

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

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

WATER TRAILS

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

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

WOODEN BOATS

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

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

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

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

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

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

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

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

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



Riverfest Recboat Regatta

Sunday, September 8, 1996, Manchester, New Hampshire
hosted by Amoskeag Rowing Club
as part of

Manchester's 16th Riverfest

3 mile triangular stake race & 1000 meter sprints
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Regatta Director
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Your Experiences

Must It Be Made of Wood?

It's always a pleasure to take in the WoodenBoat Show, to talk with fellow enthusiasts and, of course, to look over and get the feel of the small craft being produced in the shops. This year I was pleased to see that Arey's Pond Boat Yard had a booth with a pretty skiff on display. What I really wanted to see, however, was one of their down-sized catboats, which have been featured in ads in *Messing About in Boats*. It occurred to me that these boats, despite their gaff rigs, bronze fittings, teak coamings and floorboards, Sitka spars, and traditional oak mast hoops, had probably been banished from the show because their hulls are fiberglass.

This seems somehow reactionary, snobbish, and wrongheaded, especially since one of the boats at the show sported a hull and deck of white Awlgripp plywood, including strips of rough, non-slip surface, that looked and felt exactly like gelcoated fiberglass.

Just what is a wooden boat, anyway? Plank-on-frame construction, certainly, but what of other techniques and materials? Most wooden boat advocates seem to be able to live with plywood, even plywood "saturated" with epoxy or coated with fiberglass, but a line seems to have been drawn to exclude a balsa-cored fiberglass hull, even though by volume it is mostly wood. Just how much of a boat has to be made of wood to be permitted a showplace at the WoodenBoat Show? Or does it have more to do with the construction process than the percentage of wood?

It is obvious that wood is a more pleasant medium to work with than fiberglass and that it smells a lot nicer than epoxy. But just as the wooden boat crowd has gotten used to wire rigging, metal fittings, plastic compasses and nails, they will inevitably, I believe, come round to accepting fiberglass as a proper medium for outer hulls, cabin tops, and maybe even decks. After all, it is below deck and inside the cabin that the virtues and comforts of wood are most readily apparent.

WoodenBoat magazine, with the strong support of its readers, will certainly stick to their guns for the foreseeable future, but I think the British magazines, like *Classic Boat* and *Boatman* have adopted a more reasonable position by focusing on the design of the boats they feature, regardless of the construction material.

Certainly many traditionally designed boats can be properly described as "classic" even if their hulls are fiberglass. A number of Herreshoff designs available in fiberglass are clearly in that category, along with the Alberg Sea Sprite and Cape Dory boats, and several Ted Brewer designs, to name just a few. To my eye, the O'Day Day Sailer and even the Hobie Cat are beginning to look like classic boats as well. Doubters should take a look at the beautiful gaffers with bottle-green plastic hulls, buff coamings and decks, and tan sails being advertised in *Boatman*.

Jim Lacey, Willimantic, CT.

Short Ships Again

I want to let all those who have enjoyed my Short Ships Rowing Race in the past, and any others who might be interested, that the event will take place this year on September 8th at about 8am from the Rockport Marina in Rockport, Maine. We'll row to Camden and back, 8 sea miles, and then enjoy a chicken barbeque at my cottage on Beauchamp Point in Rockport. Give me a call at (207) 236-3241 if you need more details.

Bill Gribbel, Rockport, ME.

More About Sailing Canoes

I've sailed a few catamarans, never a tri. The cat is a wonderful boat, goes like the wind. I remember sailing an old wooden Shearwater in a high wind with the main sheet in my teeth, singing and zinging across the Charles River out of the MIT boathouse, up on one hull. A fantastic ride.

But, what do you do with a boat like that after the sail? Transportation is rough and storage is a big problem too. And even a small cat like the old Shearwater was heavy and needed a few warm bodies to move it.

Now I am so very glad you have mentioned the sailing canoe! I would hope you give it more coverage. I sailed an old Grumman on one of the big Maine lakes when the wind was really blowing. We planed with a big bow wave rolling right under the hull. It was stable, which really surprised me that first time.

The canoe is so simple to rig, transport and store. I think many people could, would and should try it. Such real fun. Much more versatile than a Sailfish or Sunfish in that you can carry two people and their gear. I will acknowledge that there is none better of a small sailboat than the Sailfish, standing on its fantail and planing one is really a thrill. A great learning boat.

However, back to the canoe. The sailing rig is really simple, the sail can be Tyvec or an old second hand Sailfish rig, the mast and boom can be made from any pole. A thwart for the mast and floor plate to spread the load. Bolt on your own design kickup rudder and rig up a couple of leeboards and get out there and enjoy.

The thing is, give it a try. Knock something together, do it and then go on from there. The starting is the problem, the fun will, I know, follow!

A Faithful Southern Connecticut Reader.

Fond Memories of a Triad

Two of your readers have told me that in your March 1, 1996 issue you published a letter that I had written to Joe Dobler, the designer of the Triad trimaran, back in 1968 in connection with your review of that trimaran. In that letter I had told Joe about an exciting day sailing the Triad on the Patuxent River in Maryland.

I learned about the Triad back then from Jim Brown, the designer of the SeaRunner series of trimarans. I had called Jim to ask if he had plans for a daysailer tri that would be easy to build. Instead of selling me plans, Jim told me about the Traid, saying that it was a 19' bomb, which I found out later to be very true.

I contacted Joe Dobler, bought a trailer, went to Manhattan Beach, California, and picked up a Triad that Joe had located. I brought the boat to Albuquerque and fixed it for some fresh water sailing in New Mexico, complete with fresh water bottom paint. Shortly before I was ready to do some lake sailing I was sent back to the east coast on a one year job in Washington, DC.

I put the boat into the water at Solomons, Maryland and had some wonderful sails on the Patuxent River and on the Chesapeake. The Triad is a high performance well designed very responsive and very forgiving boat. The flat bottom design of the amas and main hull almost forces the boat onto a plane in an adequate breeze. The feel of this boat is amazing when it breaks free and goes onto a plane. Even more amazing was that the Triad did this with the bottom coated with barnacles due to the ineffectiveness of the fresh water anti-fouling bottom paint in sea water.

I'll close out this retrospective note by saying that the Traid was an exciting boat that I'd like to sail again. Joe Dobler still has the plans available, he is at 4 Park Place, Manhattan Beach, CA 90266.

Art York, Silver City, NM.

Your Needs

A Family Mystery

Perhaps readers can help me with a family mystery. My great grandfather, Marvin Sylvester Blood, was stationed at a Naval post in Rhode Island in 1853 and his letters bear the name "Gosport". The letters were postmarked Portsmouth, RI, so Gosport must have been nearby. I would like to identify the location and also the name of the military post so I can research his service in the National Archives. No current maps reference a "Gosport", any thoughts?

Lawrence Blood 15 Brewer Ln., Reading, MA 01867

Wooden Battens, Shroud Rolleers, Etc.

Gordon Smith, and anyone seeking wooden sail battens, shroud rollers and flag-staffs, should contact Bete-Fleming, Inc. at P.O. Box 906, Mattapoisett, MA 02739, telephone (508) 758-4996.

Lawrence Rovin, Merion, PA.

Wrote My Own Program

After I found the hull design programs I've been fortunate enough to see more complex and less visual than I thought they could be, I wrote my own for Windows. Although you do have the option of working with numbers, you get lots of 3-D visual feedback as your hull takes shape. More artistic types will prefer to just spin, stretch, and drag the hull around by eye until it just looks right. Either way, the program will expand your bulkheads and strakes for 2-D hand or machine plotting. Theoretically, designers can take their patterns by floppy to a sailmaker using one of our plotters, or import the patterns into a CAD program and do their own thing.

To keep it fun and simple, I'm gonna offer it free to those willing to track it down on our Internet FTP site at <ftp://users.aol.com:/ghartc>. If someone would prefer to have us send it to him, for \$20 we'll make up the disks, print the manual, and send it along. I'll con-

tinue to improve it with feedback from those interested, plus what I want for my own use. If it attracts enough core interest, we might apply a nominal cost in the future depending on what people think should be done with the program. The current version works great, very simple, and has already been proven on a few models.

Gregg Carlson, 1801 North 170th East Ave., Tulsa, OK 74116.

Electric Boat Information Source

Readers interested in electric power for small boats should subscribe to *Electric Boat Journal*, formerly *Current*. The May/June 1996 is especially useful as it is the 1996 Buyers' Guide Issue. This is the newsletter of the Electric Boat Association of the Americas, Inc. General membership is \$35 per year.

Electric Boat Association of the Americas, Inc., P.O. Box 4151, Deerfield Beach, FL 33442, (954) 725-0640.

CWB Has My Old Boat Plans

I am giving up selling copies of the old boat plans from my collection of old boating magazines and have turned the entire collection over to the Center for Wooden Boats in Seattle, WA, at 1010 Valley St. It has been costing me too much to carry on with it. Now all my old magazines, manuals and books are in a safe place where they can be seen, copied and above all preserved in a museum library environment.

Rags Ragsdale, Florence, OR.

Looking for "Weekender" Plans

I am looking for plans for the "Weekender", the small plywood version of a Friendship sloop that appeared in a recent issue in an article on solar powering small boats. I loaned that copy out and forgot to whom.

I am also interested in locating plans to build a folding canoe seat, the woven cane type which sits on the canoe floor like a chair.

Dan Robbins, 7120 Tuckahoe Rd., Williamson, NY 14589.

Inboard Launch for Collector

I collect antique inboard 2-cycle engines and am thinking of building a small launch of some type to put one into. The engines are small 2-3hp and I envision a boat of 20' or so, fantail perhaps. Can anyone suggest a source for a design?

Dick Briggs, Box 221, Haydenville, MA 01039.

Good Source for Marine Stuff

I would like to mention a resource for readers looking for marine stuff. Shorewind Marine Consignment Store on Rt. 1 in Westbrook, Connecticut, near the "Singing Bridge", is a good place to find things and get good advice on marine stuff.

David Giloy, E. Granby, CT.

Your Projects



My Micro House Trawler

This photo shows my Micro House Trawler, obviously based on Phil Bolger's Micro Trawler, but modified to make what I hope will be a comfortable cruiser for two large retired persons on the inland waterways of the northeast.

The cabin has been lengthened and the roof raised so that, with the settees in place, there is 6'4" of headroom all the way from the pilothouse to the motor well. On both sides of the passageway I've added large clothes closets with sliding doors. With the bed made up we have a full sized double 56"x 76" athwartship. The pilothouse is just about as Phil designed it.

I've installed a 12 volt cooler, a 15 gallon fresh water tank, a 6 gallon grey water catcher and a Coleman propane stove. I've also added several drawers of various shapes and sizes plus an undersink storage area with sliding doors.

The motor is a 9.9 Yamaha 4-stroke high

thrust with electric start. There are 18 gallons of fuel under the motor well.

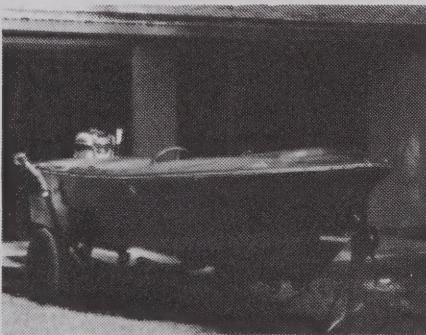
Not shown in the photo are a signal mast, a railing around the aft deck and a swim platform.

An interesting feature is the use of domestic triple track storm windows with the panes installed upside down. These give options of glass windows, plastic window screens or wide open when everything is in the down position. The two odd sized windows are super abrasion resistant lexan.

I've been working on the boat in my spare time for just over a year. I had an hour or two of help bending the hull sides and another hour or two bending the roof panels. My finish work is far from yacht quality but it looks pretty good from twenty or thirty feet away. I think the result is a pretty and interesting boat.

This summer it's down Lake Champlain and into the New York barge canal.

John Jackson, 38 Randolph Ave., Randolph, VT 05060.



An Early Chopper Gun Experiment

My next project is this 1959 Viking fiberglass outboard I found last summer parked beside a road with a "For Sale" sign on it. It looks like an early experiment in chopper gun construction and needs a lot of work; deck beam replacement, fiberglass patching and painting. This will be a retirement project starting sometime next year.

The motor is a 1958 Johnson 18hp my dad bought new.

Craig Wilson, San Jose, CA.

Foam Tris Really Perform

A few weeks ago I built several foam trimarans for my nephews which really perform!

John Mulligan, Hampton, NY.

Planning to Build

We built a 34' aluminum sailboat which we have sailed to Maine, New Brunswick, Trent-Severn Waterway, Erie Canal and Georgian Bay. We are now planning to build a trailerable boat and *Messing About in Boats* has lots of good ideas.

David Laux, Georgetown, DE.



Bateaux built as a combined history and industrial arts class project at an area school.



A yawl rigged sailing canoe.

Some Adirondack Guideboats.



6th Annual No-Octane Regatta Blue Mountain Lake, New York June 15-16, 1996

By Bob Davidson

The weather was absolutely perfect for the 6th Annual No-Octane Regatta in Blue Mountain Lake, New York. A brisk wind provided ideal sailing conditions, while the small chop provided little difficulty for the rowers and not too many problems for the paddlers. A slightly hazy sun warmed participants and spectators as they enjoyed an idyllic Saturday on the clear blue waters at the base of Blue Mountain, in one of the most beautiful areas of New York's Adirondack Mountains. Quite a number of people, young and old alike, found the water temperature inviting enough for a swim.

Organized by the Adirondack Museum, which is located in town, the regatta featured many of the traditional types of craft that had been used over the years in local waters, especially Adirondack Guideboats, wooden canoes, wood and canvas canoes, a Lake George Rowing Boat, Adirondack Goodboats and other such craft developed to suit the local conditions. But the event was by no means limited to local types. In addition to local inland water craft, participants welcomed no-octane small craft of all types, including several of the coastal or saltwater variety. Some participated in races, some were there to show their boats to potential customers, some were there just to "mess about" with their current favorite boat and others were there just to watch, perhaps meet old friends and to enjoy the festivities.

The events on the water included a variety of races, some demonstrations and a Grand Parade of Boats. Races included a dump race, a war canoe race, guideboat races, paddling races, a bateaux race, and sailing races. One demonstration showed a war canoe pulling a water skier! Another interesting event, a lot of fun to watch, was canoe "jousting." In this event, two canoes faced each other, each with one person paddling in the stern while a second person stood on the gunwales near the bow holding a very long "jousting" pole with a ball of padding on the business end. The object was to push one's opponent into the water.

Events on the shore included a builders and restorers show, a workshop to build the "six-hour canoe," a variety of demonstrations and an open house at the Adirondack Lakes Center for the Arts. A number of activities were organized for children to keep them occupied, entertained and enlightened. Lory Wedow of the Blue Mountain Forge & Foundry demonstrated the casting of brass or bronze oarlocks and other fittings for Adirondack Guideboats. While I'm sure many of the other exhibits deserve mention, I must confess that, other than the bronze casting demonstration, my attention was directed more toward the activities on the water and on the beach.

Since there were no roads, the principle means of travel into this wilderness for hunting and fishing in the mid-1800's was by crossing one lake after another, carrying boat and gear for fairly short distances between lakes.

One could travel more than a hundred miles in this manner. The Adirondack Guideboat was developed to meet the needs of guides in the area, who needed a boat that was light enough to carry for up to a mile or a little more, large enough to carry one or two passengers and their wilderness gear and able to be propelled by one man through some wind and chop.

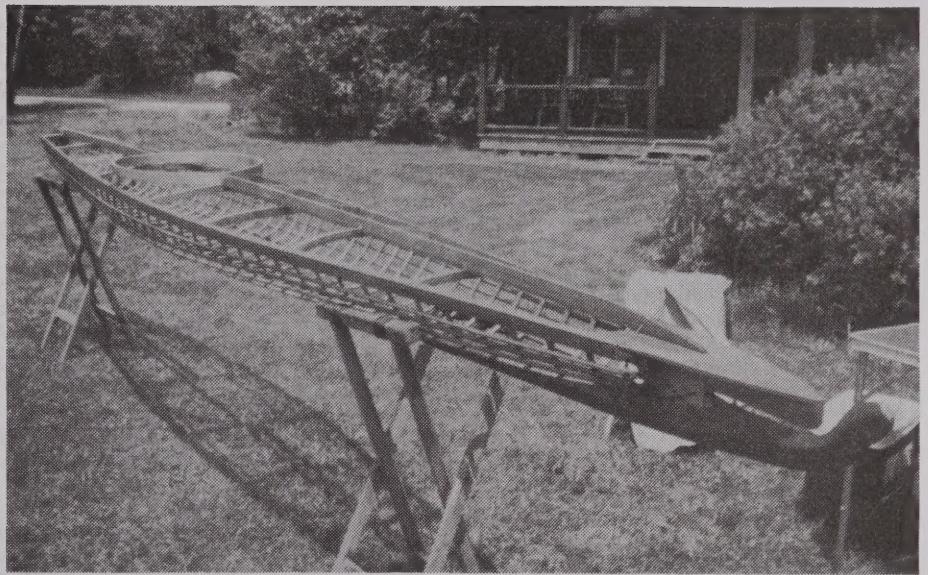
Since hunting and fishing were the principle reasons for travel into this wilderness at that time, a working guide's boat was often painted in dark colors to provide a degree of camouflage from the wildlife being stalked. Several guideboats at the regatta were painted black on the outside and dark green on the inside. In later years, guideboats finished with varnish and showing the beauty of the wood became more prevalent. A large number of these brightly varnished Adirondack Guideboats were present at the regatta. Steve Kaulback from Charlotte, Vermont had at least two boats there; one partially built to show its construction details and one beautifully finished completed guideboat.

As more people started going into the wilderness without a guide, small, one-man canoes such as the Wee Lassie built by J. Henry Rushton, became more and more popular. There were a large number of Wee Lassie style as well as larger canoes at this event. Some were wood-strip built, others were wood lapstrake built and still others were built in fiberglass or kevlar. I watched most of the events while "messaging about" in my Lost Pond Boat, a small, one-person kevlar canoe modeled after the Wee Lassie and built by Pete Hornbeck in the eastern part of the Adirondacks, in Olmstedville, New York. There were two other Lost Pond Boats like mine, similarly "messaging about" while enjoying the festivities.

Among the larger canoes present, there were many wood strip designs and a good number of the canvas covered wood types. Pat Brown, from Glenfield, New York, had several wood strip boats for sale that he had built. My wife, Wendy, noticed what appeared to be only a half of a canoe and asked Mr. Brown, "Did you build that in your cellar and have to cut it in half in order to get it out?" (She was worried, you see, because I am about to start a wood strip canoe in my cellar.) Mr. Brown quickly pointed out that it was built that way intentionally because it was not a canoe, it was a bookcase, built in the shape of a beautifully constructed wood strip canoe!

There were several wood lapstrake canoes, some Old Town canvas covered canoes, at least one Peterborough and at least one birchbark canoe. Some of those "messaging about" had more recent aluminum or plastic canoes. There was at least one very beautiful old yawl rigged sailing canoe in the sailing race. This was a type very popular about 100 years ago. A newer boat developed in the area, perhaps more suited to current small boating requirements, is the Adirondack Goodboat, built by Mason Smith in nearby Long Lake. Several of these boats participated in the regatta. Mason Smith himself, however, spent some time rowing an old Penn Yan dinghy he recently restored.

While the No-Octane Regatta featured boats related to the Adirondack region and its history, numerous other types of boats were welcomed and enjoyed, as well. Among the coastal or saltwater types, there was a Jersey



Baidarka frame by Bruce Lemmon of Jacksonville, NY.



"Canoe jousting."

Sailing race.



coastal or saltwater types, there was a Jersey Skiff named *Muhheakunnuk* (I still can't pronounce it) with a sprit rigged sail that appeared to be an ideal boat for "messaging about." Several sea kayaks attended, including a Folboat that won the dunking race. Bruce Lemmon from Jacksonville, New York was there with several of his "skin" kayaks, or baidarkas, in various stages of construction. Bruce builds his boats (he also offers kits) as closely as possible to the manner in which they were built by the early Aleutian Islanders, without requiring seals to be sacrificed. Instead of seal skins, Bruce covers his boats with nylon "skin" and coats it with urethane. The wooden frames are bound together with waxed polyester to simulate sinew.

There was at least one dory present, built by the Lake Champlain Maritime Museum. Another interesting boat was a McKenzie

River Drift Boat. Its owners provide trips down the rapids on the upper Hudson River. There were two 8-foot sailing dinghies which sailed faster than any small dinghies I had seen before. Two bateaux demonstrated and raced at the regatta were built as a combined history and industrial arts project at a school in a nearby town. There were so many boats, and so many people enjoying themselves, that it was difficult to keep track of them all. One thing was not difficult, however. It was easy to tell that just about everyone was having a wonderful time at the No-Octane Regatta.

While the regatta itself took place on Saturday, June 15, 1996, there were additional activities organized for Sunday as well. A toy boat regatta for kids, as well as several lectures, tours and other activities were available at the Adirondack Museum on Sunday. Also on Sunday, there was an open house with

walking tours at the Great Camp Sagamore, an old Adirondack Great Camp which was built about 100 years ago by William West Durant and owned for over 50 years by the Vanderbilt family.

Sunday afternoon, attendees of the regatta were offered a free 1-1/2 hour tour around Raquette Lake aboard the tour boat *W.W. Durant*. This 57-ton vessel was built several years ago on the shores of Raquette Lake by Dean Pohl. It is operated by its builder, Captain Dean Pohl and his family, providing dinner and luncheon cruises throughout the summer months. It is the most well maintained cruise ship I have ever been aboard. The ride on the *W.W. Durant* was the perfect way for any boat lover to end the perfect Father's Day weekend at the 6th Annual No-Octane Regatta in Blue Mountain Lake, New York.



A partially constructed Adirondack Guideboat showing construction details by Steve Kaulback of Charlotte, VT.



Lory Wedow demonstrating the casting of brass fittings for Adirondack Guideboats.



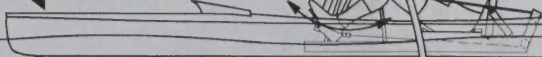
Pat Brown of Glenfield, NY with the "canoe bookcase" he built.

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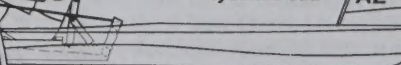
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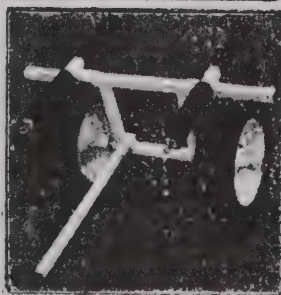
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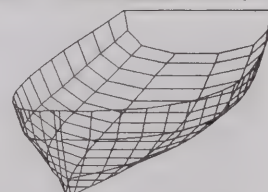
- Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections

- Wetted area
Surface area of hull
Lateral area
Center of lateral area

- Prints out:
Table of offsets
All graphics
Plywood layout graphic
Plywood layout offsets
Table of design inputs

- Printer support:
Laser or ink jet
Epson or IBM
Proprinter dot matrix

- Sail rig design:
Sail graphic
Jib + two masts
20 sail types
Bowsprit

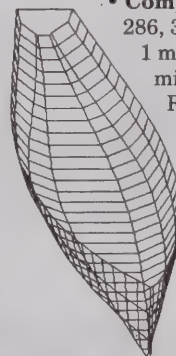


Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

- CAD export: (use for cabins, decks, etc.)
.DXF file 2D hull
.DXF file 3D hull
.DXF file plywood
.DXF file sailplan

- Modeling:
Scale up or down .01 to 10X
In model scale do:
Table of offsets
All .DXF files
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Bulkheads

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Minnesota's 4th Annual Solar Boat Regatta

By Bill Mantis

Assuming there is such a thing as the "ideal hull," the search for same is frustrated by the limited number of opportunities to observe different shapes and sizes of hulls competing against each other. Although the 4th Annual Solar Boat Regatta provided such an opportunity, if one were hoping for some clear design criteria to emerge from it, he would have been disappointed. If, however, one were looking simply for raw data to digest and a variety of interesting questions to arise, there was ample reward.

Eleven Minnesota schools, both junior and senior highs, located primarily in the Minneapolis/St. Paul metropolitan area, fielded entries. The overcast sky and occasional drizzle did little to dampen spirits. The design parameters were simple. Each boat was allowed a maximum of two batteries which could be neither exchanged for another pair nor generator charged on site. They could, however, have been fully charged by any method before arrival. The batteries could provide no more than 12 volts and 220 amp hours of current, or no more than 24 volts and 110 amp hours. Batteries were to be of lead-acid design. The photo voltaic (PV) panels could deliver no more than 300 watts of power.

Contestants were to be judged in a number of categories: a) speed achieved under battery and PV power; b) endurance, calculated by the number of laps completed within 90 minutes; c) control, as determined by the lapsed time over a 100 yard slalom course requiring turns of approximately 5 foot radius; d) "solar only" speed under PV power alone with batteries disconnected. Contestants were also judged on other subjective criteria: design or technical innovation and aesthetics.

The sponsoring organization was the non-profit Minnesota Renewable Energy Society whose volunteer staff sported solar yellow t-shirts. The MRES regatta organizer, assuming it is possible to speak of organizing eleven high-spirited, high school age groups of students, was Martin Lunde, a self-admitted "boat nut" whose next project will be a 20' wood epoxy composite.

The competitors were the following: *Chaos Cruiser* was an eight foot styrofoam flatbottomed skiff with considerable sheer and rocker in her hull. Her PV collectors were carried overhead. *Moon Doggie* and *Sun Panther* were similar. Both were student built catamarans of relatively short length. *Moon Doggie* carried her PV panels overhead; *Sun Panther* had hers mounted at an angle on a PVC frame forward of the cockpit. *Solar Hornet* was a cedar strip canoe on loan only until the end of the race. *Splash*, likewise, was a canoe borrowed from a sympathetic faculty member, 19' aluminum, weighing 93 pounds. *Broom Hilda* was a very fine-lined trimaran. Her team had employed a novel heat-shrink wrap for her hull, light and waterproof, perhaps, but not having the appearance of providing a well-faired surface. *Aqua Bird* returned for a second season. Although she appeared to be a professionally-built catamaran, she was, in fact, the product of a single student's design and construction. *HantaWi* was a 19' kayak.

Solar III was the largest and very probably the heaviest entrant. A catamaran with long, rockerless pontoons, she boasted a 1600 pound carrying capacity. *Solar Shark* was a light, compact, maneuverable trimaran built of closed-cell foam around an aluminum frame. Her central hull was indeed shark-shaped, her short, small amas were held close to her body. *Solar Eagle* was a recycled 14' Hobie catamaran which had been dismantled, patched, painted, carefully waxed and reassembled.

In summary, the competitors included five catamarans of various lengths, two trimarans, two canoes, one kayak, and one small skiff, a wonderful sampling of hull shapes to assist in the search for an ideal hull, but with race results to confuse and obscure that search. It is hard to imagine a more diverse group than the last four boats mentioned (*HantaWi*, *Solar III*, *Shark* and *Eagle*), yet each one was the top contender in one of the four events.

In an attempt to level the playing field, the boats had been divided into four categories based upon the age of the team members, the wattage of the PV collectors and the source of the hull, whether homemade or commercially produced. But the distinctions drawn by the classifications did not appear pertinent. Senior high entries did no better than junior high. Commercial hulls did no better than student-built ones. And since the sky remained overcast for the entire event, solar collection was minimal, wattage and size of the collectors was irrelevant.

I asked Martin Lunde what he thought was being tested, what, in his opinion, would differentiate the "good" performers from the "bad?" He guessed that three factors would be critical: 1) placement of motor(s), if placed directly behind a hull a motor would create less drag; 2) amount of wetted surface, the less of a hull's surface exposed to the water, the less friction it would create, the more slippery it would be; and 3) the length of the hull and the subsequent theoretical hull speed based on the speed to length ratio. A longer hull with a bow and stern wave further apart is necessarily capable of a higher speed before it is obliged to plane, a point at which a substantial increase in power is required to increase speed. A fourth factor was posited in an unscientific sampling of student opinion. They deduced that the more motors a boat possessed, the faster she would go.

However, with the exception of wetted surface which was impossible to calculate, none of these factors played a prominent role. Number or placement of motors appeared to have no consistent effect on performance and hull length appeared unrelated to speed. By my estimate, the fastest of these boats averaged 4 mph. They would need to be going about 5 mph before hull length and theoretical hull speed became relevant.

I was also curious as to the differentiation between "speed" and "endurance." Why have two separate races? Was something different being tested? Wouldn't a speedy boat necessarily be a slippery one? And wouldn't it therefore prove superior over the long haul as well as the short? A couple of MRES volunteers responded with the following information. On a sunny day, as much as 60% of a solar boat's power could come from solar recharging during the endurance event. Since the drivers had meters to monitor the state of their batteries, they might choose to find a cruising



Eagle, 1st in speed and endurance.



HantaWi, 2nd in speed and endurance.



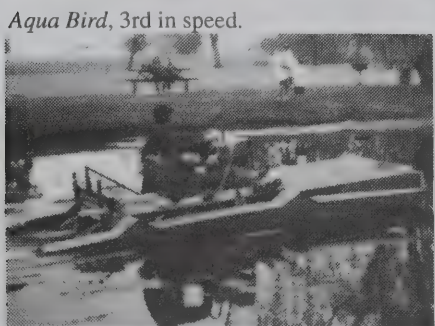
Solar III, 1st in solar only.



Solar Shark, 1st in slalom.



Moon Doggie, 2nd in slalom.



Aqua Bird, 3rd in speed.

speed that did not deplete the charge excessively. In addition, the endurance race was a better test of the reliability of the equipment and the level of quality control exercised in production.

In fact, most of the boats did indicate evidence of "fatigue." Three or four boats lost most or all of their battery charge and finished the 90-minute endurance race in a solar-power-only state. *Shark* was one of these. She had completed the slalom course in one minute eight seconds. *Moon Doggie*, in second place, was a full nine seconds behind her. *Shark* then tied for third in the quarter mile "speed" event but placed near the bottom in the endurance race, a loose or faulty connection the apparent cause of her demise. By contrast, neither *Eagle*, the former Hobie Cat, nor *HantaWi*, the kayak, evinced any signs of fatigue. They preserved their first and second places respectively in both races. *Eagle* was the easy victor (by thirty seconds) in speed but a narrow victor (one-quarter lap) in endurance. One was left with the nagging suspicion that the most critical determinant of performance was the quality or newness of a competitor's batteries. This factor may have overridden all design considerations altogether. Such suspicions were given added weight by *Eagle's* dismal showing in the "solar only" event. With her batteries disconnected she was unable to move off of the starting line. The "solar only" race drew only three entrants. It was run rather spontaneously at the last minute, and after three and a half hours of clouds and drizzle many students had lost much of the urge to compete. Surprisingly, the ponderous *Solar III*, the slowest of all competitors in the slalom, came in first. With no battery power she moved slowly, but still faster than *Eagle* which did not move at all. *Broom Hilda*, the shrink-wrapped tri, having done rather poorly in the earlier three races, came in second. So, how can the results of this race be explained? Why wouldn't a slippery hull make its best showing in this race? Why would a hull which had earlier demonstrated its slipperiness, lose so overwhelmingly to such an "unslippery" one? Unless it can be explained by some mechanical shortcoming, this will remain one of the mysteries of the 4th Annual Solar Regatta.

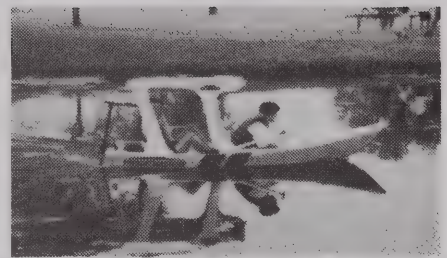
In our attempt to identify the "ideal hull," a comparison of the two speediest hulls, rather than providing clear answers, further compounded the confusion. In many ways, a kayak should make an excellent solar conversion craft, it is light, lean, designed for low power conditions and leaves very little wake. So no one should be surprised by *HantaWi's* performance in the speed and endurance events. But why would she show such marked superiority to the two canoe entries? *Eagle* is quite a different matter because there are a number of reasons to believe that a Hobie hull is less than ideal for these races. While a Hobie Cat is relatively light in weight, it would be possible to make an even lighter wood/epoxy or foam version, and most certainly *Eagle* was not the lightest contender in the field. In addition, because it is designed for sailing, the catamaran's beam is much greater than required for stability when one is not carrying a sail. Presumably there is a price paid in maneuverability, and possibly speed, for having one's "feet" so far apart. More critically, there is considerable rocker in the keel. This is thought to aid in bringing the boat about, the

lowest part of the rounded keel serving as a fulcrum or a pivot point. Rocker may facilitate coming about, an undertaking in which a Hobie needs all the help it can get, and rocker may facilitate turning and sailing performance generally, but it is a disadvantage on a straightway because it necessarily means a deeper draft and greater water resistance. Furthermore, to prevent leeway (i.e., sliding sideways in the water rather than going forward when the wind blows from abeam) Hobie pontoons are v-shaped in cross section. This results in greater lateral surface which creates more lateral resistance such that a sailboat, following the path of least resistance, goes forward rather than sideways. Sailboats need lateral resistance but other boats do not. A u-shaped hull, in contrast, offers less lateral resistance and less water friction of any sort. It minimizes square footage of surface for each cubic foot of hull volume. Finally, Hobie hulls are asymmetric. The reasoning behind such a feature is interesting enough to merit a separate discussion, but suffice it to say the inboard surface of each pontoon bulges. When sailing heeled over with one pontoon out of the water, the result, it is alleged, is a "lift to windward." If such a phenomenon does actually occur under sail, asymmetry offers no such advantage when one is motoring and not heeling, because when both pontoons are in the water the bulges simply add drag.

Well, if a Hobie is so "bad" for a solar race, why did it do so well? To explain this, four hypotheses spring to mind: 1) the theoretical deficiencies of Hobie Cat hulls are outweighed by their "good" characteristics; 2) subtle manipulations of hull shape serve no other purpose than to give us boat groupies something to talk about; 3) subtle differences in hull shape are relevant only at higher speeds; or 4) the strength of one's batteries more than compensates for minor deficiencies in hull shape. Each of the four hypotheses could account for *Eagle's* success, and since they are not mutually exclusive, they could all be operable. Perhaps some answers will emerge in next year's regatta.

Both the student-designer-participants and we, the spectators, would have benefited by a pre-race compilation and comparison of the technical data (length, weight, motor thrust, etc.) on these boats. It would have been an interesting and informative challenge to predict the performance of these craft before the races took place to see if we are as smart as we think we are. But unfortunately, races are not held for the sole purpose of satisfying the prurient curiosity of us techno-voyeurs.

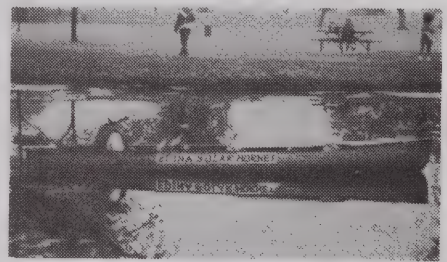
Finally, it is almost de rigueur to thank organizers of events like these, for helping to deflect children from lives of drugs and crime. While it is extremely unlikely that any of these enthusiastic and well-behaved kids were so destined, it may well be they were diverted from an even more morally corrosive, barbaric enterprise, the purchase and use of jet skis. If only one or two of these youngsters is, as a result of this race, more inclined to find enjoyment in a quiet, serene aquatic experience, the entire world should indeed be grateful.



Chaos Cruiser, 4th in slalom.



Broom Hilda.



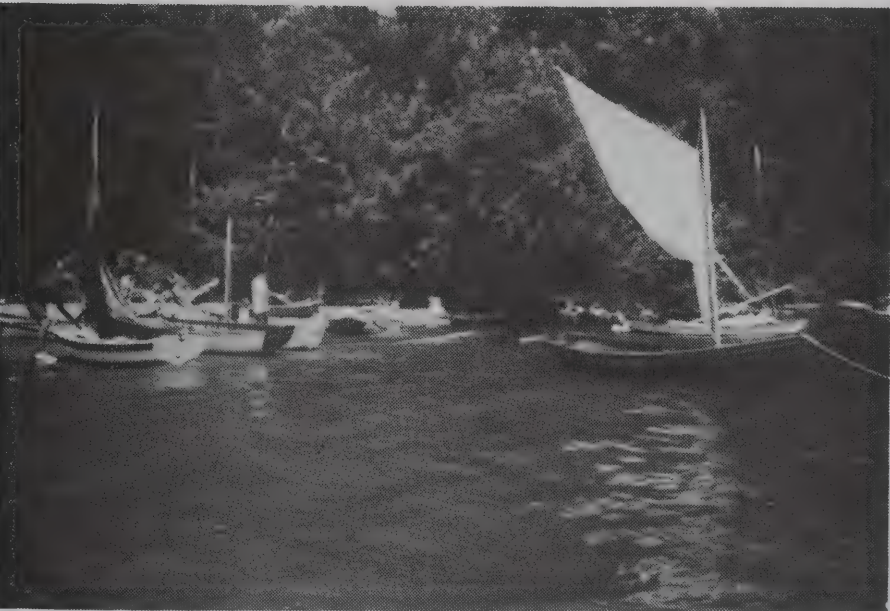
Solar Hornet.



Splash.



Sun Panther.



Plenty of Sun and Lots of Fun

By Bob Rodgers

On the weekend of June 7-9 TSCA members from the Middle Atlantic chapters met at Elk Neck Park, just south of Northeast, Maryland, for a messabout on the Chesapeake Bay. Forty boaters and builders from Barnegat Bay TSCA, Upper Chesapeake Baymen, Patuxent Small Craft Guild, Potomac TSCA, Cape May TSCA, South Jersey TSCA, Havre De Grace Maritime Museum and Tom's River Maritime Museum joined members from the Delaware River Chapter with 25 small craft.

The program called for two-and-a-half days of unstructured messabout. Most of the boats were built by the attendees. The oldest was a very pretty sharpie skiff with leg o'mutton rig and the newest was a Tom Hill Charlotte. An unofficial boat show took place on the cove beach while everyone mingled, examining the construction details, innovations and the craft in each other's craft.

We arrived at 1 PM Friday afternoon. Camp was set up quickly and boats were launched to catch the late afternoon breezes on the upper Chesapeake. At nightfall, nine boats were at anchor in the cove. A hundred yards from the beach, high on the bluff, were the campsites. We were visited by deer and raccoons during the night.

Saturday morning brought another boat show. This time it was held at the boat launching ramps. Maryland has fine launching facilities, and in just over one hour 15 more boats were put in. Then the fun of trying out each other's boats began. It was a great turnout on a beautiful cove beach.

Tom Shephard brought his wooden Lightning, built by DRCTSCA member Edgar Barcus, for his shakedown cruise. She is a fine sailer. The folks from Havre De Grace brought the *Captain's Gig* (fortunately left home) from the original *Pride of Baltimore* which was lost at sea. They also brought along six other boats. Kevin Brennen, Baltimore TSCA, brought a Chesapeake crabbing skiff.

Ron Gryn brought his new "yard sale" *Robin*, a 12' Rhodes design that proved to be a very quick (and very dirty) sailer. Ron is saving the sunk in the mud look for a restoration program he is planning.

The folks from the Cape May Chapter brought four boats and invited the DRCTSCA, to come sail on their boats in August at Cape May.

Sunday morning was lazy then hazy. As the clouds filled the sky, we all filled the ramps and pulled all the boats just in time for four inches of rain.

Still, everyone had a grand time... And when it was all said and done, there is still nothing quite so fine as a weekend messing about in boats.

(No photo captions were supplied.)

Midwest Messabout 1996

By Jim Michalak

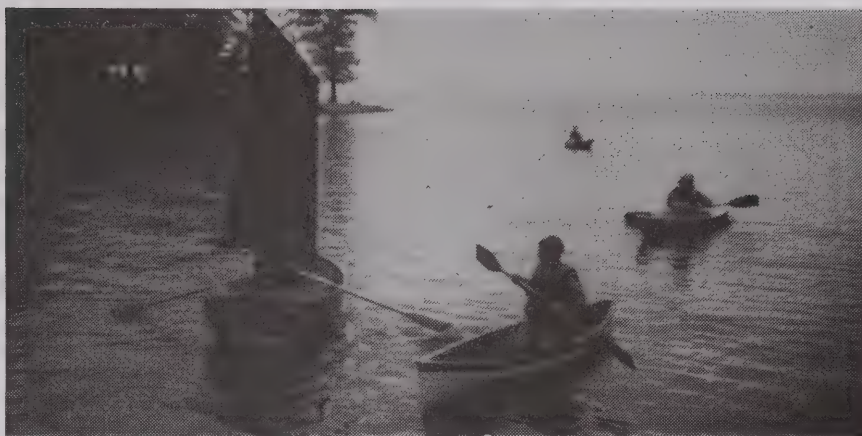
We had our 7th Midwest Homebuilt Messabout at Rend Lake in Southern Illinois this June and had 14 boats show, a good number since we also had two days of steady rain at the time. Looking back to past meets, I see that we always have about that number of boats no matter what the circumstances, but the 14 boats are never the same ones. At this meet about half the boats were first-timers.

We had five double paddle canoes there, a Tom Hill design, my Toto, a Piragua and a pair of Six Hour Canoes. (No geodesics or fancy kayaks have ever come to the show.) The canoes might have been the most used boats at the meet and probably represent the trend toward smaller boats I seen over the seven meets. Only six boats at the meet came on trailers this year. Dick Lyons brought a Brick down from Chicago strapped to the roof of his Honda sports car, which was only slightly larger than the Brick.

Looking over the photos, I noticed over half of the sailboats had lug rigs. For simple impulse sailing they are hard to beat. The Sea Pearl seen in one photo belongs to Kilburn Adams who introduced me to lug sails almost 15 years ago. In my case, it took a few years for his advice to sink in. Now I pay close attention to his advice and always study his boat and sails for subtleties because, like any sail rig, the lug benefits greatly from tinkering. Hilburn also has modified his Pearl for low couch potato seating in an enlarged center cockpit. And he's rigged it to steer from there, too. Very interesting.

Right now the plan is to have the next Midwest meeting at Lake Indiana near Bloomington on September 21 and 22. Bob Bringle, at 317-283-8321, is in charge of that one.

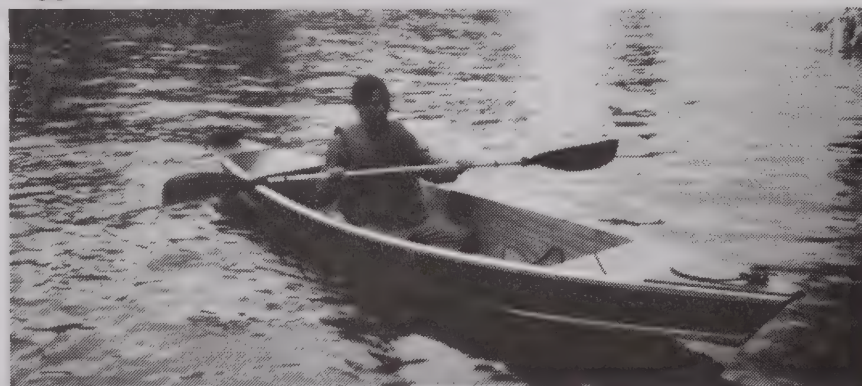
Windsprint with poly tarp sail as reported in this magazine.



Ryan Bylls in *Dinky* takes on the paddlers, Tom Hill canoe in foreground.



Dog gives instructions to Toto tester.



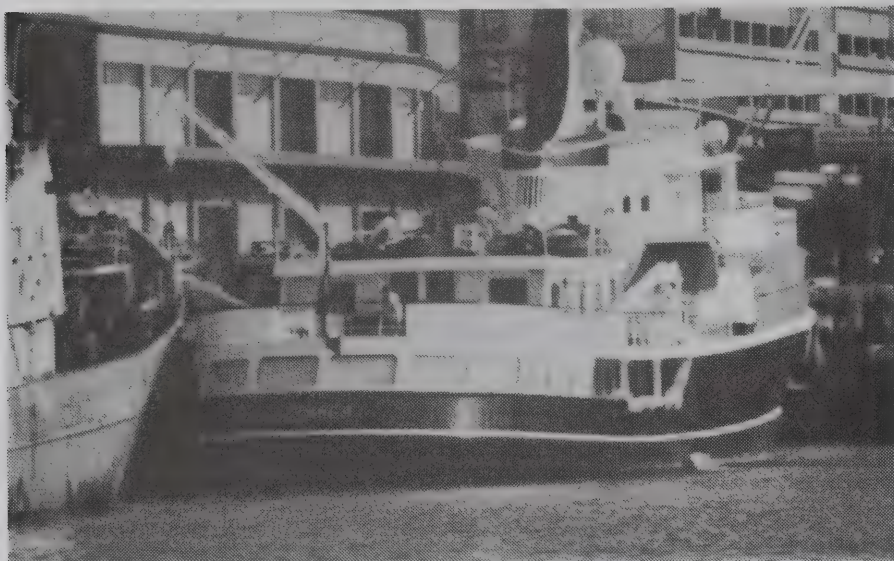
Above: Jeff O'Hearn in Piragua.

Below: Teal and Sea Pearl, the Adams family fleet.





Alma is an old sailing scow currently using the iron wind.



Itasca is William Simon's all-purpose adventure yacht.

A Baltic Trader converted to square rig does charter cruises.



The Boats of New Zealand

By Hugh Ware

Photos by Hugh Ware and the Steam Tug *William C. Daldy* Preservation Society

Everyone, it seems, wants to visit New Zealand. I did, and I report here on what kinds of boats you will find there. I will not discuss Kiwi sailors except to say they're world class and they may just be the country's leading export. As a commentator said during the America's Cup races, "If you were to pick the dream crew for these boats, 12 of the 14 are over there on *Black Magic*."

First of all, Kiwis owned a lot of boats. In Auckland, the largest New Zealand city at about one million, it is estimated that one family out of six has a boat. When Aucklanders want to get out on the water, such as sending off the Whitbred fleet on the next leg to South America, greeting the reproduction of Captain Cook's *Endeavour*, or watching *Black Magic* show off the speed that brought America's Cup to that small but ecstatic country, the Waitemata Harbour is covered shore-to-shore with boats and wakes.

Second, New Zealand has a lot of comfortably off (and well-to-do, wealthy, rich, and even mega-rich) folk and you will see some big, expensive stuff. Especially in the marinas, some of which rival anything elsewhere for amplitude of decadent opulence. For example, I saw a new 121' NZ-built gold-plate cutter slide by one day when I was on the Auckland wharfs, and nobody else turned their head to watch her. A newer sister had just been commissioned and will be the hospitality boat (for the Kiwis, I presume) at the Olympic Sailing races in Savannah this summer. Several Kiwi yards can build a yacht in any material to any desired level of quality. New Zealand has the fourth fattest order book in the world for high-quality yachts. Pretty good for a country of less than four million people, eh?

Not all the big yachts belong to Kiwis though. Bill Simon (Secretary of the Treasury under Eisenhower, I believe) keeps his yacht in Auckland. He is an adventuresome sort, likes to travel over the top of Canada and then cruise the Antarctic, for instance. He started with a Dutch salvage tug about 165' long, put several millions into refurbishing, strengthening and revamping her into a yacht that can work in ice, and added a helicopter and a permanent crew of 12 Kiwis and Aussies. The results of all that work and money? *Itasca* is just plain bee-yew-tee-full! She is ready to go at a call from Mr. Simon. *Itasca* meets him wherever convenient and he and Mrs. Simon go cruising. (Mrs. Jouning, the Captain's wife, is usually invited to join them. As she said to me, "Bill's nice.") *Itasca* is available for charter. Just contact the agents, ThirtySeven South in Auckland and ask for Paul.

At the other end of the spectrum are plenty who are *MAIB* types with a small, homebuilt craft. In between are a vast fleet of boats of all kinds, most American in style if not actual manufacture. Many are produced locally. Almost all would look at home anywhere in the world. Fleets of small racing sail boats (got to train all those Kiwi sailors for world competition, you know). A surprisingly busy circuit of offshore racing power boats. One local cruising favorite is the power cat, a twin-hulled stinkpot.

Then there is the old-style Kiwi launch, a straight-stemmed powerboat hull with a long, long deckhouse finished off with a little cabin or canopy perched at the very end of a small cockpit at the stern. (Are they afraid of the sun?) And there are some beautiful old sailboats, the big ones being called "keelers" because, one assumes, they have keels. Many small outboards have a seaworthy hull with a prominent little cuddy up in the bows. And, yes, jet skis have reached New Zealand.

You'll find several square-riggers and old-time vessels sailing in and out and about. There are two new barkentines used for youth training, both named *Spirit of* something or other. There is an ex-Baltic trader, now square-rigged, that takes people for a trip of a few days. And there's *Te Aroha*, an old wooden coaster that provides adventure cruises, as I reported in the August 1st issue. A replica scow mooches around Auckland Harbour, usually under power, sponsored by the maritime museum there and somehow failing to recreate the proper respect one should have for those wonderful coasting vessels.

But in Auckland's other harbor, the shallow Manakau, sails a true scow, lovingly resurrected and sailing if there is wind. Up in the Northland lives another old scow, *Alma*. She operates only under power as yet, much as she did when I used to watch her carry gravel in the '50s, but they are rebuilding her in stages. There's hope that she, too, will sail again.

If you get to cruise New Zealand (skippered or bareboat charters available), say in the Bay of Islands, or inspect the Kerikeri River, you will become aware that many yachts there are flying foreign flags. New Zealand is a great destination for world cruising yachts. Some never leave and become residents, legal or otherwise. Others don't leave because regulations now require that all foreign yachts must satisfy New Zealand safety equipment requirements before sailing onward. These owners can't or won't comply.

As MAIB's captive expert on tugboats, I beg to report that New Zealand has tugs. Its docking tugs are among the most modern in the world. Several old tugs survive here and there, afloat or on land, as museum examples of old tugs. There are two tugs you can actually sail on. Both are classic British steam tugs. *Lytelton* was built in 1907 and worked to 1970. She occasionally steams in Lytelton Harbor. A product of the thirties, the *William C. Daldy* lives on the Auckland waterfront where she worked for 41 years. On Thursdays during the "season" (roughly October through April), the volunteers light off a boiler for that Sunday's sail. Or you can charter her anytime for only \$495 for the hour plus GST (general sales tax); that's New Zealand dollars, of course, which translates to about \$350 plus GST for each hour. The Society will provide a volunteer crew of 12. What a lovely way to pay back the hospitality of 125 of those Kiwi friends you've just made! Telephone Dawn Murdoch at 0-9-05373766 in Auckland for availabilities.

One might sum up by stating that New Zealand is a country that is not without nautical interest.



Imagine, a 121' goldplater nobody seemed to notice.



The steam tug *William C. Daldy* was, of course, this reporter's favorite vessel.



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The sound was as crisp as the snap of a rifle shot. From a smooth six-knot glide under mainsail and motor, *Piper* slammed to a halt onto a barely submerged wall, marked by a decrepit little concrete pillar, in Delaware Bay near the Chesapeake & Delaware Canal. The crash threw me forward from my seat on a bunk in the main cabin of our fragile 25-foot wooden sailboat. My head hit something and began to bleed. Jarred from his position at the helm Martin, my only shipmate, was unhurt but instantly shattered in spirit. In seconds, water began pouring through our badly-holed hull and soon rose to toerail level. The venerable *Piper*, a reverse-sheer Amphibi-con sloop built in Maine in 1956, was a goner, stove in beyond repair at any reasonable cost.

As she sank in the rock-strewn water near Reedy Creek Dike, we had blessings to count. On this early September morning the sea was placid and the breeze a benign southerly. Though a light fog-patched drizzle had been falling, visibility was reasonably good. With a dead battery—we had no on-board recharging capability and the little electric bilge pump had been working hard—we could not summon help by radio. Nor did we tow a dinghy or carry a life raft. But we could make do in the shallow water for awhile, or even clamber up onto the concrete marker and wave for help. Should we have to swim for it, shore was but a half-mile away through warm water.

Even as Martin was making *Piper* fast to the nearby marker, though, help was already at hand. Young mom-and-pop crabbers Bill and Holly Jenkins of Townsend, Delaware, who had been hauling pots nearby, responded instantly to our insistent waves. "Hurry," said Bill as their open crab-laden outboard approached. "I've lost two props on this wall myself. I don't want to stay in here very long." We salvaged a little of our gear and threw it and ourselves aboard as Bill hastily began backing away from the shallows. The sturdy Holly gave me a clean towel to stanch the bleeding from behind my ear. "You can always get another boat," she said. "All that matters in that you're OK."

On VHF Channel 16 Bill and Holly's "Crab 164" alerted the world that *Piper* had "hit the wall" and foundered, but that her crew was safely offloaded and OK. Soon George McKee, owner of the Delaware City Marina near the canal entrance, chimed in on the radio with useful suggestions about how to prevent *Piper* from becoming an expensive derelict hazard to navigation along the busy Delaware. Holly's father Jim Reynolds, a game warden for Delaware's Department of Environmental Conservation, stood by at the landing where we came ashore. Under his guidance a well-trained volunteer squad from a nearby fire station bundled me onto a gurney aboard a big truck and sped me to the brand-new, pin-neat emergency room at a nearby hospital. Within a few moments a doctor there had stapled closed my 1 1/2 inch head gash and pronounced me otherwise fit.

Reynolds and a fellow wildlife enforcement officer, the tobacco-chewing D.P. Blaasch, drove with Martin over to the hospital and picked me up. Then we returned to Delaware City and checked in with George McKee about a salvage operation. A crabber had already been aboard and taken off some of the personal gear we had left behind. "Don't worry, you'll get it all back," said McKee's trim wife Jo. "That man would never steal

The Demise of the *Piper*

In the August 15th issue Rodger Stone completed the series of excerpts from his book, *Fair Tide, Sailing Towards Long Island's Future*, with the completion of his circumnavigation in the 1956 Amphibicon 25' wooden sloop he resurected for the journey.

Not included in the book was this sad tale of the subsequent fate of the faithful old wooden sloop which Rodger felt he wanted to share with you.

anything." We joined McKee and the two officers for a bizarre lunch at Delaware City's pizza and cheese steak joint. The conversation centered on odd doings in nearby forests and on local waters. Another attraction was the cheerful Tiny Tim, a 580-pound heavyweight wrestler who had come in to pick up a standard-size grocery bag full of luncheon snacks. Then we returned to the officers' office and delivered a full report of the accident. By midafternoon, Reynolds had delivered us to the Wilmington railroad station. Still clomping around in wet clothes and sea boots, my hair still blood-caked, we boarded the 3:48 for Washington.

Our plan, needless to say, did not include this episode. For more than four decades I had been enjoying accident-free cruising along many stretches of the North and South Atlantic seaboard. Martin, 28, came with a 100-ton captain's license and ample experience aboard a variety of vessels. When we met a few days before the beginning of our ill-fated cruise, we felt an instant sense of rapport. In Martin's company I felt comfortable about the idea of carefully transferring *Piper*, though not equipped for serious deep-ocean travel, from her base in Greenport, at the eastern end of Long Island, New York, to a new permanent home within Chesapeake Bay.

We hit Plum Gut right on schedule at the beginning of a flood current, and with a brisk following breeze scampered westward, under starry skies, down Long Island Sound toward Manhattan. Another favoring current hurried us in jig-time past New York City. Two and a half nonstop days from the outset, after encountering calm and then a boisterous southerly along the endless New Jersey coast, we paused briefly in Cape May Harbor to fill a jerry-can with gasoline for our 15-hp outboard. After a late-evening dinner, we decided to carry on through the Cape May Canal in order to catch the favoring 1.9-knot tidal current up Delaware Bay.

After we emerged from this handy little ditch, I remained at the helm for the 0300-0500 watch. As recommended in one of the cruising guides, in order to spend as little time as possible within the busy shipping lane, *Piper* followed a rhumb-line heading diagonally across Delaware Bay to the C&D Canal entrance. The wind remained strong and rain began spitting into sloppy seas as a cold front approached. This was our third consecutive overnight sail. Tired, I began to hallucinate. Once I spoke loudly to Martin on the foredeck, thinking the jib halyard winch was his head.

Through squinting eyes I viewed endless rows of nearby fishing boats, each with its bright red smiley-faced bow light, all seeming to turn directly toward us.

When Martin relieved me I tottered below and slept soundly, even though noisy surf from a bad leak was cresting well above the floorboards in the main cabin. After dawn we bailed and beat back the waves. At 0900 Martin was on the helm. By choice, we were in quiet water near the Delaware shore, sailing by the lee under main and working jib. The big ships were well to the east and we were among the crabbers. The wind had dropped off. I was below feeling calm and awake. I had breakfast, made coffee for us both. We planned how we would cruise through the coming cold front to a soft landing in a creek off the Chesapeake's Miles River the next day.

As I organized our charts, there came from above a sudden series of luffs, grindings of winch, and exhortations from Martin to a disobedient jib. We decided to take it down and rely on the mainsail and the motor to speed us on to the canal entrance. I doused and stowed the jib. Martin cranked up the motor and set the throttle at cruising speed. We had now moved barely off the northern end of the chart we had been using, and just north of a waypoint, six miles south of the canal entrance, that Martin had punched into our GPS. As we approached a funny looking lighted marker, I was turning to the new chartbook page and preparing to offer advice on negotiating this marker. Since the mile-long "wall" is clearly marked on every chart, I was seconds away from guiding us around this prominent obstacle. Then we struck.

"Don't worry about it," said Jim Reynolds. "Professionals, Coast Guard and Navy people, master mariners, they rack 'em up all the time around here. For the rest of the day I could tell you stories you wouldn't believe." But my pride was hurt far more deeply than my head. During the ensuing days, as I coped with getting the totaled *Piper* off the wall and to a permanent grave, I struggled to understand how Martin and I could have made such a dumb and costly mistake. Sure, we were tired. We had been pumping hard to counter the stubborn leak that mysteriously broke out any time we began to drive the boat hard on port tack. East of Cape May the strong southerly had given us a good pounding. Still, there could be no good reason for our having rammed an obvious obstacle, in benign weather, and lost a worthy little boat.

Several clear lessons, I concluded, can be drawn from all this. One is that the more tired and beat-up you get, the more deliberately you need to focus on the very short-term and take things step by step. Sure, the big picture always needs a place in your head. But I had no business thinking in detail about the Chesapeake while *Piper* was entering unexamined stretches of the Delaware.

Another is an obvious and old one: any ship works better when crew members are fully aware of their duties. Though Martin and I are both deeply versed in coastal piloting techniques, we never established whether the helmsman should also be charged with navigation decisions, difficult as this might be aboard a capricious little sailboat with no autopilot and only two for crew, or whether these should be left to the off-watch shipmate. In itself, a clear agreement on this point would have saved *Piper*.

Thirdly, there is no overemphasizing the importance of patience aboard a cruising sailboat. While we had picked the dates of our voyage precisely in order to avoid any need to arrive "there" at any given moment, both of us kept harping on the need to keep moving. We wanted to take advantage of fair weather or currents, be able to cope better with unfavorable forecasts, not lose time. Just prior to our crash, at the moment when we should have stopped *Piper* dead in the water and consulted our charts, we were steaming ahead at flank speed, imprudently anxious for no special reason to push on.

Finally and perhaps foremost, we were dramatically reminded of the respect due from cruising sailors to the local watermen and those around them. If Bill and Holly Jenkins had not plucked us off *Piper*, we would have survived somehow. But the gentle kindness we encountered from this couple and all others we ran into, around the drab little town of Delaware City, heartened me to think about all the common decency persisting among us. People kept offering us the use of the telephone, snacks, anything to help. They kept reminding us of the craziness rampant on local waters, of drunken boaters and reckless teenagers, and suggesting that we were merely the victims of an extraordinary piece of bad luck. At a bitter moment when our own self-esteem was running at a low ebb, those we met after *Piper's* demise made us feel a little better about ourselves—and a lot better about the world.

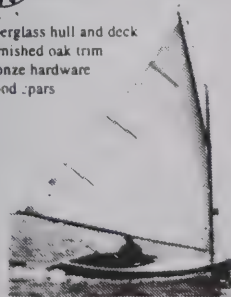


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Friday 5/6/94: Put boat in water at Palatka, Florida in anticipation of the 41st Mug Race (Palatka to Jacksonville). Tied up at the city docks for the night. Pre-race party atmosphere lasted until midnight.

Saturday 5/7/94: Up at 5:00 AM, breakfast and pre-race activities. Race started at 9:00 AM. Had a very good start. Wind light to just a whisper. Over 200 boats started race. Made about 20 miles in seven hours. Lots of larger boats still behind us. The Montgomery 15 holds her own against larger boats in light air, even the ones with big gennies and drifters.

8:30 PM: The race ends, we are within a half-mile of the finish line, almost heart-breaking to not finish after 11-1/2 hours. Lots of boats still behind us, but this is no consolation for we sailed the best we could all day. Tied up at the Rudder Club for the night. Tried rafting up but this is no good with a little boat. Finally got a spot at the pier at 1:30 AM and got a few hours sleep.

Sunday 5/8/94: Up at 7:00 AM, had breakfast, a shower and watched a lot of boats being taken out, most were 22 to 26 feet. Left Rudder Club at 11:00 AM, headed south for Doctors Lake. Small craft advisories were in effect and I had a hard beat for the four miles to the lake inlet. Pretty lake about four miles long with soft mud bottom. Anchored at 4:30 in a nice spot and just relaxed and watched birds, gators and manatees. Got a much needed good night's sleep.

Monday 5/9/94: Nice sunrise, no wind, took four hours to go four miles to Whitie's fish camp at the end of the lake. Just before the fish camp I saw two guys in a Genoe, and all of a sudden I heard this terrible noise from their boat. I thought their motor was vibrating and tearing the boat apart. Over went the boat. I had just witnessed a manatee beat and turn over a boat. Got ice and water at the camp and went across the lake to Sugarhouse Cove. This was my best anchorage of the trip. There was a big dead tree there with an osprey nest with two little ones (almost grown) and a wood duck hole about 20 feet below this. Saw a mama wood duck with seven little ones. Lots of water birds in this area. Saw two manatees within 30 feet of the boat. It don't get much better than this.

From the Log of Therapy Montgomery 15

By Charlie Matthews

Tuesday 5/10/94: Up at 6:00 AM. Ham and eggs. Up anchor at 7:30, no wind, motored for about two miles. Got to Black Creek at 2:00 PM. Took six-and-a-half hours to go about 10 miles. Got ice at marina by bridge. Went under bridge (30-foot clearance) into a cove and talked with Barry and Sue Lance who were anchored in their 29-foot Bolger designed AS29 homebuilt. Beam, 8 feet. Displacement, 7000 pounds. Draft, 15 inches with bilge boards up. Name of boat, *Zoella*. They were also from Gainesville. They built this boat themselves. Took three years. They did a nice job. The boat is very nice below, very comfortable for two or three people. They have been living aboard since February 1994 and the boat is now their only home. Nice people. Went up creek about a half-mile. No breeze and deer flies, so went back down and anchored with other boat. Had a good night's sleep.

Wednesday 5/11/94: Up at 6:00 AM. Oatmeal and coffee. Went aboard *Zoella* and talked to the Lances until 11:30. Had lunch and went up the creek to the power lines, about two or three miles. Saw hat-sized turtles and wood duck with six little ones. Went back to same anchorage for the night.

Thursday 5/12/94: Up at 6:30 AM. Very foggy. Had breakfast, did boat stuff, talked to the Lances for a few minutes and left for Colee Cove and to the mouth of Clark Creek and anchored in this very nice cove for the night. Had just enough breeze to move the boat all day. Took eight hours to go 13 nautical miles. Wing on wing most of day.

Friday 5/13/94: Was awakened at 5:15 AM by noisy alligators splashing and doing what alligators do. Overcast and light fog. Owls at night, lots of osprey. Was awakened in early part of night by an airboat with strong spot lights. Think they were hunting gators. Left Clark Creek at 7:30 AM. Just a light

breeze until 1:00 PM. Then got a nice breeze 3-6 mph. Ran wing on wing with whisker pole out and rudder. Tied off on a compass course. The boat sailed herself with very little touch up. This was the best sailing in a week. Stayed like this rest of the day. Had to beat the last three miles to Palatka, but even this was fast. Tied up at the city dock, got ice, beer and soda. Then found a nice spot for a little boat to anchor past the public marina. Did 19 nautical miles today in 10-1/2 hours, and this was my best day of sailing.

Saturday 5/14/94: Up 6:30 AM. Foggy. Stayed put all day. Did boat stuff, read, etc. A canopy is a must in this sun. This has been a hot week but no storms. Very soft mud around Palatka, you must anchor with care.

Sunday 5/15/94: Up at 6:00 AM. Had my daily two cups of coffee. Moved up to the city dock to wait for my friend Peter Gruner. Heard radio for the first time in 10 days, Rap music, this was no great thrill. Peter arrived at 8:00 AM. We went for breakfast, got ice and went for a five-hour sail. Had good wind. Went south on river for about five miles. Took boat out at 2:00 PM and got home at about 4:00 PM. A very nice nine-day cruise. I enjoyed and learned a lot.

This was my first cruise of more than three days. Some things that I learned.

A water bag with a shower head is very handy. It gave me running water.

I took a sponge bath each day with Skin-So-Soft soap. It made me feel good and I didn't have much of a bug problem.

I shaved each day with a Braun electric shaver (it uses two AA batteries that last 20 plus days).

Keeping the boat and myself clean and neat all the time is good for morale. Sanitation problems are easy to handle on a little boat when you are alone.

My portable galley, designed by me to fit under the cockpit floor of the M15, worked out great. It is in a 19" plastic tool box and would be good for any small boat or camping. My best design in 25 years of camping.

It takes three or four days to get in the swing of things, but for me being alone on the boat for eight days, no radio, newspapers, etc. was like being in heaven without dying. I believe that I am a gunkholer, not a passage maker. Just messing about in the boat is fun for me. It is good to have a destination, but NOT A SCHEDULE. Sailing on a large river is much better than lake sailing. Better wind and unlimited destinations.

A whisker pole is almost a necessity in light air.

A boom crutch makes it easier to put up a canopy on a little boat, and holds the boom steady when the boat is bouncing.

Leaving the jib hanked on and stuffing it into the sailbag at night works out good. It looks good, keeps it dry and keeps it from blowing around.

If you want three good nights sleep and piece of mind, it is absolutely essential that you set your anchor or anchors good. Doubt will give you a restless night or worse. Act like a storm is coming each time you anchor.

I found a half-gallon of water each day adequate. One gallon bleach bottles work well.

Pringle containers are good for crackers. Coffee and tea bags are good.

Low cost Stearns rain gear works good. Neoprene gloves are good in cold weather (WalMart).

Charlie's toys: 1982 VW Westfalia, 1984 BMW R80RT and 1989 Montgomery 15.



Rebuilding a Simmons Sea Skiff

By David Carnell

In the fall of 1994 I bought a 1964 Simmons Sea Skiff that had not been in the water for about five years. There was the hull only, no motor or trailer. It looked as though it only needed cosmetic attention to be in good shape again. That turned out to be not quite true.

I loaded it on to my old 1950 Cox trailer that is very rust ravaged and hauled it home. It was obvious that I had to turn it over to work on the bottom and outside properly.

From the time I was about six years old and watched Dad single-handedly roll an old utility pole out to the backyard and erect it in a six foot deep hole in concrete, I had appreciated that it is always better to do a job alone with mechanical assistance than to harness effectively the energies of a well meaning group of acquaintances conducting a Chinese fire drill.

The Sea Skiff is 19' long, almost 8' wide, nearly 4' deep and weighs about 750 pounds, so the job took a little planning. I built two "giant horses" with 10' 2"x6" beams and 10' 2"x4" legs braced and put together with through bolts. You cannot build one lying down and erect it alone. You have to build one end and the beam and then lift the beam and put on the other end.

Then I built two frames of 2"x6" and 2"x4" to clamp around the boat just aft of the foredeck and just forward of the motor well. I lifted the boat off the trailer with a cable hoist forward and a rope tackle aft. The rope tackle was difficult to control, so I bought another cable hoist for turning the boat over.

I lifted with first one hoist and then the other and kept checking how the boat was moving. I could stop any time for lunch, a cold beer or just reflection on how the job was working out.

When the boat was standing on its beam ends I shifted the cable hoist attachment points to the beams of the horses over to the ends farthest from the boat and wedged the boat up on one side to start it on its descent. I slacked off the cables until the boat was on the ground, now bottom up. I removed the clamping frames and started work on the outside.

There were eight to ten different colored paint layers to be removed first. After trying chemical paint removers and coarse sanding discs, I took Nelson Silva's advice and went to work with a heat gun and a 2" wide wood chisel. The heat gun softened the paint quickly so that I could move right along with the gun following up with the chisel and peeling off great strips of paint right down to almost bare wood. Some sanding and scraper work was required to get a clean job.

Simmons used brass screws to hold the framing parts together, and these crumbled if you tried to remove them. The plank laps were fastened with annular threaded bronze boat nails. Unlike his usual practice, these nails were only 3/4" long so had not been bent over on the inside to clench them. Through years of use pounding into the waves the plank laps were all pretty loose, so a hacksaw blade was easily worked between them for their full lengths. Of course, they were full of paint that had run in between the planks.

I decided to follow Nelson's practice on



jobs like this and put in a new fastener between every pair of existing fasteners throughout the boat. From about 800 3/4"-6 screws in the plank laps to a dozen 2-1/2"-12's securing the shoe I had a lot of screwdriving ahead.

The bottom had never been fiberglassed, a plus as far as the work was concerned, but as the boat was going to live in the water at my pier, I had to keep the marine borers from attacking it.

I built up the chewed areas of the shoe with epoxy resin filled with pulverized limestone and put about a 1/4" radius fillet of the same putty on each side where the bottom planking met the shoe.

After I had completely refastened the bottom planking to the keel, frames, motor well and transom, I fiberglassed the bottom and the bottom side plank up to the bottom of the plank lap. I used 6 oz. fiberglass cloth and doubled it at the chines and over the shoe. My resin was Dow 330 epoxy, System Three hardener and about 20% pulverized limestone to give some body and fill the weave and imperfections in the wood.

Next was refastening the plank laps. While I had been working on the bottom, I had been puzzling how to do the laps. Nelson Silva recommended flowing epoxy between the planks followed by putting in the screws, but even after I had cleared the joints with a hacksaw blade the surfaces were covered with paint and not a good base for the epoxy to adhere to.

I knew from my work on epoxy joinery that a 1/4" fillet of pulverized limestone filled epoxy was pretty strong. I made a 12" long test piece of a piece of fir plywood with a piece lapped along each edge fastened only by a pulverized limestone filled epoxy fillet along the exposed lapped edge. After it was cured, I tried to break it in longitudinal shear with my five-ton hydraulic jack in the garage doorway. The jack stalled out and the garage appeared about to lift.

A neighbor took the test piece to the Cape Fear Community College machine shop and broke it in one of their presses. It took 25-30 tons load before failure and the failure was better than 2/3 in the wood, not the epoxy fillets. This was a good ton per lineal inch and should be enough with the new fasteners, too.

I flowed epoxy into the dirty plank laps,

ran in all the hundreds of screws and then put the limestone-filled epoxy fillet along each plank lap edge.

The structural work on the outside of the boat was done now. I filled in all the screw heads, dings, etc. with Scotchlite™ glass microbead-filled epoxy. The limestone-filled mix is strong, but as one of my boatbuilder evaluators said, "It sands like concrete."

I took a chip of Simmons' original light blue paint on the boat to the paint store and had it matched in their best exterior latex semigloss finish. Nothing is easier to use or lasts better. One coat of their best latex primer and one coat of the semigloss finish did the job except for a few places that might have been holidays and had to be touched up, blending perfectly unnoticeably.

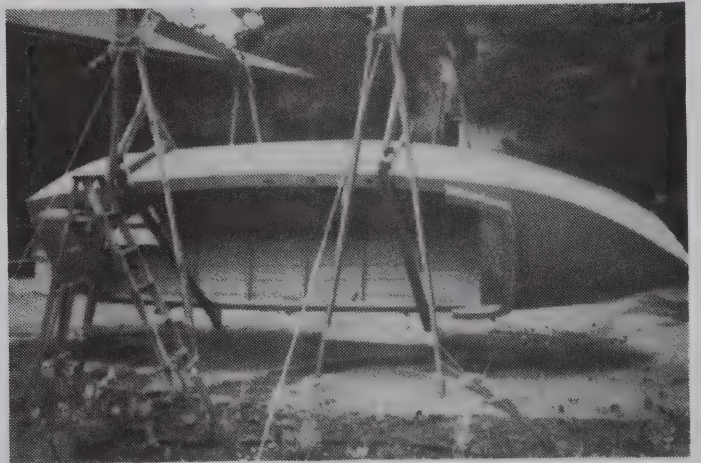
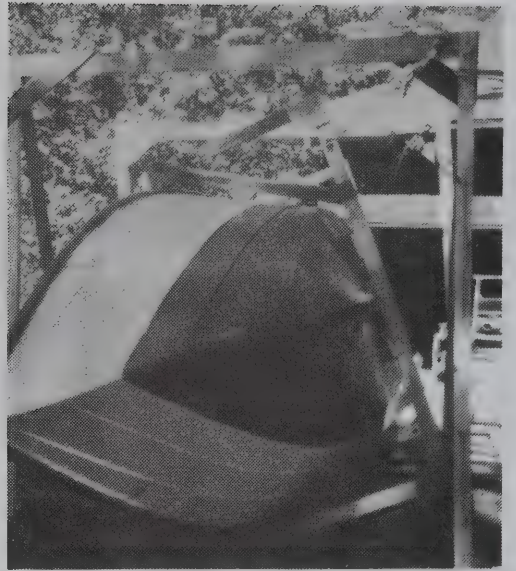
The fiberglassed bottom got three coats of Micron CSC Extra for antifouling protection. This completed the work on the outside of the hull. It was time to turn the boat back right side up.

The lifting frames went back on with extra padding to keep from marring the finish. The boat was picked up and stood on its beam ends and then lowered onto several foamed plastic shipping cases for Honda outboard motors.

There were two brass bolts at the heel of each frame fastening it to a floor. I was able to drive out all but one and replace with a stainless steel bolt; I sistered the one I couldn't get out.

Along the tops of the floors there was a strip of 3/8" plywood let in. It was not much of a structural member as it was just screwed to the floors and also had a break in it. I replaced it with a continuous length of plywood screwed and glued to the floors. I laminated another thickness of plywood onto it to make a good structural member. This also leveled off the floorboards which were a good six inches apart along the centerline on top of the first plywood strip.

The boat had been built with a well for a short shaft motor and then raised to 20" deep rather crudely. I pulled out the added structure and replaced it with a 2x6 that ran the full width of the boat, was tied into the side planking and was braced against the frames just forward of the well. I built up the sides of the well with pieces dowelled and epoxied to the



original sides. This made a stout structure to take the thrust of the motor.

I removed all of the paint on the inside with the heat gun as I had done on the outside. The side and foredecks had a layer of fiberglass in polyester resin. I decided to leave it in place, although it was not a really good job. On the starboard side of the foredeck the plywood had a rotted place about 15" long and 3" wide at the most. I dug out all of the rotted material. Then I saturated the wood with auto antifreeze (ethylene glycol) which is a most effective fungicide. When it was dry, I filled the void with fiberglass cloth and limestone-filled epoxy putty.

Now I finished the decks and inside with latex paint as on the outside. I made 8" teak cleats with stainless steel mounting plates and a teak fitting to hold the bow light. I put the rest of the hardware back on.

I loaded the boat back onto the trailer for installing the motor. I had bought a 50 HP Mariner motor for the boat. It was on its shipping base on casters in the shop. I welded up a lifting eye and screwed it into the motor's flywheel. Then rolled the motor out and lifted it up with the cable hoist and one of the "giant horses." It fit right to the mounting holes drilled in the motor board and from there it was pretty much "skittles and beer" putting in the steering cable and control cables along with the electrical and fuel systems.

I launched the boat June 13, 1996, two days before Flag Day, my 75th birthday. The tide was halfway out and dropping fast, so we just ran quickly up Pages Creek to our pier while we still had enough water.

The motor is still in its break-in period so I have not run it at full speed, but performance is great. Capt. Bill Brogdon helped me with calculating the pitch and Dave Gerr's *The Propeller Book* gave me the diameter and motor HP. I appear to have got it right. I weighed the bare hull at 730 pounds. Total displacement with two aboard is about 1400 pounds. The boat jumps right up on a plane and I have clocked it at least 30 mph, more than I need, with lots of throttle left. As years of experience have proven, the light Simmons Sea Skiffs need only rather small motors for outstanding performance. On our short stretch of Pages Creek there are five original Simmons Sea Skiffs and I think there is another up in the bushes being rebuilt.

Opposite page: Turning her over...and back again.

Right from top: Motorwell had been built for a long shaft outboard and later cut down. Rebuilt and braced well. Afloat again.



Dynamite Payson Comments:

This is in reply to D.J. Miller's question about using polyester resins, "Is It Good Enough" in the June 15th issue of *Messing About in Boats*.

I started using polyester resin back in the mid-sixties after an afternoon lesson by my friend, Gary Libby, of Lincolnville, Maine, on how to glass the bottom of the first Gloucester Light Dory I had built. While I'm mentioning the light dory, if I were building it today I'd glass the whole outside instead of just the bottom. The reason for this is that covering the whole outside ends cracking and peeling of paint that always happened when painting just over the plywood, no matter how fussy I was in using the best sealers and yacht paints. After building 117 dories over the years, glassing the bottoms of all of them using polyester resin at about three times cheaper in price than epoxy and with no failures or delaminating, I saw no reason to change when the epoxies came out.

Later on, Phil Bolger designed a bunch of Tack and Tape. (I called them that because I used small 18 wire brads and tape to hold the panels together until I glassed the joint. This worked fine for hulls with little twist and shape to their panels like Gypsy, but later designs like Bobcat, a catboat short and wide with quick twists to their plywood panels, called for wire to hold the panels together for glass taping. So, take your pick.) Tack and Tape, Stitch and Glue, whatever it takes to hold the plywood panels temporarily together.

When it came to the glass butt joint to hold the long plywood panels together, I wanted to know how strong it had to be for impact strength since being on the water is mostly that. From previous experience, I thought impact strength must be pretty good for polyester resin because I dropped one of my dories from about six feet on to my hot-topped driveway, landing on its chine and it

Is Polyester Good Enough?

only marred the paint. A 15' Diablo built by a Nebraska novice builder become airborne off his trailer while headed for Maine, doing a few flips on the freeway. When it arrived in my dooryard, looking at the joint system I couldn't believe the boat held together from that punishment, especially since the long panel joints were held together only with mostly glass tape and a hint of the glass putty called for to make a strong joint system. So just how strong did these joints have to be?

Some of the first stitch and glue building articles had the wires left in as part of the joint system, which didn't appeal to me, so I went on my own. Lacking any scientific approaches but with impact in mind I wanted a joint system I and builders of Phil Bolger's small boats would feel safe with. The boats panels were designed by Phil square edged to be tight on the inside and open to the outside of the hull, the idea is that the glass putty to fill the joint is stronger than the plywood itself, so good fitting joints were not called for and likely a deterrent to strength.

Rather than use overkill in strength and expense of the joint system, I preferred starting with the minimum and destruct it to see the results. The minimum for me was one layer of 3" tape inside and out with the inner layer imbedded in a fresh mixture of glass putty made with polyester resin and "Fillite" powder. The test seam was given a liberal coat of resin first, then the putty, with the tape put in the fresh mixture. The reason for putting resin in the seams first before putting in the putty is to keep the plywood's edge grain from sucking the resin from the putty, thus leaving the putty drier and with less strength. The idea is to let the interior joint ingredients cure together, resin in the seam, the putty and the tape.

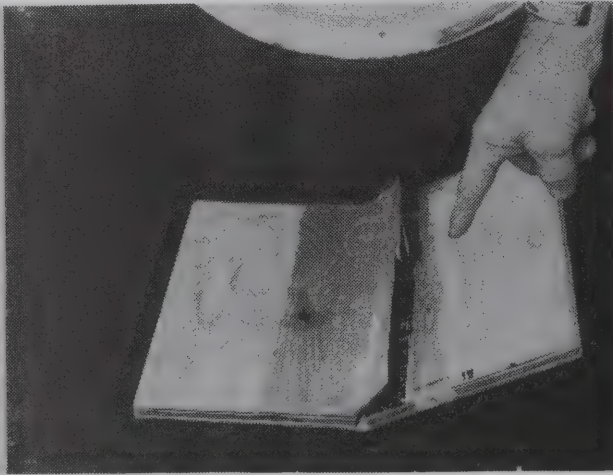
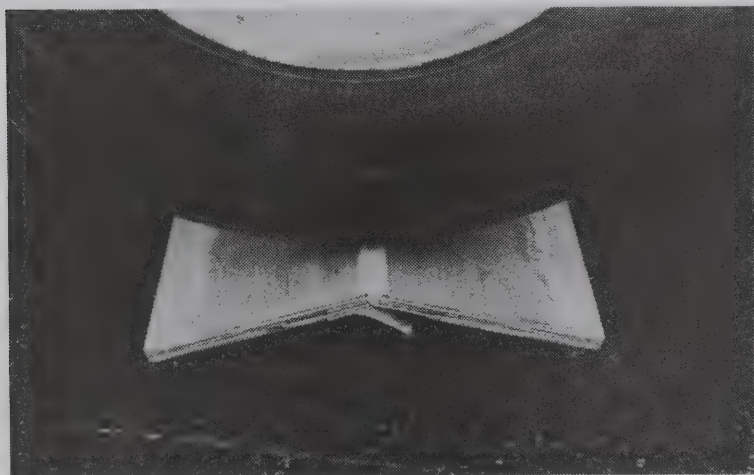
The joint made from two 1/2" thick pieces of plywood was then covered on the outside with one layer of glass cloth and allowed to cure for a few days.

Eyeing my pickup truck, my hot-top driveway and my joint in between seemed the way to go., so I jacked up the left rear wheel, put the joint under it and lowered the wheel until the joint gave away. It had to break with that much weight on it, but how it broke was what I was interested in. Examination showed the glass joint remained intact, without a scratch, firmly stuck to one of the plywood panels. On the adjoining panel, the glass joint was still firmly attached to the layer of plywood which had ripped itself neatly across its glue line from its adjoining layer, 1-1/2" in width to the centerline of the taped joint. This was proof enough to me that even with this minimum joint I'd likely not drown from my own creation. But don't get me wrong, you can make the joint much stronger using matting under the tape and with as many layers of cloth or tape as you want, and stronger yet with epoxy. For gluing I like epoxy mixed with cabasil. It sure beats dry powder glue.

Another virtue of polyester resin is that if it doesn't quite set up because of damp weather or perhaps lack of enough catalyst, just paint over the tacky mess with (I know this sounds awful, but it works) water-based paint. It hardens up in no time and easily sands clog free. Seems as if most anything to inhibit the air to it will work. Perhaps even a bag of flour...?

So use what you feel comfortable with, epoxy or polyester. Proper use of either one will do the job.

I mix catalyst with the resin thoroughly, then add fillite powder. Fillite powder increases the volume of the mix, like bread dough rising. It sands well and can be had from Spruce Head Marine, Inc. P.O. Box 190, Spruce Head, ME 04858, (tel) 207-594-7545.



Phil Bolger Comments:

Obviously philosophies, pocketbooks, personal experiences, usage patterns of boats, storage habits, etc. vary tremendously. In hard numbers, the cost of actual time spent building a boat usually overshadows concerns about actual savings in lower vs. higher end adhesives/sealants and lumber. If there is any question about the longevity of your boat versus

the same input of time in its building process, we would, and do, opt for greater peace of mind of the higher end epoxy products. Also, cheap but rough ply that requires many hours of surfacing is a poor choice over predictably smooth "A" quality surface used where it counts, not to mention what glue was used and how well massive core gaps send humidity through the laminate to then freeze and ex-

pand in winter. On the other hand, we have had good luck with protecting the higher-priced epoxy/glass/marine-ply laminate from UV with cheap exterior grade latex house paint. Remember, dark colors cook the wood in summer, no matter what grade, life expectancy of your boat will depend on its color, too.

Tim Barnun Comments:

In a recent issue, one of your readers, D.J. Miller asked for advice on using polyester resin in stitch and glue construction. Based on building 3-1/2 boats with this method, I offer my thoughts.

The bottom line is that I have polyester resin with fiberglass for sheathing the outside and have been quite happy with it. I have not experienced delamination of the polyester/glass, even at the edges, even on a boat left outside upside down for four years. I have not tried polyester for the taped seams and probably won't because I am so happy with epoxy. I also tried Dynamite Payson's polyester resin on the inside of bare yellow pine plywood and found that the wood darkened during inside crawl space storage. On another boat of fir, on which I used polyester on the raw wood, I overpainted with marine paint. The only problem was peeling at the epoxy seams, which is not surprising since polyester is known to be a problem on top of epoxy.

Mr. Miller did not say the use he intended for the boat, the size or the life he expected. My experience is all with 1/4" ply or 5.2 mm lauan plywood underlayment. My boats don't stay in the water for more than two weeks at a time. Most of us with older fiberglass sailboats know well the blisters caused by water mi-

grating through the polyester resin, and I have rebottomed boats with epoxy. Based upon that, I wouldn't keep a polyester sheathed plywood boat in the water for a season at a time unless I was only looking for a few years' life. For larger boats, there is probably more flexing. Polyester resin/fiberglass sheathing of plywood and traditional plank on frame boats was quite common many years ago with limited success. The epoxy manufacturers claim that the flexing of wood is incompatible with the stretch of polyester.

Perhaps other readers will offer experience on polyester for taped seams. I am sticking with epoxy because I like working with it. It has a good pot life and is very predictable owing to its small quantities. Also, these seams are structural and I would like to be sure that there is not loss of strength due to water penetration. I do as much work in my basement as possible. Polyester is highly volatile and has strong fumes which are, no doubt, unhealthy. Epoxy has a low volatility and while ventilation is recommended, the material safety sheets I've read do not indicate serious safety problems with breathing epoxy (physical contact is a problem). I usually open the basement door while working and cover the epoxy seaming area after finishing to minimize any possible health effects. I always do

the sheathing whether polyester or epoxy outdoors but in Maryland must plan on the right season.

Some would question my use of lauan underlayment as opposed to marine mahoganies. It is not guaranteed waterproof, but I always soak small pieces in water for weeks and have found no problems. I like the price but also being able to hand select the sheets at my local lumber yard. I always put the good side in since the outside is sheathed. I have never done a scarf, but make a butt joint covered with a 4" wide matching piece of lauan. I save the saw dust from the cutting of the panels and, after sifting out the big particles, use it for my thickener. It is darker than the surrounding wood but the color blends much better than the non-wood fillers. I spread the inevitable dribbles of epoxy out over the inside and eventually give the entire interior a thin coat of epoxy which gives a nice, even color varnished look. However, since epoxy is damaged by sun, I lightly sand and coat with clear UV protecting outdoor polyurethane varnish. I've had no peeling problems. Two weeks in the sun doesn't seem to be a problem but I know longer times could be just as with any varnished surface.

I'll be interested to read other's experiences

When building or rebuilding a Friendship sloop, probably the most difficult decision one can make is where to stop! Surely one should do the very best job they can do. However, kids should not grow up thinking that a boat is a giant wooden yard ornament that daddy swears at. With this in mind, last year when my parents left for the annual sloop homecoming and my sister and cousin were coming home for their summer vacations, I reached the point where it was time to stop working on *Chrissy* and start sailing her.

I had spent much of the late winter, spring and early summer taking "*Chrissy* breaks" from my other jobs to restore *Chrissy*'s shape, replace her deadwood, reframe her below the waterline and install all new floors. I also had patched *Chrissy*'s deck up enough to hold the boat together, even if it couldn't keep the water out. Nevertheless, there was still much work to be done, the major portion of which would be shortening *Chrissy*'s cabin and extending her cockpit.

Talking with Mike Ginn, builder of the sloop *Chebacco*, he advised me that "all it takes to get a sloop in the water is a deadline." I told him that I intended to launch in a little over a week and he gasped and got me his sawzall and a new blade. He said, "In that case, I think you'll also need these."

When I got back to my shop that afternoon, I discovered that my friend John Drake had dropped off a pile of wood that was left over from a Chinese junk he had destroyed the year before. Using the sawzall, sixteen penny spikes and John's wood, I shortened *Chrissy*'s cabin, put in bulkheads, extended her cockpit seats to a new bridge deck, built a cockpit sole and even installed the pump, all by the next day. It's funny that even though she had literally been thrown together with old junk, *Chrissy* looked good.

Of course there was still much work to be done. Before *Chrissy* could launch, she

The Sawzall

By Harold Burnham



needed some planking, a lot of cosmetics, paint, steering gear, not to mention her spars and rigging. Ernie Wiegler, *Chrissy*'s former owner, was known for his skills as a rigger. In his fifty years of ownership, Ernie managed to put more wires, ropes, halyards, blocks and lines on *Chrissy*'s spars than are found on your average clipper ship. What made matters worse was the fact that over the past twelve years these had been flooded in Ernie's cellar,

and shifted from place to place so that the whole pile of rigging looked much like a colander full of spaghetti with a few blocks and winches thrown in.

How all this work got done on time is hard to explain. I like to think that a lot of people were happy to see someone giving an old lady a new chance and they were willing to help. My wife, on the other hand, says that *Chrissy* is a seductive witch and that she used her powers to suck people in and make them work, and that I was the biggest sucker of them all. Anyway, people started coming by to offer advice, encouragement and assistance, and they came whether I was there or not! Thinking back, I would say that the neighbors deserve as much credit as anyone for not calling the police. I would show up early in the morning or after a charter, people would be there working and others would have come and gone. It would be hard to mention everyone who helped as there were literally two shifts going until *Chrissy*'s launch seven days later.

One person I must mention, however, is Bruce Morang. Bruce, who had served as *Chrissy*'s helmsman for 17 years and had encouraged me to buy and rebuild her, showed up religiously in spite of the fact that, at the time, he probably had a lot more on his mind. He brought photographs and agonized over them a lot, but eventually Bruce somehow managed to put together the puzzle of *Chrissy*'s rigging. As important as the work he did was the enthusiasm he provided; it fueled the project and inspired us all.

Our deadline was reached and we launched *Chrissy* into the tide at 6:00 AM on the seventeenth of July. What I am proudest of, however, is the fact that with the help of friends, family and Mother Nature, exactly one year to the day from having sunk there, *Chrissy* returned to her home in Friendship with every sail set.

Bolger on Design

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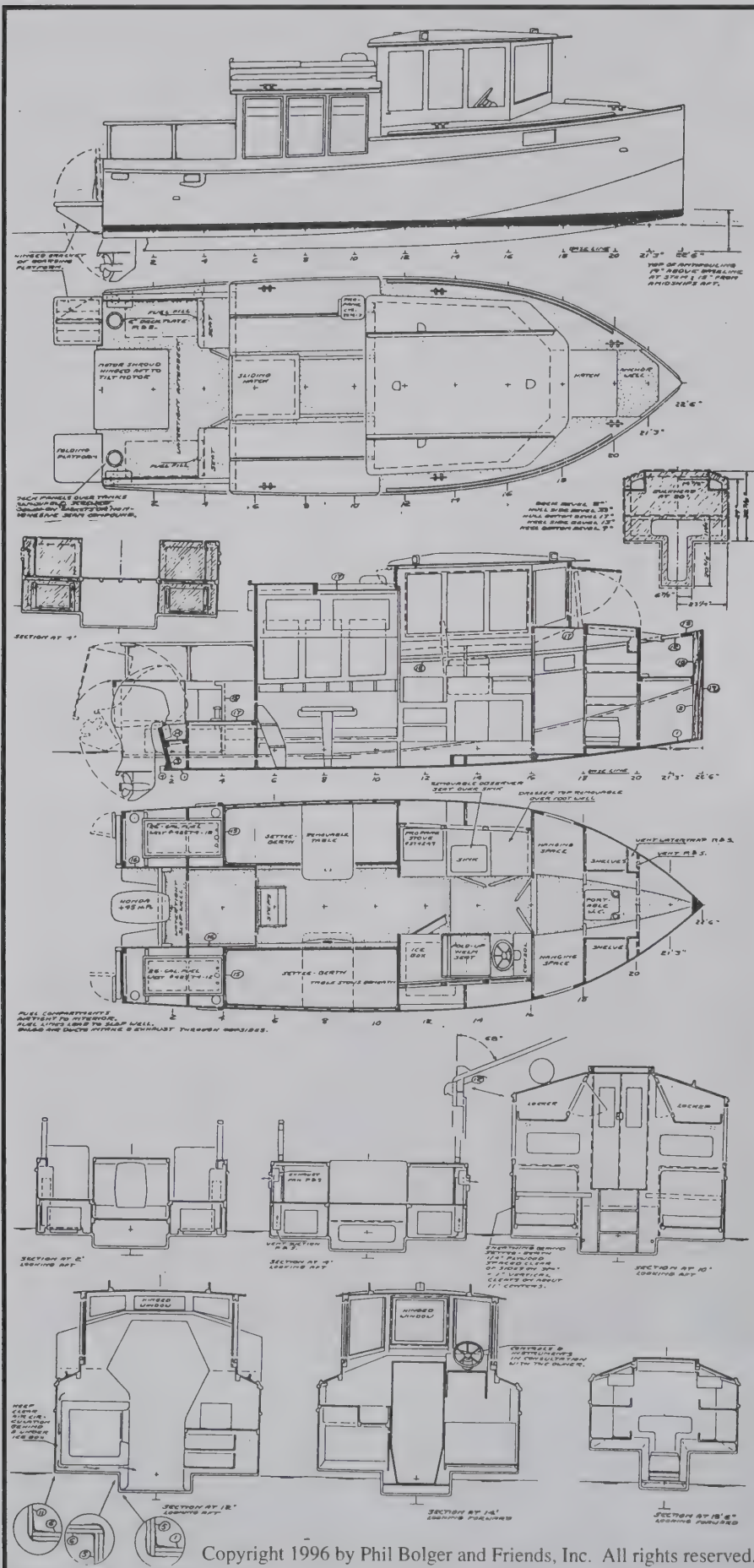
By Phil Bolger and Susanne Altenburger

Highway capable: At her overall size and her designed load displacement of 3300 pounds, this boat is about as compact and light as possible while allowing amenities for a couple (amenities to be defined below) and offering a traditional appearance welcomed in most places. She is just inside the limits that can be routinely launched and recovered on ordinary ramps without outside help, if the trailer is well-designed with locating guides and a power winch. The towing car doesn't have to be unusually powerful and heavy. The shape of the forefoot and keel ride on to the trailer with little immersion, no hard points and some tolerance in alignment.

Comfort: Designed for a pair of big and heavy people. Headroom in the living quarters is 6'8" minimum. The berths are 6'10" by 27". All line handling is done from secure positions. The windows are located for a view, from comfortable seats, without exposure to rain, sun, or insects, either underway or berthed. Meals can be prepared and served underway (if the water is not rough) without depriving the cook of an all-around view or the helmsman the company of the cook. Two guests can sit down to a meal. No space was devoted to overnight guests. The toilet room has 4'10" headroom, a trade-off against privacy, inconspicuousness and space efficiency. Nothing in this space is sensitive to rain coming in when the hatch is open to handle an anchor, or for powerful ventilation. Anchor handling is done standing waist-deep in the hatchway; there is no need, or even a possibility, of anyone having to expose themselves in an insecure position forward.

Speed and range: This is a full-planing hull, efficient up to flying speed. We see comparably sized boats with twin 100-150 horsepower two-cycle motors. They're spectacular when they're opened up and they get where they want to be in a flash (say, where, as rumor has it, there is supposed to be a 20-pound fish), but they make no sense as cruisers, between expensive short range, discomforts of high speed movements and noise and crude slower speed behavior. Indeed they're loathsome boats the instant they have to slow down. The weight of motors and fuel half sinks them (literal sinkings aren't unknown, wet feet not uncommon). They wallow along with a tremendous following wave and a trail of spilled oil and smoke, private and governmental boats such as the Environmental Police alike. Of course, a coastal and inland waters cruiser must slow down often, for bridges and locks, in long no-wake zones, etc.

This hull is designed for up to a single 90 horsepower four-stroke motor. The owners decided on a 50 horsepower Yamaha high-thrust four-stroke with a 14" diameter propeller. Her top speed is upwards of 20 knots, more or less, according to load, say, half the speed of the 200+ horsepower boat on less than a fifth of the fuel consumption and a quarter of the hardware cost. If early tests of this new motor can be extrapolated from, turning at 70% throttle or 4000 RPM she should do



around 15 knots at around 2 GPH i.e., 7.5 MPG resulting in a range at that speed of 390 NM on two 26 gallon tanks of gas. All this depends on load, actual prop other than 14" x 14" etc. But at around that speed, distances can shrink without maniacally scanning from the helm the waters ahead, so necessary at speeds twice that.

The savings in first cost and running costs may or may not matter to the owner, except that fuel economy means range and thus greater independence in dreaming up the perfect cruise. But the effect on the boat's behavior should matter to everyone including people in other boats and on the shore. The no-wake speed of the boat overloaded with machinery and fuel is so desperately slow that the temptation to speed up and make waves is almost irresistible. But at wave-making speed, but less than the too conspicuous planing speed of the overloaded hull, such a boat is grotesquely inefficient. We see them every day from our office as they drag their tails through the water at 20 degree angles with roaring breakers threatening their sterns, private floats and help silt in the channel with the banks' wash-down. Retriever will assume a more appropriate posture.

We would love to see somebody run a performance test series of the usual kind on one of these twin-engine boats, then remove one of the motors and rerun the test. The figures will be illuminating to many people. They will be less welcome to motor manufacturers and dealers, which is why it has not been done... For what many boaters spend on dual high-power outboards, they could take months off their jobs for cruising in a serious cabin cruiser and still come out ahead, not to mention catch a few more fish!

Retriever was designed to cruise at 15 knots, which is about the point at which diminishing returns set in for added speed when all the factors that diminish average speed on inland waters are taken into account, including time to find gas docks. She was shaped to plane at that speed with a minimum of disturbance. The flat-bottomed hull with the slim, pointed keel and cutwater rides lightly over the water. Her waves are shallow, because the hull is shallow and they don't spread out much.

Retriever is noisy and rough-riding in choppy water, but actually little or no worse than the deep-vee hulls with their short waterlines and flat multiples of spraystrakes. She is better than the shallow vees because there is some air-cushion effect; better than the cathedral hulls and sea sleds which vent air and spray ahead of their bows in impressive clouds descending over the passengers. In our experience with a variety of these hulls, no elaboration of bottom shape can give a planing boat of this size enough "suspension travel" to be comfortable at speed in choppy water.

She can run in rough water with the best of them as long as her crew can stand it, and there are few boats as steady in beam seas and as docile in following seas. The cutwater bow picks up buoyancy much faster than it does drag as it plunges. Retriever lifts and surfs, while the long box keel keeps her tracking and channels air away from the propeller. Our Microtrawler, at 14'6" on the same beam of Retriever, demonstrated many years ago to us, and since then to many homebuilders and owners, that this hull-development allows traditionally unthinkable proportions and economies in layout and construction while main-

taining safe behavior at speed and in choppy waters.

Custom one-off construction vs. limited options in the marketplace: The couple who commissioned us to design, and Tony Groves to build, this boat searched in vain on all three coasts for an existing type, since much of the market is decidedly restrictive as to what is offered, as is usually the case, one type doesn't fit all. For decades we've watched the spectacle of "market research-driven" clones obsessed with annual model changes in order to be noticed, rather than catering to a broad range of needs and cruising aspirations amongst those interested in moderate, affordable comforts and occasionally convenient bursts of speed. There are a few exceptions to that observation out there. But for true choice for the buying public there are just not enough of them, as our clients' search confirmed. In the displacement-speed range there are less than a handful and many of them are make-shift conversions of slow sailboats. The above-mentioned mega-HP outboards on the other end of the spectrum are usually very expensive glorified day-boats of ultimately limited utility to even many of their owners.

Uncatered to are the coastal cruisers in pursuit of their achievable dream. This design here can help them, and is one of a growing number in that size which we have done so far in vastly different styles and performance parameter (several of those will be featured in future discussions). It does indeed take practice and independence of thought from the current dictates of fashion for designers and builders to offer sensible cruisers; herd mentality does not result in healthy variety in the marketplace.

Until the day the industry unshackles itself from the circular reasoning of market research, custom building is a viable way out for those who have a well-defined wish list, see the opportunities of new designs and trust their local/regional builder. If all goes well, custom boats don't have to cost more than production boats. They normally carry far less tooling, overhead and merchandising costs. In this case, the plywood epoxy hull was designed to be prefabricated, all major components prefinished flat with a huge saving, not only in time to produce a good finish, but in waste of materials and production of dangerous dust.

The shape dictated by this construction, the flat panels and rectangular sections, involves no compromises with performance or behavior, as we have tested personally three designs based on this shape. If this boat had all the edges and corners rounded off, sides flared, bow raked and so on, she would be a worse boat, not a better one. The boxy shape gives the most stability, the most bottom area and the gentlest lines for wave encounter of any shape within the limits of trailer capability. It is the production boat which had to compromise with the ideal shape, due to mold constructions, the mechanical properties of reinforced plastic and assumed prejudices of potential buyers. As we write this, the first Retriever should be nearing completion in southern California.

(Price of any of these 22-footers in this series is \$200 each for complete building plans.)

Phil Bolger & Friends, P.O. Box 1209, Gloucester, MA 01930.

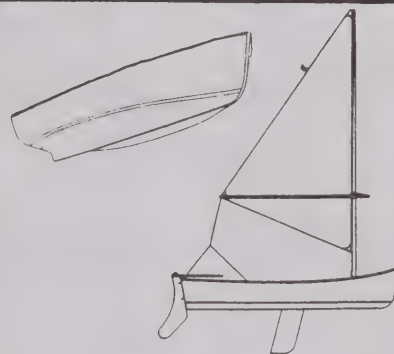
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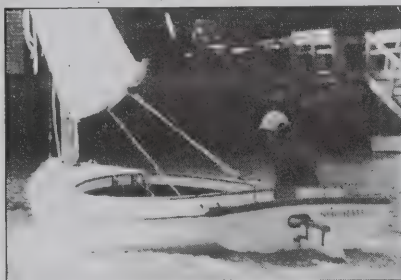
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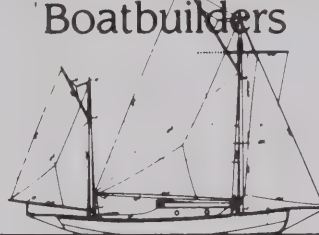
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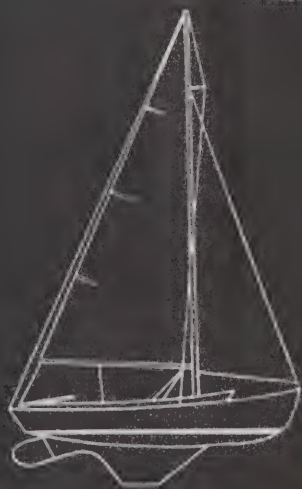


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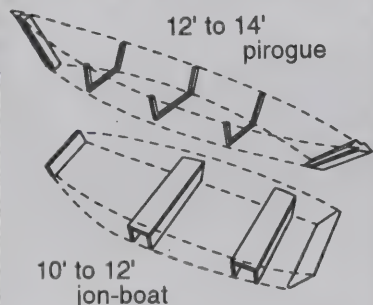
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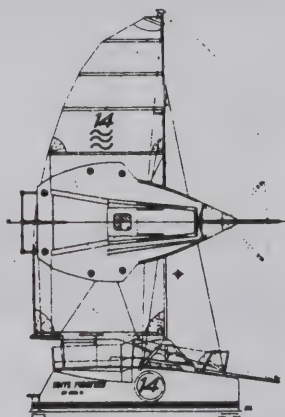


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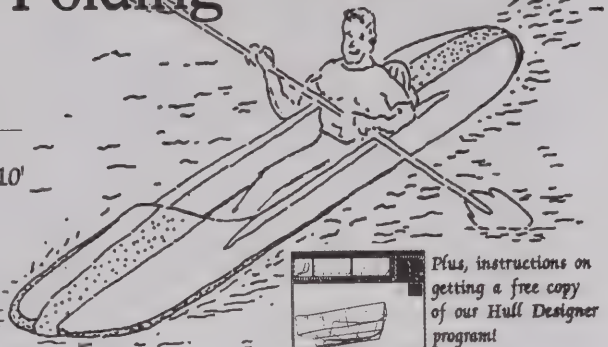


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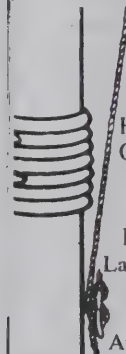
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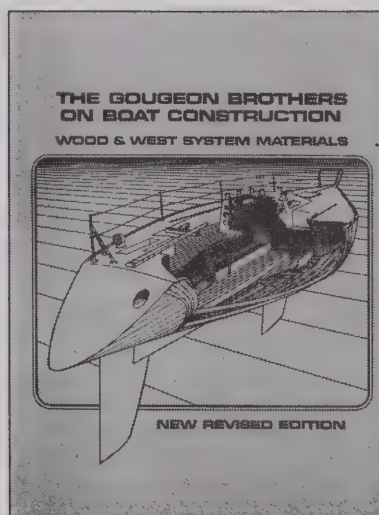
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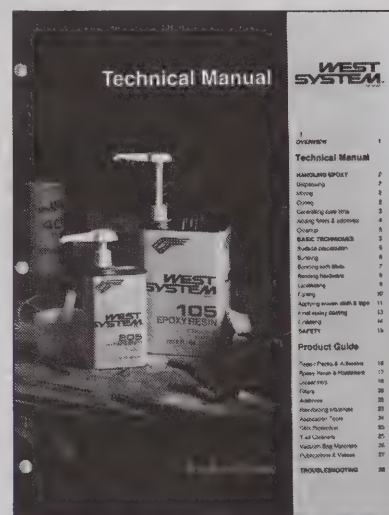
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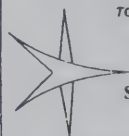


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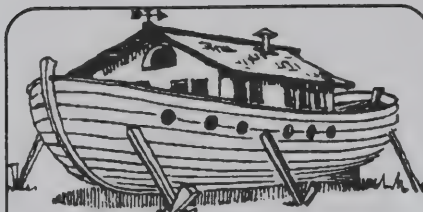
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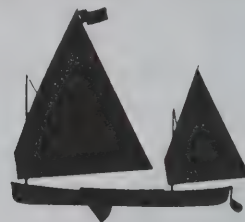
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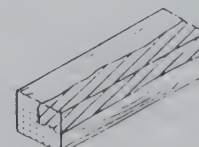
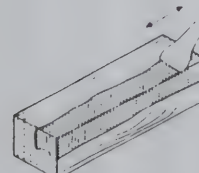
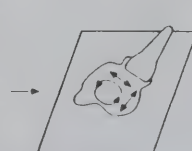
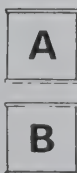
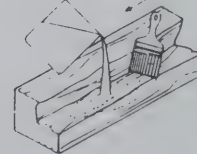
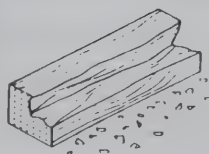
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The modern age of hi-tech has finally caught us. Now, we can learn to build a canoe via video tape. New methods can be learned and constructive activities planned in the comfort of our favorite chair. Having three of these videos in hand, as an option to network television, I've already built (well, dreamed of) several magnificent boats with out lifting my butt off the couch. The warm days of summer will bring the actual work.

I have Platt Monfort's "Meat & Potatoes," describing techniques required to build one of his unique creations, Tom Hill's "Ultralight Boatbuilding" about his lapstrake canoes and Mac McCarthy's video about his elegant strip built boats.

Tom's video is professional to the max, graphics and the whole lot. Platt's is a home-grown tape of unusual high quality. Mac's tape is fun. It's shot by a student at one of his classes, absolutely no pro editing, capturing the excitement of building a boat of your own.

It's apparent watching these videos that professionalism in production with graphics and bleeds along with video tricks that I don't even know what to call is not important. What you learn about building boats is the issue.

All three tapes offer an enormous amount of information that I didn't even know I didn't know. With each being specific to a particular method of boatbuilding, each covers more than that specific method.

I've fitted breasthooks into more than several boats. I've thrown away a lot of wood trying to fit breasthooks. When one fit, I thought it was magic. Tom Hill proved me wrong. His description of joinerwork is magnificent, breasthooks to inwales. He describes the complete "mechanics" of fitting these ill-fitting parts so successfully I think even I might be able to do it next time on the first shot (or two). I've read a lot of instructions that say "fit the breasthooks fore and aft," but never before have I seen how to do it without resorting to trial and lots of error. Following Tom's instructions you can build a nifty little

Video Reviews

"Meat & Potatoes" "Ultralight Boatbuilding" "Strip-Building Wee Lassie"

Reviewed by Gregory Jones

canoe without any problems. He starts at the very basics and relieves the mystery of what I thought was complicated. His tape is so inclusive I would recommend it to anyone building any type of boat for the first time.

I'd built two of Platt Monfort's Geodesic Boats before he sent me his video. I wish I'd had it first. Everything would have been as easy as it was on the third one I built. Platt's tape is very specific to his style of boatbuilding. Anyone thinking of purchasing his plans to build one for the first time should buy the tape, the total cost is still less than that of many plans alone. Step by step, Platt guides you through building your boat, with hints of wisdom tossed in every bit of the way. It's a lot easier to watch Platt do it than to figure out "how the hell is this gonna work." Had Platt's tape been available when I first started building canoes (his Nimrod was my first), I don't think my hairline would recede as far as it does now.

Now for the fun part. Mac's tape. One of his students brought a camera to his class and the result was a video! Talk about no pro tricks or bullshit, this tape is as pure and fun as Mac is. If you are thinking about making a strip built boat of any sort, the portion of this tape covering the sheathing and coating of the hull with fiberglass cloth and epoxy resin is worth, at least, your sanity if not every bit of work you'd done up to that point. Covering a boat with glass and epoxy is sort of a final state-

ment, you'd best get it right the first time. Watch Mac and you'll learn stuff that isn't in the books. I've watched this tape time after time and still get a kick out of it. It's a gas! People building canoes and having the time of their lives.

I think Mac gets about \$30 for his tape. Platt's video is only \$20 on top of a set of his plans. Tom's tape is \$50, from the Wooden Boat Store, \$40 From Tom (as advertised in the classified section of *Wooden Boat*).

The costs of any of these tapes will be free after you watch them!

Tom Hill has a book that closely follows his video. I ordered the book and the tape from the Wooden Boat Store. I watched the tape several (well, a dozen) times and made all sort of notes in the book. Now I have a workshop guide without having to find the remote control.

I've talked to Tom once and Platt more than a dozen times on the phone. I've never met either. They both live too far north for this southern boy to venture. Their help and support have made it possible to finish more than several boats.

I've enjoyed the hospitality of Mac on several occasions at the Okefenokee Swamp, sleeping on the porch of his cabin and eating his chili. His jokes about my \$8 double paddle and \$50 canoes have almost convinced me to indulge into the expense of building a boat with the correct, marine grade, materials. When I do, you can bet it will be from his Wee Lassie plans. I built one canoe using his Wee Lassie design and my cheapskate materials. For less than \$90 I have the best damn paddling canoe I've ever been in. Now I need to build one for real with epoxy and cedar instead of my undisclosed materials.

These are three men with unique talents in this day and time. They aren't consultants or lawyers, they are boatbuilders. If you are wanting to build any sort of boat, you will do well to heed their words, and watch them in action!

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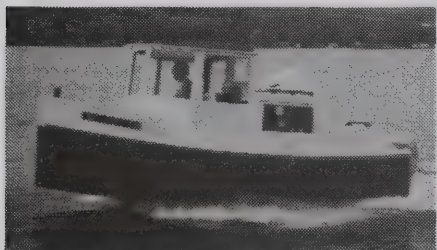
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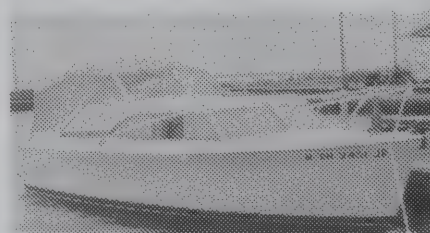
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Wianno Senior, blt '66. Solid but nds restoration. Compl hrdwre, spars, working sails. \$1,900 OBO. Restoration services available. STEVE SMITH, Eastham, MA, (508) 255-8226. (8)



32' Classic Converted Fish Boat, gd liveaboard pleasure craft. Blt in Gloucester '52, has '85 Chev 292 6-cyl, full galley & main salon. Slps 5, fully found. Extensive redesign & rebuild '92. In ParkerRiver, Newbury, MA. \$6,800. ED or SUE HAMMER, Newbury, MA, (508) 465-0736. (9)

Bolger Microtrawler, '93, epoxy bottom, 6' plus headroom in pilothouse & stateroom. '93 9.9hp 4-stroke. Roller trlr. Asking \$7,900 OBO. Will separate. DOUGLAS BAXTER, Secane, PA, (610) 544-9498. (9)

17' Old Town Otca, wood/canvas canoe w/sailing equipment. Orig, exc cond. \$1,850. RALP NOTARISTEFANO, Northport, NY, (516) 757-3087, (516) 757-8386 eves. (9)

Free '60's Blue Jay, wooden, for restoration project. No bottom, but mast, boom, all sails, rudder incl. Take it away on your trlr or ours (trlr \$250). JOHN BROWNE, Maynard, MA, (508) 897-8629. (9)

Dovekie #113, E&D trlr, '91 Evinrude 4hp OB, cruising extras. Orig owner. \$6,000. JOHN ZOHLN, Annapolis, MD, (410) 266-6516. (9)

Classic 25' LOD Skipjack, open boat, blt '35 at Gwynn's Island, VA. In water & sailing. \$850. BRUCE GIBBS, Lancaster, VA, (804) 462-5684. (9)

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)



Roberts Spray 28, 28'8" LOD, 10'6" beam, 3'6" draft. Steel hull launched in '84. New 18hp Volvo-Penta diesel installed '88. 30 gals fuel, 50 gals water, SS propane range & oven, VHF, knot/log, depth sounder, 30lb plow & 22lb Danforth anchors, 8' dinghy & steel cradle. Coast Guard documented. A grt cruising boat! \$21,500. BOB SLIMAK, 2613 W. 5th St. #4, Duluth, MN 55806, (218) 723-1088. (9)

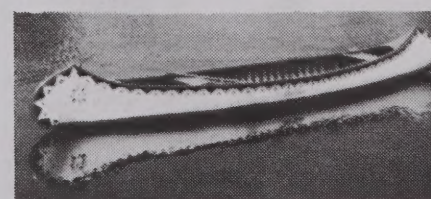


Monfort Whitehall Buoyant, 12', 35lbs, shown in *WoodenBoat* "Launchings". Beautifully blt of teak, ash, fir, Kevlar, Dacron & epoxy. Row or motor. CB is in & sail rig plans incl. SARAH HAMILTON, Hancock, NH, (603) 525-4328. (9)

28' Trimaran Sailboat, non-folding, designed by Ed Horstman. A gd professionally blt cruising boat. Vy compl. Asking \$28,500. BUD STYCH, 14044 N. Bluff Rd., Traverse City, MI 49686, (616) 223-4272, if no answer (616) 922-8916. (9)

15' Marshall Sandpiper, #207 ('85), mast hinge, open cockpit, VG cond, BRO. '88 Laser, exc cond, BRO. Neither ever in salt water. Moving forces sale. PAUL BERNARD, New Fairfield, CT, (203) 746-6302 eves. (9)

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)



17' Old Town Molitor, '78 factory FG/Indian design. Exc cond. \$2,500. JOE AMOROSO, 19 Forest Ln., Cumberland, ME 04021, (207) 829-4605. (9)

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)



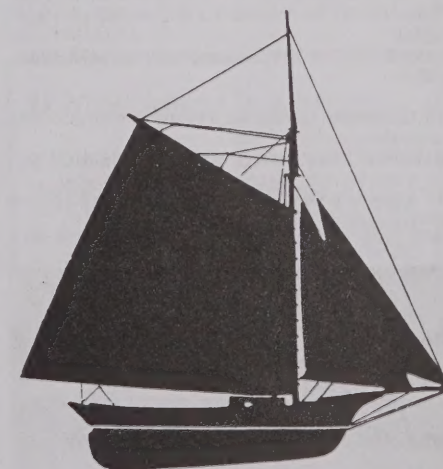
18' Simmons Sea Skiff, just blt. Marine ply & red oak, FG bottom & garboard strake, 6 coats Interlux paint, Teleflex steering system, fire ext, horn, etc., '90 25hp Merc OB electr start w/low hrs, new remote control cables. New fully galv Yacht Club trlr. Now \$6,000.

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

'80 Dovekie, w/dark blue topsides. Trlr, binnacle w/compass, portable head, plus equipment to make her cruiseworthy for you. GLENN HANSEN, Glenview, IL, (847) 724-0327. (9)

24' Atlantic City Catboat, '81, grt cruising, full hdm, slps 6, enclosed head, 21hp diesel, lg cockpit, fully equipped. \$29,500. PHIL ANDERSON, Barrington, RI, (401) 245-7534. (9)

24' Unfinished Sailboat Hull, by A.R. True. Mahogany on oak, shallow draft, workboat constr. \$1,050. DAN MARAVELL, Putney, VT, (802) 387-2703. (9)



22' Friendship Sloop, Passamaquoddy cedar on oak classic blt '68. Friendship Sloop Society registered #215. Available for \$5,750. If you like classics you'll love this one. Compl specs & photos available. DAVID COLINAN, Lincoln, RI, (401) 331-3358 XT735 days, (401) 725-5640 eves, e-mail: DAVID COLINAN @ NESTOR-PC.CCMAIL.COMPUSEVER.COM (anytime). (9)

O'Day Daysailers, used, choice of 2.
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MAAS 24, fully rigged, exc cond. \$1,400 OBO. Can deliver.
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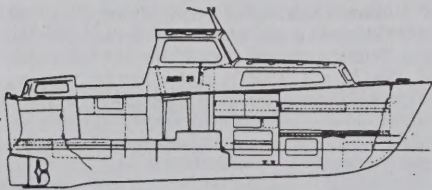
KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (TF)

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)

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O'Day Rhodes 19, '78 FG sloop w/CB, '83 4hp Evinrude OB 1k new, anchor & gear, '83 galv trlr. \$3,900.
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17' Cape Charles Kayak, vy fast boat, looks beautiful. Asking \$250, will probably take less.
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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.
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17' Boston Whaler, any age, gd cond. Engine & trlr not required. Montauk model preferred.

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'32 Johnson 1-1/2hp OB, compl, has not been run since overhaul. \$250. **Hydraulic Marine Transmission**, 1:1 ratio, flexplate & mounting arms, from V-8. \$100. **Engine Parts**, 4cyl Chrysler (Simca) 1,500cc, 85hp. State needs, have new head gasket. BILL NEDDERMAN, Middletown, RI, (401) 849-2050. (9)

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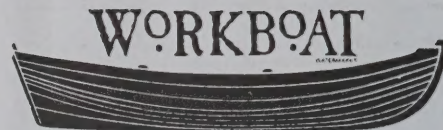
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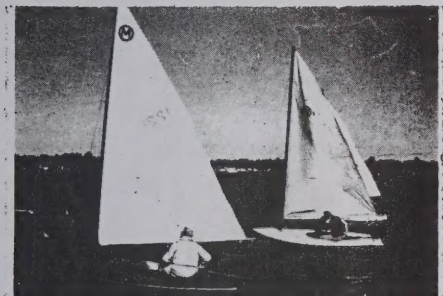
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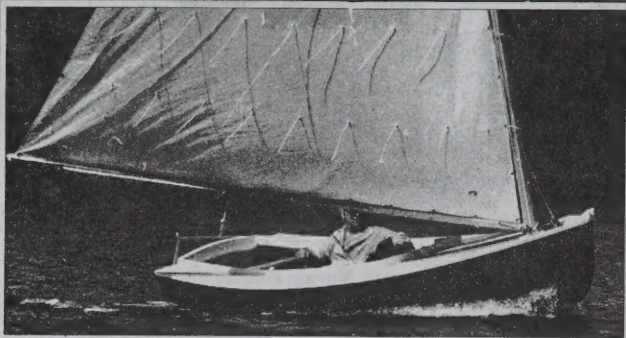
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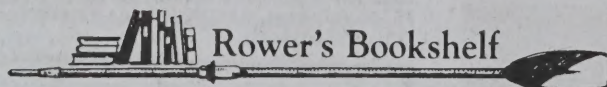
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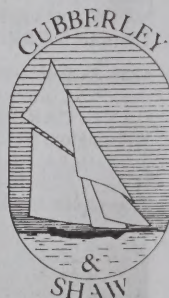
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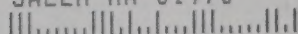
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