

Special Features This Issue
The Boathouse at Mystic Seaport
Canoeing New Zealand Style - Building Paradox



messing about in BOATS

Volume 14 - Number 9

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In Our Next Issue...

Kent Lund brings us a nostalgic look back to the '30's in "Vintage Model Speedboat Racing", Mel Ross details "The Three Faces of Cruising", Smiljka Fitzgerald describes "The Fishing Tournament", and Bill Kirk and Mark Fisher provide two views of living with a historic replica vessel in "A Season on *Halve Maen* and "A Visit to *Halve Maen*."

Ramon Alan introduces us to his unique design in "Grandpa's Electric Sailboat", Conrad Natzio presents his 10' sailing dinghy "Shoveler", and Gail Ferris gives us a look at "The Hot Yot 2 Meter Class". And Phil Bolger & Friends bring us the fourth in their latest 22 Footer series, "Inlet Runner".

Don Elliott continues his series on "Building Paradox" with Part II.

There may be more, I'm going for a short list rather than continuing past overpromising.

On the Cover...

Another of Joan Ware's photos from her and Hugh's New Zealand travels, this one of indigenous traditional New Zealand canoes in action. Hugh describes these boats in this issue.

Commentary...

My August issue commentaries on this page have elicited some responses that I decided ought to enjoy some space here. First up is Townie Hornor with a response to my views on the subject of historic ship preservation and replication.

"Historic ship preservation is something I spend quite a bit of time on and have strong opinions about as the chairman of the Overseers of the National Maritime Historical Society. I share your concerns as to the worthiness of many projects. Twelve inch to the foot preservation is certainly a wonderful way to show people what yesterday was like but it's very expensive and must be saved for really worthwhile, unique vessels of which the *Charles W. Morgan* at Mystic and the *Peking* at South Street are good examples, both preserved with mostly private funds.

Reproductions, of which *Mayflower II* at Plimoth Plantation is a good example, make sense when restorable originals are not available, the uniqueness of the vessel is worthy of the effort, and private funds are available. In my opinion the use of public funds for restoration such as is being done in San Francisco is questionable, and their use in the Salem Indianan project is just plain wrong.

The *Snow Squall* seems to me a great waste. The cost of bringing it north was never matched by the potential home for her at South Portland. The fragmentation that is now taking place seems to destroy whatever was there to begin with. Our taxes are high enough without that sort of frill.

Most of the public, as you suggest, probably doesn't care if a ship is old or new. We live in a Disney World time where things are seldom what they seem and skim milk masquerades as cream. This doesn't mean that nobody cares, and I believe enough do care to justify legitimacy in historic preservation for the same reason that we have first editions in our libraries.

Sail training in this country is entirely supported by private funds except for military vessels such as the *Eagle*. It is not just "apparently viewed as character building", it very definitely is character building. Come down to the dock sometime when the students off the *Westward* or the *Corwith Cramer* come ashore. You'll find them very different than they were six weeks before, and they know it. The financial and educational success of Sea Education Association is proof that there is a real need here, and it is being met. But don't

try to duplicate the experience in wooden vessels. Steel hulls are the only way longer term to cope with insurance and maintenance costs."

Townie is still pursuing a long career of volunteerism making sail training and historic preservation realities.

Second up is J. Revell Carr, President & Director of Mystic Seaport. While not directly responding to my comments in the August 15 issue about the future of the Woodenboat Show at Mystic Seaport, his letter, sent apparently to all exhibitors, spells out the Seaport's views:

"It is with great pleasure that I write to thank you for your role in making the Woodenboat Show such a great success. Mystic Seaport is proud to have shared the stage with *WoodenBoat* magazine in hosting this year's show. Over 16,000 people attended the show during the three-day event making it the most successful Woodenboat show ever as well as the most successful three day event at Mystic Seaport.

As you may recall from Saturday night's dinner, Jon Wilson, *WoodenBoat* magazine's founder, graciously credited Mystic Seaport as the springboard that helped launch *WoodenBoat* magazine to be the premier source for wooden boat owners and enthusiasts. Mystic Seaport is extremely honored to have such a strong, long standing relationship with *WoodenBoat* magazine. It is this connection as well as the "natural fit" that helped make this year's show such a success. It is, also, thanks to exhibitors like you who have turned a passion and understanding for wooden boats into an industry that serves not only the owners and enthusiasts but the boats themselves.

Mystic Seaport, as a museum, shares your interest in wooden boats. After all, the primary collection at Mystic Seaport is our Watercraft Collection. Comprised of over 480 historical small craft, it is the largest collection of its kind in the world, and is what sets Mystic Seaport apart from all other institutions. The small craft collection is the defining collection of Mystic Seaport.

Once again, thank you for helping to make this year's show one of the best ever. Mystic Seaport enjoyed hosting the show and we look forward to seeing you again next year."

To me this sounds like the Woodenboat Show will be back at Mystic in '97.

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The story you are about to read is true, although some names have been changed. It has a happy ending...but only just. This is what happened.

It was a cool, misty morning with a definite chill in the air that was surprising for coastal North Carolina. Lots of boats were northbound on the Intercoastal Waterway and, inevitably, there was congestion at some of the bridges which open "on the hour." Auxiliary 26-501 could, by lowering antennas, clear all the bridges and she was threading her way very slowly through a group of boats waiting for a scheduled opening. On board for a pleasure cruise were the skipper, his wife and two guests.

Suddenly the wife cried out, "Look, that man's in trouble!" Indeed, he was. His boat was drifting near the bridge while he was in the cockpit bent over an obviously unconscious woman.

AUX 501 came alongside, put a line on the other boat and began backing her away from shallow water. One of the guests went on board and confirmed a medical emergency. That is when training took over.

"Pan Pan, Pan Pan, Pan Pan. This is Auxiliary Vessel 26-501. We are one hundred yards south of Surf City Bridge alongside the vessel *Suzie Q*. There is an unconscious woman on board. We need immediate assistance."

The Coast Guard response was immediate. "Auxiliary 501, this is Coast Guard Group Ft. Macon." That radio contact was very reassuring and, even while Group Ft. Macon was getting details, medical assistance was alerted and started on its way.

A second radio call, this time on Channel 13, was in order. "Surf City Bridge Tender, we have a medical emergency. We are just south of the bridge. Where can we dock?" Back came the response with clear directions to a dock on the ocean side of the ICW and the bridge tender added, "I will keep the bridge closed so the ambulance can reach you."

The happy ending to the story is that the ambulance was in time, although the doctors later said that another ten minutes might have meant death rather than full recovery. This is what happened. The *Suzie Q* was a 36' cruiser. While the owner coned her from the flying bridge, his wife took a nap in the cabin. When he stopped for the closed bridge, he called down for a cup of coffee and, getting no response, went below, found his comatose wife and instinctively dragged her into the cockpit. She was a victim of carbon monoxide poisoning. The forward motion of the boat had sucked colorless, odorless exhaust fumes over the transom and into the cabin. The husband's instinctive action of getting her into the open air was exactly the right thing. That, and prompt medical attention, saved her life.

There are several morals to this true story. The first, and most obvious, is that boats can have a "station wagon effect" and fumes can be sucked into the cabin. This can be avoided by adequate ventilation. Because it was a cool morning, *Suzie Q*'s ports were all closed and CO2 gives no warning. The danger can also be avoided by installing a carbon monoxide fume detector. *Suzie Q* now has one.

The second moral is that being comfortable with the VHF radio, the result of training and practice, can make a major difference. The "Pan Pan" call from 501's skipper was the natural result of Auxiliary drills, as was the switch to Channel 13 to contact the bridge ten-

Small Boat SAFETY

Pan Pan, Pan Pan, Pan Pan

By Tom Shaw, USCG Auxiliary

der. In this situation, minutes were important and none were wasted. It is frightening to think that, without that radio call, the bridge might have opened on schedule, delaying the arrival of the ambulance with its paramedics and their oxygen. As a side issue, the radio operator at Ft. Macon was very new to the job and was just a little flustered. AUX 501 had to remind her to "Speak slow! Speak slow!" Then one had the impression that a chief petty officer was on scene, perhaps laying his hand on the operator's shoulder, because a new professionalism came over the radio.

The third moral is that AUX 501 was totally unprepared to give quality assistance. Of the four people on board, only one was capable of running the vessel and operating the radio. The two guests had no boating experience. The owner's wife was a good hand at the wheel, could secure a dock line and could follow the written instructions for a "MayDay" call that were posted by the radio, but she was not, at that time, prepared either to maneuver the vessel in tight quarters (and single screwed 501 was a beast to handle at slow speeds) nor to take over the radio communications. No one aboard 501 could transfer to *Suzie Q* and ma-

neuver her to the dock. It was up to her distraught skipper to do that and time was wasted. In actual fact, the ambulance arrived at the dock a few moments before the *Suzie Q*.

Which brings us to the to the fourth moral of the story. It is up to the skipper of every vessel to make certain that at least one other person on board has the training and the experience to take over at a moment's notice. Husband and wife teams make up the crew of most recreational boats, but for one to be "captain" and the other "ship's cook" is not only chauvinism, it is downright unsafe. Ideally, in this true story, 501's skipper should have gone aboard the *Suzie Q* and docked her, turning over his own boat to a well-qualified spouse. Both husband and wife should take a safe boating course together. (The Coast Guard Auxiliary and the United States Power Squadron offer excellent instruction.) Both husband and wife should be capable of maneuvering their vessel in tight spaces, and both need to be truly "comfortable" using the VHF radio. An emergency is no time for "stage fright."

This near fatality would not have happened had *Suzie Q*'s skipper been aware of the station wagon effect and the danger of carbon monoxide. That it was a close call and not a fatality is due in some part to the training 501's skipper had received from the Auxiliary, in larger part to the professionalism of the Coast Guard at Ft. Macon, the bridge tender and the ambulance crew, and in no part at all to the quality of the training of the crew of AUX 501. All those involved learned several lessons from direct experience. Because of this story, others can learn those lessons vicariously.

As a final note, had Auxiliary 26-501 been "on Coast Guard orders" she would have had a crew of three, all of them trained. On that day she had, in effect, a crew of one. It was barely enough.

About Mailing Your Magazines!

This summer we have had a record number of people moving without so informing us, or being "temporarily away". This latter phrase is what your local post office uses when it sends us a notice, usually several weeks after the fact, that you have gone either on vacation or to your summer place.

Why is this a subject I am bringing up here? Well, I think you need to be reminded that all the issues we mail to you after you have moved or gone away on holiday are thrown out by your post office, as our 3rd Class Bulk Permit does not permit forwarding to wherever you have gone. And the slow response of the post office notifying us of your move, done at a cost to us of \$.50 each notice only because we print "Address Correction Requested" by your mailing label on each issue, means that by the time we have learned of your address change, permanent or temporary, we have mailed several more issues to your post office trash barrel, and will receive subsequent notices for each at \$.50 per.

One example. On July 29th we received a batch of address changes. Some were from the July 1st issue. They had been mailed on June 17th and received at the destinations after the subscribers had moved. So they were trashed and the notices arrived here six weeks after we had mailed the magazines. In the interim we had mailed the July 15th, August 1st

and August 15th issues to those incorrect addresses. Not until the September 1st issue would the magazines start to go to the new addresses. The subscribers had missed four issues they paid for because they did not inform us of their moving.

So please send us notice in advance of the date of your moving, either permanently to a new location, or seasonally for an extended period, such as from your winter home to your summer home.

The "Temporarily Away" loss of issues can be averted if you will ask your post office to hold ALL your mail, including 3rd Class until your return. If you don't, and an issue arrives while you are away for a few weeks, it is trashed and we get that notice several weeks later. When we get the notice, we suspend further delivery and write to you asking that you inform us of your return so we may resume sending your issues and send you any we have held up since being notified.

We cannot afford to replace free of charge issues missed due to our not being informed of a change of address, as we have already mailed those copies as part of the subscription paid for. We have to ask for \$1 each to cover our costs for providing them as additional copies over and above the 24 issue subscription, as they cannot be included in subsequent bulk mailings.

You write to us about...

Your Experiences

Why Not Build a Boat?

As a horticulturist, I lived a charmed life. Beguiled by glorious gardens in high humor, I viewed the frenetic world with cool condescension. But the State is a cruel mistress. With the winds of winter my career was crunched. It was time old green-thumb did some catching up.

Confronted by a carousel of career counselors, I turned closer to home. "You, hafta get with the times," Kate commiserated. "Computers, that's where it's at." While Katie bussed through her book-bagged days, I plodded through the labyrinth. It was a sunless strand.

Captain Bill's boat was berthed in the backyard, and my 50th was in the offing. When I complained that I hadn't had a proper sail, nor a decent drink out of him in months, a package appeared on the porch. "Build your own damn boat. Happy Birthday, Bill."

"Ultra light kits by Wooden Boat Co., everything you need to build the Fabulous Nimrod Canoe." A bloody bunch of sticks wrapped in a sheet of dacron. All I needed was a shed full of tools, an iron (?) to heat shrink the dacron skin to the ten pound frame, and endless hours of "no skills required."

When the computer contrived against me, insisting that I was the Nimrod, I jumped ship. No longer the sole slave of the electronic monster, whenever it conspired to confound, the boat beckoned. In six weeks my now nimble fingers transformed the bare bundle into a delightful dream.

With the last snows of March, mate Kate and I scouted the local waters for a site to launch the inaugural journey. The stream wandered the woodlands of Shu Swamp, under a weathered walkway, into a high bricked tunnel, out to a once beavered lake, down a speedy spillway, and off to a quiet back bay.

A Bayville portage put us on a salt water creek, the Sound, and seven short (!) miles to a derelict estate/ park.

"Nothing to it, Dad. You go first. I'll join you next time." But she helped pack the tent, Coleman lantern, and two days grub.

"The stream is public domain?" you say. Touched by a taint of trespass, We greeted the day, While others in their slumbers lay.

A one time London thief chanced to cross our path, and chuckled as I bumbled the board- ing.

A fourteen pound craft is a very tender affair.

Accompanied by several sullen snapping turtles, mudbottomed catfish, an old world pilot ship, ducks, geese, swans, and early flounder flunkies, I staggered up the beach with the setting sun.

A glass of the grape, fire and food, sent a well-contented man to his tent. And, ah, the coffee was grand in the early light.

With the wind at my back, and a bright sailing kite on the bow, I meandered up coast and creek. Katie was there, and wanted to go again tomorrow.

Spring sprung,
The computer bore fruit,
And still "my heart with pleasure fills,
And dances with the daffodils."

The above? Wadsworth's, *The Daffodils*, an excerpt:

"I wondered lonely as the clouds
That float on high ore vales and hills.
When all at once I saw a crowd,
A host of golden daffodils.
I gazed and gazed, but little thought,
What wealth this show to me had brought.
But oft while on my couch I lie,
In vacant or in pensive mood,
They float upon that inward eye,
Which is the gift of solitude.
And then my heart with pleasures fills,
And dances with the daffodils."

Charles J. Babcock, Locust Valley, NY.

A Beginner's Viewpoint

"When the Student is ready.... the Teacher will appear...."

This is about renewed faith in the integrity and character which have always been traditional New England maritime values. Having retired from an all too typical contemporary business environment where knowledge and skills are considered powers not to be shared, I moved to Jamestown, Rhode Island. The laid back island lifestyle attracted me and I was captivated by the lure of the dazzling beauty of Narragansett Bay. Soon, after watching sailboats gracefully tacking back and forth off Beavertail Point, I became a sailboat junkie and knew I must learn to sail.

I took the U.S. Coast Guard Basic Boat-

ing Skills and Seamanship course, which was an excellent beginning. Then I enrolled in a Beginner's Dinghy Sailing Course offered by the University of Rhode Island. There I spent four weeks with a class made up of young college kids half my age, learning the basics of sailing a dinghy. At first, most of our time was spent in the water doing involuntary capsize drills until we acquired some balance. But, many capsize later, with numerous centerboard-induced cuts and bruises, I passed the course.

Then, armed with some basic skills and a healthy respect for the sea, I purchased a used seventeen foot daysailer and proceeded to plod around Narragansett Bay on my own. I sailed this way for a couple of seasons, learning a little by trial and error, but mostly picking up bad habits.

I was acquainted with a couple of reputedly outstanding sailors on the island and I approached them in turn, asking if they would go out with me in my boat and give me a few pointers. Neither wanted to be bothered, even though I offered money and I felt I was unworthy of their time. Rebuffed and wounded, I retreated back to my solo trial and error sailing. I was reading sailing books and magazines and trying to improve, but I needed some hands-on instruction on my boat!

Then I met Jim, a retired boatbuilder and longtime sailor. One day, I was stepping my mast for a sail, and Jim walked up to talk. He said he liked the looks of my boat and he casually offered a few suggestions for improvements. It didn't take me long to realize that here was a guy that was a wealth of valuable information, and here he was, sharing it with me, a complete stranger! We formed a friendship there that was the beginning of my instruction.

Even though he was in questionable health, recuperating from serious coronary problems, Jim took me under his wing, and, in effect apprenticed me in the tradition of "old salt" teaching "new salt." As he quietly and patiently instructed, Jim taught me how to make the necessary rigging and balancing adjustments to give my boat proper helm. He also showed me such things as how to adjust the sails, sheets, hauls and centerboard for more efficient sailing under different conditions.

Subsequent lessons included reefing, heaving-to, better tacking and jibing techniques, improving my helmsmanship, reading the water, and many, many small helpful tips. He even had me sail with my eyes closed to better feel the subtle shifts of the wind and encouraged me to practice feeling the wind on my cheeks, nose and ears! Needless to say, I learned much more from a few sessions on the water with Jim than I had in two years on my own. My bad habits were being corrected, my sailing skill and pleasure were greatly improved, and best of all my confidence was getting built up. All this from the unselfish gesture of a knowledgeable person wanting only the gratification of passing it on!

So thanks to Jim I am able and most happy to report that the traditional values of character and integrity are still alive and well in the New England sailing community, albeit not always easy to find. Actually, I did not find these values, rather they found me. The old adage, "When the student is ready, the teacher will appear," was shown to me personally that day when Jim appeared at my boat.

J.C. Whitford, Jamestown, RI



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Your Needs

A Boat to Fit Into a VW Bus

I would like to make a small boat that would fit into my 1965 VW bus. I have sent a dimensioned sketch of the bus interior to Phil Bolger in hopes that he might draw up a cartoon of what I need. It needs to be able to carry two people and be suitable for rowing or powering with an electric trolling motor. Most importantly it must fit into my VW bus. The space available is 105" long by 48.5" wide by 29" high.

Any suggestions of existing designs will be welcomed.

Craig Wilson, 3599 Madrid Dr., San Jose, CA 95132.

Skin Boat Building Classes

I want to let you know about the classes that I teach building skin-on-frame kayaks. In my classes everyone builds a boat and, at least, roughs out a paddle. I have taught the building of two styles.

The Greenland design modifies Skene's "Building Plans for the Walrus" to fit the bodies of the people in my class that have ranged so far from 5'1" to 6'5". These boats are about 16' long, weigh around 30 lbs. and are built of native spruce and ash and are covered in aircraft dacron.

The single baidarka is built of steam-bent ash, spruce stringers, ash coamings and spruce gunwales. It is lashed together with braided nylon fishing line. It too is covered in aircraft dacron, is about 17' long, weighs about 35 lbs., with a 22" beam.

The classes take a week, they run from Friday to Friday, and I run them whenever I have the magic number (3-4) participants. We build the boats cooperatively so that it is a very relaxed, uncompetitive atmosphere, with all the varying levels of skills (from never having used a hammer, to having built a house) meshing nicely together.

Lori Barg, RR2, Plainfield, VT 05667, (802) 454-1874 phone/fax, e-mail: lbarg@plainfield.bypass.com.

At Last in the Heartland

How I've envied those readers who seemed to have these enclaves of boats, boat building, restoration and historic boats right in their backyards on the east and west coasts. But now, at least, here in the heartland and right across the bay from us we have Bob Dean making the TV show "The Boat Shop," which is carried on our local PBS station. Sharp and practical, he leads us through the construction and restoration of various small boats (he's just finishing a Simmons Sea Skiff).

If you can get your local PBS station to carry this show I know you will enjoy it. For more information you can reach Bob by e-mail at this address: boatshop@centuryinter.net.

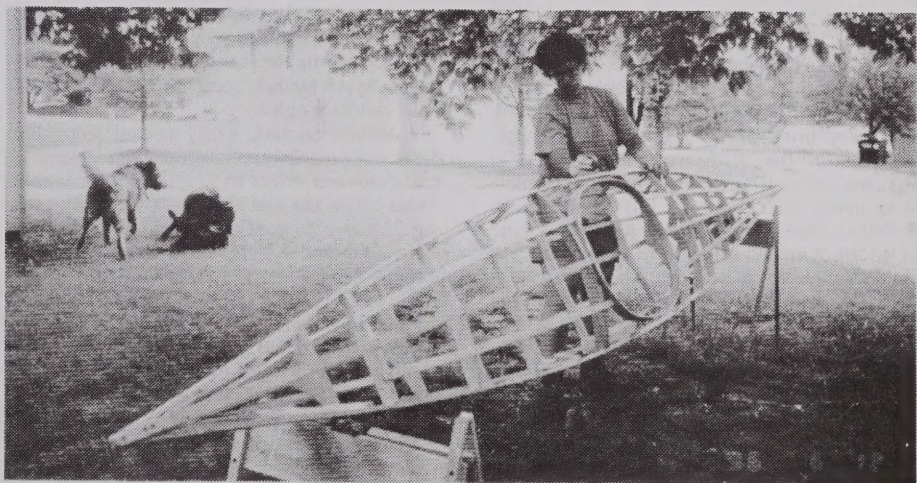
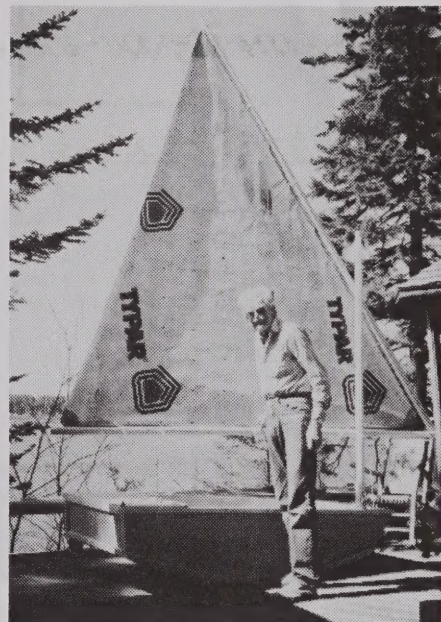
Bud Stych, Traverse City, MI.

Typar and Round Sanding

I have used Typar, the house wrap, for inexpensive sails, with the word Typar removed easily with denatured alcohol. I suppose any solvent would work, but I would try it first. The material is easy to sew and unlike Tyvek is not destroyed by sunlight.

For round sanding a previously sixteen-sided 3-1/2" mast I cut a short (8") piece of a 4" PVC pipe into three longitudinal sections, put a 5" wooden handle on with screws recessed on the inside, and cut different grit sandpapers, sheet length, to line the 1/3 round sections of pipe by slotting the overhanging sandpaper, bending it over the edges onto the outside of the pipe section, and fastening it with duct tape. Sanding first with 60 grit paper and finishing with 100 and 120 grit will result in a nice round mast.

Hans Waecker, Cliff Island, ME, 04019-0006.



This Magazine

Great Response

Thanks for publishing my inquiry about a solid fuel stove. I had a great response and wish to thank all who wrote to me.

Dean Raffailli, Chicago, IL.

More Info Per Column Inch

Messing About in Boats has more info per column inch than anything else I read. I greatly enjoyed the multihull series.

Craig O'Donnell, Betterton, MD.

Catalyst for Fun

My wife and I bought the 26' ex-USCG motor surf boat in a recent classified ad from reader Bill Hawkes of Marblehead, Massachusetts. Bill was a pleasure to meet, and we'll be spending some time up in Marblehead working on the boat. *Messing About in Boats* is a catalyst for lots of fun.

David Gilroy, E. Granby, CT.

A Criminal Offense

In the process of cleaning out my Dad's basement, I have come across a pile of old *Wooden Boat* (#49-#110) and *Small Boat Journal* (#30-#44) magazines. The *SBJ* issues are from the period before they started featuring metal-flake bass boats.

It seems a criminal offense to assign these to the recycling bin. If any readers would be willing to pay the freight from Kittery to have them delivered, I'd be happy to pass them on to a new generation to enjoy. I'd like to pass them on in bulk rather than as single issues, but would be willing to split the pile in two if only one magazine is of interest. The total weight is about 60 pounds.

Dusty Rhoades, 765 Norton Rd., Kittery, ME 03904, (207) 439-2620.

Review

The Great Canoes, Reviving a Northwest Coast Tradition

By David Neel

Published in 1995 in Canada by Douglas & McIntyre of Vancouver and in the U. S. by the University of Washington Press, Seattle.

Reviewed by Sharon Brown

"The people speaking in these pages are some of those who make up the canoe community that has developed over the last several years. They dream big dreams, setting aside vast periods of time and sacrificing their financial security to live their culture. They have contributed to the return of the great canoe." — David Neel

"A canoe through all the phases of its life, from construction to travel, brings people together." — David Neel

Our global economy gobbles up resources at an ever increasing pace, homogenizing everything in its path and providing, for the vast majority, no continuity, no longevity and no security. Some seek solace in drugs, some before the "flickering screen" as John Gardner called it, and some turn to old traditions using their hands to build something, perhaps a boat. All over North America people of different ethnic origins are seeking meaning in their lives and looking back into their family histories for their heritage, their lost roots.

David Neel has captured the essence of a recent cultural movement among Pacific Northwest First Nations. These people of the ocean and rivers, who lost their lands, resources, economy, culture and daily way of

life have not fared well since European contact, but they are far from capitulating. Indeed, among Aboriginal peoples worldwide, there is an ongoing, inexorable struggle to reclaim their proud heritage. They seek traditional lands, resources and self-government. David Neel chronicles one aspect of this quest, a quiet revolution of self-determination based on the teachings of the elders shared with the enthusiasm and newfound determination of the young, and this one is based on the traditional cedar canoe. He likens this process to a journey which involves not only every facet of the construction process but also the use of the canoes as "healing vessel(s)" in a series of "paddles" or long journeys of celebration where the canoe is metaphor for community as the paddlers work together and ultimately gather at villages, bringing the sense of community to all.

"Elders wept as we brought the canoes into ancient and accustomed beaches along the way. They saw the raised sails and remembered the family journeys of their youth, when young girls sat in the middle of the canoe weaving baskets as the adults pulled them to feast or fishing sites. 'You are a gift to us,' they said. 'We never thought we'd see the great canoes again.' They told us their stories, gave us their blessings, shook with tears from their wheelchairs or the window seats of pickup trucks driven by their great-grandchildren." — Tom Heidlebaugh

Before contact, every stream along the denticulate northwest coastline, which exceeds one thousand miles in length, held a viable fishery. The sea and the rivers were life-giving. Villages hugged the shoreline, facing the water, and canoes were drawn up on the beach. Indians venerated the five species of salmon and canoes by the hundreds gathered at river mouths to harvest the returning generations. There was a rich spiritual tradition and a diversity of methods of harvesting salmon and other plentiful fish such as Eulachon, herring, sturgeon, lingcod and halibut, as well as pinneped, whales and shellfish.

As in all coastal communities, and particularly along the salal choked open northwest shoreline, the water was the highway and canoes of different styles and size evolved up and down the coast for specific purposes. They were used not only for harvesting but also for transportation, trade and war. These "canoe nations" had an elegant complex culture founded in respect for the diversity and abundance of the environment. It is difficult to comprehend that the first water-borne Europeans could not hide their disappointment at what they found and could only describe this unique environment with disdain and foreboding. Ultimately their only vision was one of greed and accelerated resource extraction, the clear-cut coniferous forests and the crisis in depleted salmon stocks our legacy.

Hope and inspiration may be derived from David Neel's book which combines 60 large color plates with text from 40 participants (six women) in the contemporary revival of the great canoes which plied the coastal waters from Alaska to northern Washington up until this century. Neel's photographs are compelling and the words which reflect a deep spirituality from an oral tradition are clearly spoken from the heart.

To build a contemporary canoe, the carver must have commitment, money, time, skill and a tree. The author described his uncertainty confronted with the enormity of his canoe project, when he faced his 34' x 3', 500-year-old cedar after the blessing ceremony. The cost of a 25-foot model is about \$30,000 to \$35,000 and may take six months of intense work interrupted by fund raising while jobs are put aside. The old growth Western red cedars, magnificent giants from the coastal rain forests which have born silent witness to change for up to 1300 years, are now rare, and typically access to a suitable tree for construction is dependent on the public relations department of the giant multinational forest corporations. The skill has almost faded from memory with the language. While many elders describe using the canoes in their childhood, the specifics of construction were all but lost to some nations. Bill Reid, a celebrated Haida artist who built one of the earliest canoes, *Loo Taas* (Wave Eater) in 1985-86, described how he first studied canoes in museum collections, built a model and then a small canoe before tackling the 50-foot *Loo Taas*. He found inaccuracies in anthropological accounts.

Traditional tools of canoe construction include the elbow adze, the D-adze and carving knives, now augmented by chainsaws used to reduce the time of cutting out the general shape. These are not the dugouts used for harvesting shellfish in sheltered New England waters, but rather sophisticated, shapely, ocean-going vessels evolved over millennia and the knowledge passed down through each generation. The construction is difficult. The shape must be carved before steaming, which gives the vessel flare and buoyancy, and the coastal waters are not to be misjudged. The canoe must handle seas whipped by wind and notoriously strong tides. The carver assumes the responsibility for the well-being of his village.

The author, David Neel, comes from a rich heritage of First Nation artists. His grandmother, Ellen May Neel, a member of the Kwagiatl tribe born at Alert Bay, British Columbia in 1916, spent much of her childhood

Salish Feather, a 42-foot canoe carved from a 900-year-old western red cedar by Coast Salish carver Francis Horne with John Bagley and his son, Francis Horne Jr. Francis Horne is head carver at the Duncan Native Heritage Center, British Columbia (Sharon Brown photograph).



learning the Kwagiutl style of Northwest Coast Indian art from her grandfather, Charlie James (1867-1938), who was generally acknowledged as the 'best carver.' Charlie James was also stepfather to Mungo Martin, so Ellen and Mungo were brought up amongst his work and the sale of totems provided fare for food and clothing. Throughout their lives they both played prominent roles in the museum world and within their own nations keeping traditional art forms alive and authentic. Ellen Neel was not only a female pioneer in this field, but she, her husband and their seven children earned their living from carving.

The book lacks an index. However, while ferreting out a point of interest, the reader has the pleasure of savoring again the words of wisdom spoken so clearly. It ends with "10 rules of the canoe" developed in 1990 by the Quileute Nation from Washington State who will host the next paddle at La Push in 1997. The first rule, "Every stroke we take is one less we have to make" and the last, "When given any choice at all, be a worker bee - make honey!" Ten rules applicable to other aspects of life as well.

This is not a how-to book. You will not find plans or a detailed account of canoe construction, but this book would appeal to anyone who has ever built a boat, paddled a canoe, or overcome self-doubt and risen to meet a seemingly insurmountable personal challenge.



Raven Song, a 40-foot northern-style Tsimshian canoe carved by Tsimshian artist, Bill Helin of Parksville, British Columbia (Sharon Brown photograph).

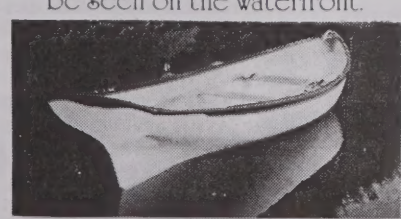


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The 14th Annual Boston Antique and Classic Boat Festival sorta happened. Seven boats had appeared on Friday night, but remnants of Hurricane Bertha were due to arrive the next day. The organizers decided that they were in the business of promoting the continued life, not destruction, of antique and classic boats and cancelled. So the 14th Annual became the 1st Annual Boston A&CB Hurricane Festival. (That's the metamorphosis.) The Festival's sponsor, Lowell's Boat Shop (now a not-for-profit outfit), didn't get much bang for its buck. Sunday, of course, was beautiful after Saturday's rain and wind!

The boats that had showed up were an interesting bunch. Several have been featured in previous reports on this annual event. (Consult *MAIB* Vol. 11 No. 8, Vol. 12 No. 13 and Vol. 13 No. 10 for pictures and details on these boats.) There was *Fore 'NAft*, Dave Mullin's salty little Atkins designed cutter, Joe Kaknes' 1921 Elco Cruisette *Speedwell*, Jack McCarthy's Rozinante *Gem*, Viking Gustafson and Bill Skinner's big Lawley cruiser *Old Glory* and Elizabeth Hickey's 19' schooner of 1900 vintage, *Lois S. Drabo* (a name derived from "Long Island drag boat," a generic boat type described by Chapelle). Viking had repainted *Old Glory*'s decks a light green, hoping to pick up something of the patina of old copper. We will check next year to see whether she can find the right color.

I hadn't seen either of the final two boats at any Boston A&CB Festival. Ken Page's *Caprifol* is a 30' Thor Holm sloop built in 1963 from one mahogany log. *Record* is a 61' former Norwegian ferry, etc. (explained soon). She is no stranger to *MAIB*, readers can read Bob Hicks' ravings about her in Vol. 8 No. 11 after she, as a judges' boat, lugged him around Newport harbor. With *Record* came Marge Pratt. The pair are pretty powerful. Let's take the vessel first.

One would expect a Norwegian company named Rekord og Vigor Rutelag to name their flagship vessel *Rekord* after the company name. It was not so, somehow the vessel became named in the English fashion. Built in 1914 as a 42-footer, she operated as an inter-settlement cargo vessel and fjord-crossing ferry. A bigger single-cylinder engine was installed in 1920. In 1926, she was lengthened to 51 feet. World War II came and the Germans used her as an armed patrol vessel. A two-cylinder Brunvoll engine was installed in 1947, it is still in her although rebuilt twice. She was lengthened again in 1951 to 60'10" and licensed to carry 96 passengers. Roads and more efficient competition forced her into idleness in 1971, but she was sold to a firm in the Virgin Islands in 1972. Refitted in England, she finally reached Caribbean waters in 1974 and entered in American registry as a commercial fishing vessel. She quietly fished and carried flowers between the islands for five years, an interesting counterplay of smells.

Captain Jim Sharp then appeared on the scene, he of the schooners *Adventure*, *Bowdoin*, *Stephen Taber* and *Roseway* (and a small tug or two) and one of the stalwarts of the Maine windjammer fleet. He used *Record* for four years to carry cargo to the Maine islands. In 1983 he said goodbye to her, but he would know her helm again. A short spell under new owners came next when she reached the lower reaches of the Saint Lawrence, but she was sold to Ron Ackman of Newport, Rhode Island, later that year. Newport is where

1ST ANNUAL BOSTON ANTIQUE & CLASSIC BOAT HURRICANE FESTIVAL

Metamorphosis, Record and Marge Pratt

Story and photos by Hugh Ware

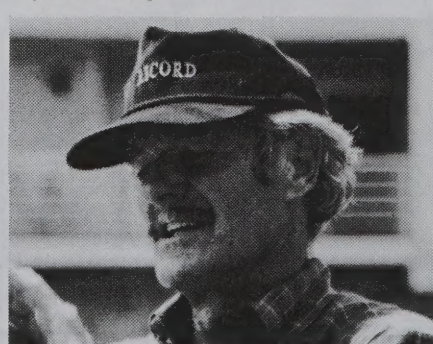
Bob Hicks met her. Although she won several awards as "best workboat" in her ten years in Newport waters, she slowly got tired and more tired. She was, after all, over three-quarters of a century old and for most of that time she had earned bread for her owners.

Then a rescuer appeared. Michael Watt of C.S.I. Limited came to Newport to visit two square-riggers of the "Homeward Around the Horn" project (which C.S.I., a British firm, was sponsoring in part), saw *Record*, decided she was worth saving from complete decline and bought her in June 1993. Restoration started with the engine. Mr. Oddmun Brunvoll, technical manager of Brunvoll A.S., flew in to inspect and advise on rebuilding the engine and its controllable-pitch propeller. The engine is, after all, the only one of its type left in the world. Mechanical work finished, *Record* was moved to the Pacific Shipwrights, rebuilders of the famous J-Class America's Cup racing yachts, for structural rebuilding.

By the way, *Record* has been included in the World Ship Trust's International Register of Historic Ships. That made her one of some 1200 around the world and one of two in Boston Harbor that weekend. The other is the *U.S.S. Constitution*. Good company.

Let's switch to the third member of our title's triumvirate, Marge Pratt. I encountered her influence the first time I visited a Boston A&CB Festival. She was a judge that year and was also responsible for the presence of *Ming Hat*, the Chinese junk voted the Spectator's Favorite. This year I met her. Blonde-haired, sixtyish, energetic, persuasively verbal and a lover of old boats and yachts ("I never met an Elco I didn't like"), Marge decided that central east coast Florida needed something spe-

Capt. Jim Sharp.



cial, so one-and-a-half years ago she founded a maritime and yachting museum. In accordance with typical Pratt style, that phrase, capitalized, is its name, no "Central Florida..." or "Southern..." just plain "Maritime and Yachting Museum."

A property owner agreed to loan the museum a vacant building (I said she is persuasive), a striking, two-story, glass-walled, cylindrical structure of some 12,000 square feet beside the Indian River Lagoon (that's at mile marker 981 on the ICW for you boat owners heading south this fall) in Jensen Beach. (It's near Stuart, home of so many builders of high-quality sports fishermen.) Museum membership, collections (including the Malcolm Forbes chart collection) and activities are surprisingly robust for such a new enterprise. One activity is a classic and antique boat regatta, fashioned closely after Boston's Festival, which they call a "sister show." Show dates are in November, I believe.

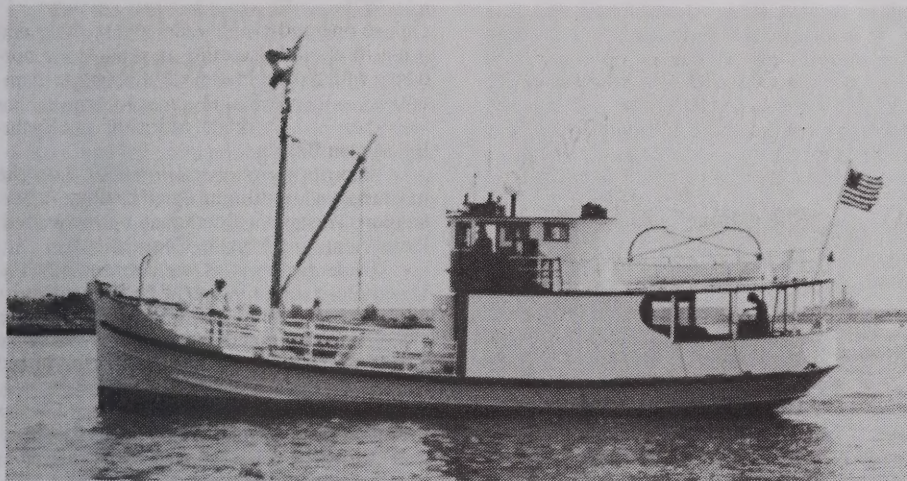
Back to *Record*. Marge convinced Mr. Watt that *Record* should be loaned to her new museum. He agreed. But there was a small problem. *Record* was up north. The resulting plan was pure Marge Pratt. First, enter *Record* in the "prestigious" (Marge's words, thanks!) Boston A&CB Festival. From there, Captain Jim Sharp, now a museum member, would take *Record* south in leisurely fashion, stopping along the way to participate in yachty and boaty activities wherever possible or invited. At each stop, drum up awareness, support and enthusiasm for the museum. Volunteers would act as crew under Captain Sharp and wife Meg. The 1800-mile trip was planned to take several months. Upon arrival, *Record* would be a star feature of their A&CB regatta and then would be used as "a learning facility/floating classroom for the youth of the Treasure Coast in Florida," to quote a press release. Marge is concerned about the 50% school dropout rate in that state and wants to do something about it! No doubt, she will.

In order to do the structural reconstruction, *Record* was largely gutted and, in Boston, accommodations and other facilities were still primitive. (Beds for crew had just been erected in the hold, for instance.) A certain amount of interior construction will be done en route, depending on skills available.

The navigational and engine departments, however, are complete and functioning. I inspected the big (chest-high) two-cylinder semi-diesel. Capt. Sharp informed me that there are three ways to start it: use the glowplugs; insert a special "cigarette," a cartridge that provides fire (it might permit the engine to be started before the fire goes out); or heat a spot on the cylinder(s?) with a blowtorch until it glows red. After being started, the engine runs just fine, making a slow series of sounds that Marge describes as "plop, plop, plop." The stack's stream of exhaust products includes smoke rings that rise ten or fifteen feet.

I was tempted to join the crew on the first leg to Mystic Seaport, but other commitments prevailed. However, if you like adventure, look for *Record* as she progresses south and sign up. Marge may be on board, Capt. Sharp will be, and *Record* is fascinating. A visit or crewing on a leg or two will prove worthwhile.

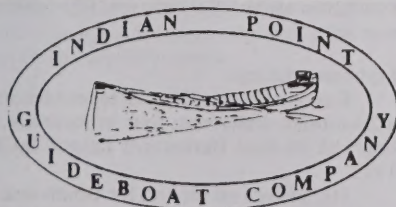
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Record underway after Bertha had moved on.



The pilot house, nice wood trim.



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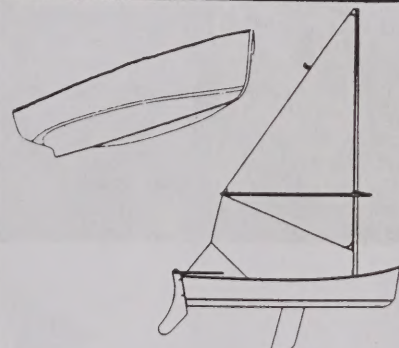
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The Boathouse at Mystic Seaport: Update

By Sharon Brown

Since its inception in 1988, 60,918 people have enjoyed traditional small craft at Mystic Seaport Museum's Boathouse on the Mystic River estuary in Mystic, Connecticut.

The beginning was tentative and humble. Under close scrutiny and the enthusiastic support of then curator Ben Fuller, boatbuilder Gary Weisenburger brought John Gardner's dream to fruition and the Boathouse opened in the late spring of 1988. In that first year, with Captain Doug Butler and others putting the newly launched Crosby Catboat *Breck Marshall* through her paces, 4,205 people were serviced from the Noyes Building on Light-house Point. When the eighth season of operation wrapped up on Columbus Day last October, 12,040 people had taken advantage of opportunities at the Boathouse. Over the 95-day period, USCG certified captains treated 3,267 passengers to a unique half-hour sail on *Breck Marshall* and took 4,906 passengers on 20-minute waterfront excursions in the 1917 Herreshoff launch, *Resolute*.

Hard-working, dedicated Boathouse attendants supervised volunteer co-workers and helped 3,867 visitors experience the joys of using traditional small craft on the Mystic River estuary. Fifty-one students, ages 8 through 78, attended the Friday Traditional Boathandling Classes. The Tuesday night Traditional Sailboat Racing Series attracted 18 different boats and 50 different participants, crew and skippers and a following who admired the ballet of sail from the shore and passing craft. *Patches*, owned by Peter Metcalf and crewed by Shelley Woods of Noank, took first place in both the Beetle Cat and the Portsmouth Handicap Class.

In addition to providing daily instruction and coaching in rowing, sculling and sailing, staff and volunteers participated in the Small Craft Workshop, Photo Weekend, media events and assisted with group boat rentals involving visiting vessel crews, sea cadets, museum guests and Williams Mystic college alums, and we continued the courtesy of making the fleet accessible to backyard builders seeking hands-on test drives before committing time and money to construction. On Member's Day, under blustery conditions, the Boathouse provided on-the-water experiences for a record total of 374 people (including 17 courageous non-members) and three dogs.

Left from the top:

Captain George King III takes visitors on a 20-minute waterfront tour in *Resolute*, the restored 26-foot Herreshoff launch built in 1917.

High Fives all around for Boathouse Attendant Beth Greenleaf as four youths head out for a row in the 17-foot Swampscott dory.

Betsey Wingfield maneuvers upwind during the Boathouse sponsored Tuesday Night Racing Series. The Beetle Cat *Leo J. Telesmanick* was donated to Mystic Seaport in honor of its namesake by Leo's wife Alma to commemorate Leo's 50 years of dedication to the construction of this New England classic.



But the Boathouse season is much more than numbers and difficult to summarize in a few words. It includes the camaraderie among multi-talented volunteers, aged 15 through 80, and the gamut in expertise they represent. Visitors come from all over the world and represent a range in boathandling skills. They offer donations in appreciation, share gifts and bring their dogs. This year they included Waldo Howland and Leo J. Telesmanick as well as less experienced boathandlers like the family of four who thanked us profusely for the opportunity to sail the Woods Holes Sprintsail boat aground week after week. There was a man from Ohio who, in the course of rowing his skeptical wife and children to the bascule bridge and back, learned the characteristics of a Whitehall firsthand, complemented his reading and converted his crew.

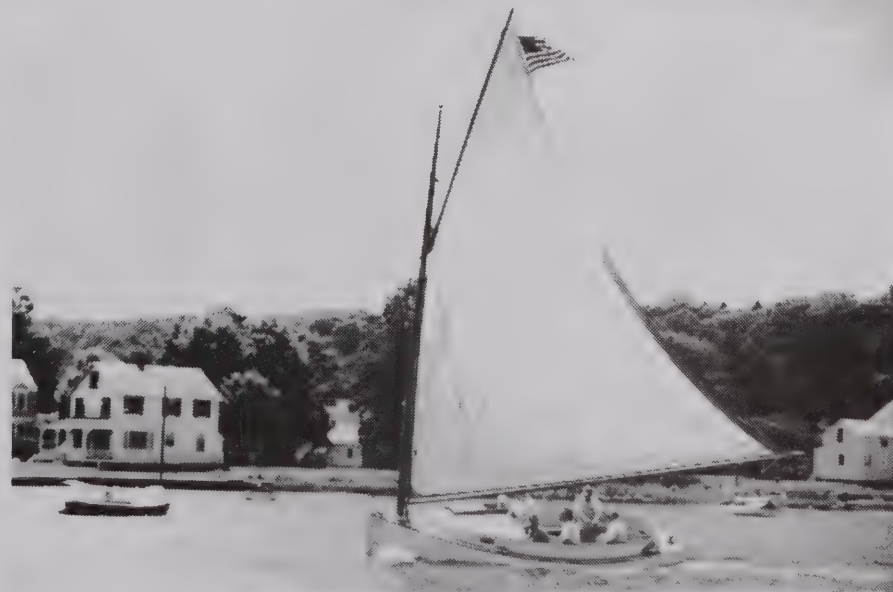
Many children, reaching out in disbelief, exited clutching Bob Watt's commemorative models and some returned to row another favorite and proudly point out their pictures hanging below the counter. Youngsters Nick Diccio and Thomas Szafarek, who met during a Boathandling Class, eagerly demonstrated their newfound skills and together rowed the Southport pulling boat, *Captain Hook*, in a fresh southeasterly around and around the docks, laughing and hollering out the stroke to the delight of their relatives and amazement of other students and staff. Meri Wolffe, 11-1/2 years of age, learned to row an inflatable in the morning and at the end of the day helped us put the oars away after rowing her sisters and cousins in the Butthead skiff, Sampan, Chaisson Dory tender and *Captain Hook*. She learned a lesson in small boat design that few people have an opportunity to in a lifetime.

There is a rich tradition of preservation of small craft at Mystic Seaport Museum unlike any other location in North America, and it matters that we carry it on. The Boathouse was the natural result of John Gardner's goal to record, build and use traditional small craft. He was an advocate of "preservation through use" and believed in youth. He was very much an active participant in the Boathouse from his relentless behind-the-scenes lobbying to his repair of the North Haven Peapod and supervision of its installation in the livery fleet. We were richer for his visits for fellowship and promotional purposes. He listened actively, soaking up all summaries presented him concerning Boathouse customers and incorporated them in his writing and scholarship on small craft. He was the "dean" of small craft at Mystic Seaport Museum. He's gone and it behooves each and every one of us who care to spread the joy that comes from using the boats that he so carefully saved.

The Boathouse owes its success to the hard work, dedication and professional style of the men and women that I am fortunate to call colleagues, who this past season made it possible for more than 12,000 people, i.e., nearly triple the 1988 total, to enjoy a positive on-the-water experience in traditional small craft under 26' in length, and managed against odds to "make budget." Fifty-six volunteers donated more than 2,754 hours of service!

These are some of the thoughts that ran through my mind as I rowed the boats past classic wooden vessels with familiar names to Shipyard for hauling and winter maintenance. Over the years it has been my pleasure to tour the shoreline and check out the foliage with John in the Dyer launch, *Dr. Livingstone*, at the end of each season before turning her in to Shipyard. On that last Friday it was as if he was right there, hand clamped on the tiller, a smirk on his face, as we sneaked beyond the I95 bridge into tantalizing forbidden waters.

In these times of economic restraint and downsizing, we cannot afford to be complacent about our passions and small gains as they are too hard won. It is imperative to support our concerns and I urge all of you to tell people about the opportunities available at the Boathouse, or drop by during our season for a row in a traditional small boat; that is, one whose design has evolved from a working maritime tradition over a long period of time and is built of traditional materials. Increasingly, in any gathering of small boats made of wood, these boats represent the last core of traditional construction. There is a difference and we are lucky to be using these boats. It might not be too long before all Pete Culler or John Gardner built boats are considered too precious for use and are relegated to dry storage to ensure preservation intact.



Right from the top:

Eddie Murphy heads out for a row in the North Haven peapod built by John Gardner and Bill Mills in 1985 in the Seaport's White Boat Shop.

With Captain Doug Butler at the helm, *Breck Marshall* beats over the flats in a fine summer breeze.



Bob Stine owns and operates one of the most unique and impressive boatyards you could find anywhere. Tucked away on the banks of the upper reaches of the Choptank River in the quaint old town of Denton, Maryland, it serves a broad variety of vessels from old wooden boats to Down East style lobster boat cruisers. My husband Bertil and I met Bob when he saw an ad in this magazine for a print of Bertil's painting, "North End Shipyard," and we drove the 60 miles from our home in Whitehaven, Maryland, to deliver the print. As we walked around the bustling boatyard with its unpretentious office and friendly craftsmen, we saw some very unusual boats, and pretty soon Bertil had his camera out snapping pictures.

In the office we were greeted first by "Mate," the black dog of Black Dog Boat Works, then finally Bob himself. In the course of our brief visit we saw an old Herreshoff 12 meter undergoing renovation, wonderful baby tugs and several precious old Down East type power boats being painted and re-appointed. When Bertil showed enthusiasm for the little Co-Ho tied up at the dock, Bob invited us to take it out for a bit, which we did and thoroughly enjoyed. As we left, Bob invited us to join a small paddling party he was planning for Memorial Day and we accepted, planning to borrow the Co-Ho for the excursion or bring up our Keowee Kayak.

In keeping with the rest of the weekends of spring '96, Memorial Day dawned under rain clouds and chilly temperatures, but we packed up our picnic basket and headed for Denton, certain that at least Bob would be there. We find that, like us, most small boat lovers tend to be victims of a driving force beyond their control that propels them into wobbly little vessels to crouch, inches below the water line, and splash about gloriously with little regard for weather or destination. I suppose it has to do with BEING somewhere rather than GETTING somewhere.

We arrived at about 9:00 to find the group was indeed gathering, not quite sure of specific plans yet, but all present and accounted for. Bob returned from a nearby bakery with great, puffy, crusty apple turnovers to feed the masses. There were ten of us willing to take our chances with a day on the river, and a variety of kayaks and canoes; two lads, brothers

Choptank Paddling Party

By Amelia Whyman

who worked for Bob, paddled long, sleek wooden kayaks they had made themselves; Debbie and Peter were also in zippy long kayaks Peter had crafted; Nikki and Jerry were in Nikki's antique Old Town canoe, a precious family member originally belonging to her grandfather; Bob and Shirley paddled a long kayak and Bertil and I, in a last minute decision, paddled an 11' 1934 Old Town canvas canoe.

We loaded up the boats and drove downstream a bit in a five car entourage to a spot on the Choptank between Robbins and Fowler Creeks. Dick and Ginny, owners of this lovely spread along the river, came out to greet us. So did their horses, dogs, geese, goslings and wood ducks! We watched, amazed, as a horse and a dog scolded at each other, the horse prancing after the scrappy little canine with total abandon, obviously unaware of his size and how funny he looked nuzzling and pawing at the little creature about 1/25th his size under his hooves.

Dick and Ginny decided to join us in spite of the threatening skies, and we were all launched before 11:00 AM. Someone headed off upstream and quietly, with gentle splashes and ripples, we each found our places in the flotilla. We were eight boats plus one canoe with a couple of Frenchmen, guests of Dick and Ginny's who came along for a bit. They seemed to have little paddling experience and not a total command of English but plenty of spirit, at least as far as we could tell without really knowing just what they were laughing at. We paddled around a large osprey nest, too close for the parenting pair, who squawked and circled restlessly until all nine boats were gone from their territory.

We headed east into Robbins Creek, an estuary flowing out of the woodlands from the center of the Delmarva Peninsula, about 40 feet wide at its mouth and narrowing to about 20 feet, perfect for paddling. The shallows along the banks were crowded with hundreds and hundreds of lily pads not yet in bloom, inviting Bertil and me to allow our little ca-

noe to coast, now and then, right in among them to feel the intimacy of their primitive beauty. Great crooked swamp magnolias hung over the water, bejeweled with glistening spider webs and gorgeous butterflies, the aroma of the blossoms permeating the air for all to enjoy. Tall, splendid loblolly pines, the botanical earmark of the Eastern Shore, towered majestically above.

The cloud cover cast an almost eerie light on the creek as we wound our way deeper in among the swamp grasses and clay banks, perhaps like the subtle light under the canopy of a tropical rain forest. Even the air seemed heavy and sweet, almost palpable. As often happens when I get out on the water in a small boat, my thoughts come in stream of consciousness, my imagination swarming with fleeting images of things past, daydreams and time warps, memories: *African Queen*, rain forest showcases from the Museum of Natural History, images of Native Americans who first lived on these banks, picture book paintings of giant reptiles that once browsed these shores. Peace of mind settled on us like a blanket.

Our people, in their respective boats, were enjoying the singular camaraderie of excursions like this, long minutes of silence, excited whispers between couples as they spot a heron or a basking turtle, interspersed with the jovial conversation between boats as we crossed paths, splashed each other or paddled neck and neck down a straight reach. Allen and Paul disappeared now and then into narrow shallows barely visible among the grasses, often having to backpaddle to extricate themselves.

If there is one common theme among us champions of small boats besides peace of mind, it is munching. As the boats circled at the end of navigable water, a calm pool at ebb tide, out came the picnic baskets. It quickly became apparent that we were divided into two basic groups; the feeders and the fed. Peter had a penchant for gliding silently up beside whichever boat had the most interesting food. Bob, in fact, conducted a controlled experiment on Peter and concluded that the man had a sixth sense, he knew almost ahead of time where the best tidbit was coming from next. The floating picnic was a feast. Bertil and I even had a candle, being somewhat eccentric

and revering atmosphere above practicality. There were large luscious local strawberries, buttery croissants, hard-boiled eggs (if you could catch them) date and nut bread with cream cheese and fresh baked lemon cake.

Eventually, reluctantly, we had eaten our fill and packed up to paddle back to the Choptank and then downstream into Fowler Creek. A wider body of water with picturesque summer homes and a few year-round dwellings, this creek had the same lovely foliage and pristine quality as Robbins Creek. Wood duck boxes were everywhere. As we came to about the second mile in, a large muskrat hurried across the water in front of the lead boat. We all stopped to observe. Pete spotted a mound of mud and sticks on the bank and identified it as a beaver lodge. Bob disagreed. Thus began the battle of the naturalists. The boats circled. After several minutes of parlaying, Bob made the final decision, as any good group leader should, the animal was in fact either a squeeever or a squwabbit and the curious mound on shore a wanna-be muskrat home, for which Mr. Beaver had been the subcontractor for the roof.

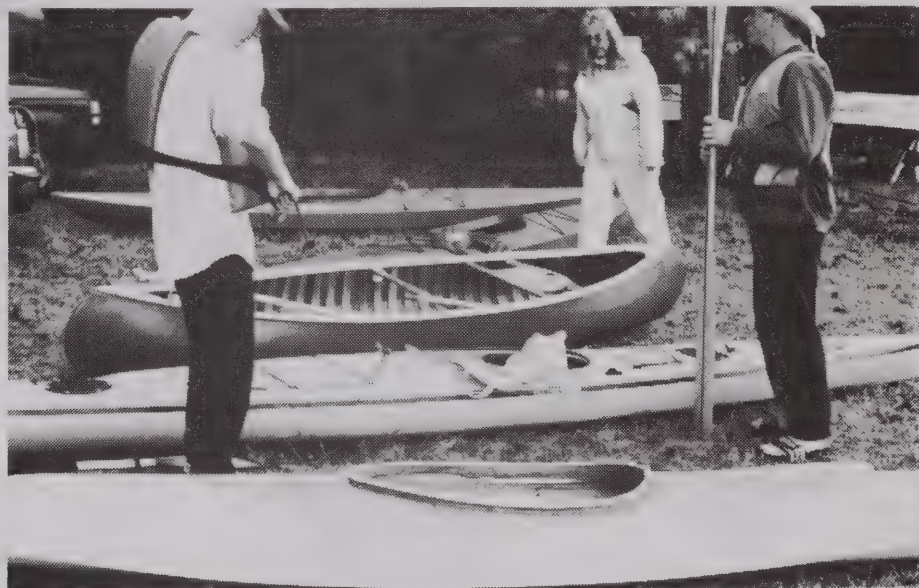
The promised rain never fell. No one got wet or sunburned and we all returned to the take-out spot contented and rejuvenated. We all agreed heartily that there's something deeply satisfying to the soul about messing about in small boats!



Bob Stine brings the Tinsley's beautiful Old Town dockside for boarding.



Old Town reunion, Bob Stine's flawless canoe and Nikki Tinsley's fishing boat.



Some of the fast stuff surrounds the 11' 1934 Old Town canoe we used.

MARINE ART



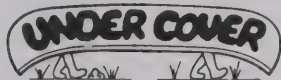
No. End Shipyard, Rockland, ME Image 10-1/2"x16-1/4"

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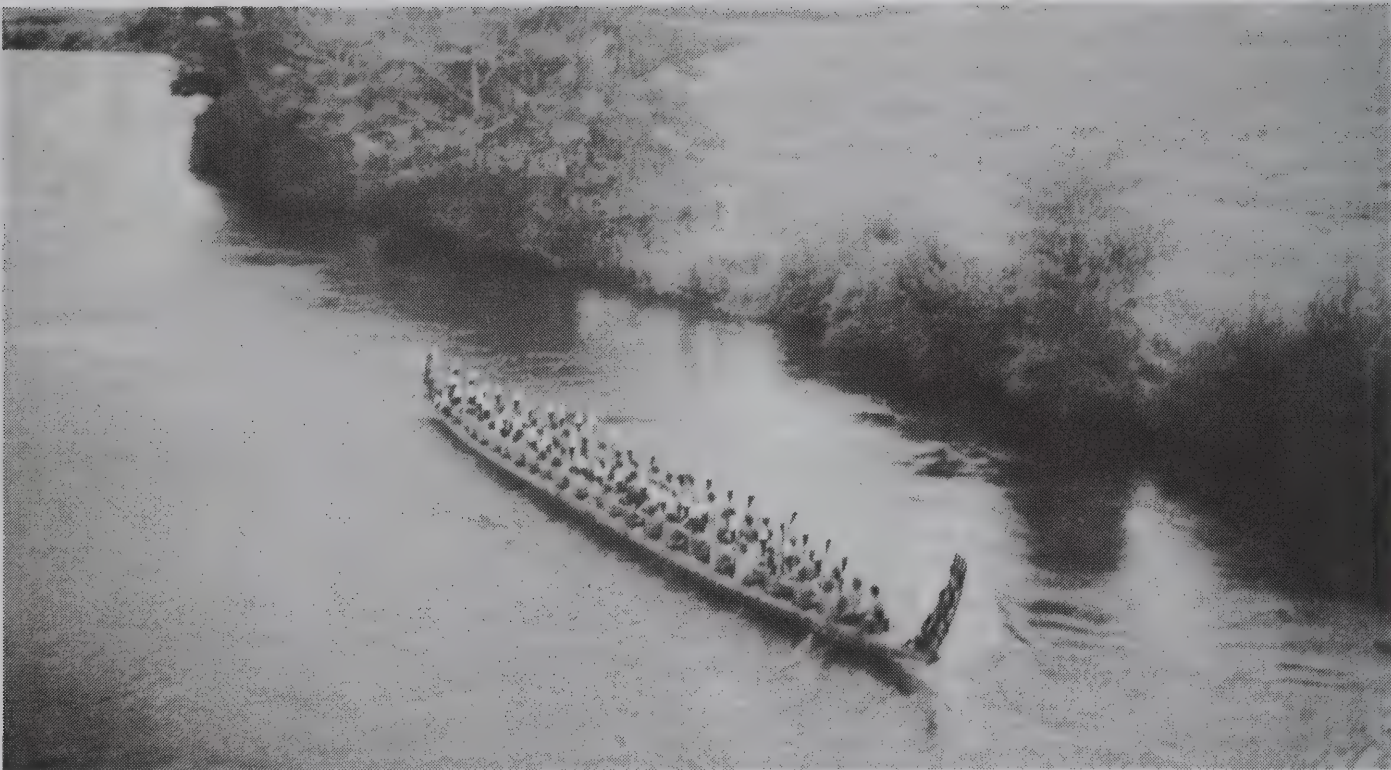


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Canoeing, New Zealand Style

Story by Hugh Ware
Photos by Joan and Hugh Ware

for a Maori pronunciation lesson. First, take each word slowly. Many use repeated pairs of syllables so it's easy once you get the first group down pat. WH is (usually) pronounced as F, NG is the best a pakeha (that's you, white man) can do at combining both sounds quickly and everything else is pronounced one letter at a time with the basic sound for that letter. At least, that's the theory.)

I saw wakas in action at two spots on the Waikato as part of a three-day celebration of the (let's take it slowly now) Ngaruawahia (it's a town) Turangawaewae (a Maori tribe) Marae's (this is really a place but the word gets used as a tribal/church group/area catch-all word, everyone in New Zealand knows what a marae is but can't explain all the several usages of that word) 100th Centennial Regatta. It's a happy meeting of Maori tribes, well-attended by pakehas too.

The Waikato was sullenly swirling as usual and the wakas' crews paddled into a strong headwind as they traveled 12 miles from Hamilton to Ngaruawahia. Eight canoes took part. Three outrigger canoes, two waka tete and three BIGGIES: *Kotuiti Tuarua* (I think that is "Kotuiti's" since it is a place), *Tainu's Rangatahi*, *Takitimu* and *Te la Roa*. (I know that makes four canoes, but those were the names listed in two newspapers.)

From a hillside road we caught a glimpse of the first BIG waka as it swept into view from behind trees and powered downstream. For a second, I felt it was a war canoe heading for an attack on another tribe. Our host, Ian Bowden, knew of a better viewing spot and we raced on. We parked near the Waikato and

went out on a narrow, one-way bridge. We waited on a very narrow sidewalk where the big trucks almost brushed our hip pockets as they passed.

In due course, the first group of three canoes appeared upstream. They were outriggers, one double and two singles, each with six Maori paddlers clad in bright uniform per hull. Soon after, a BIG waka appeared. (We are talking here of maybe 30-50 paddlers, plus steersmen, time beaters and bosses, all bare above the waist.) A second waka soon passed unaccompanied. Then the last waka appeared with two waka tetes in company, each with 13 paddlers. Every crew stopped paddling and chanting to salute us on the bridge with raised white-tipped pointed paddles; several crews also honored us with a haka, a Maori war chant of challenge. We answered with cheers and applause. The display of wakas and their crews was majestic and a little frightening. Paddling on with help from the river's current, they were soon out of sight, heading down to the meeting that featured events like waka hurdling (paddling a waka over a floating log) and land-based entertainments such as wood-chopping contests, plus lots of good kai (food).

Want to build a waka taua? First, you cut down a tree, a very large tree, preferably eight or ten feet across at the butt, or maybe two or three large trees. Then you carefully shape the hull over the course of several years while skilled carvers prepare the many paddles needed, plus the high, ornate bow and stern pieces, multiple thwarts and the continuous wide strips of elaborately carved gunwales. If the hull is multi-pieced, you make scarf joints and lace the hull sections together. This style of hull was desirable because a long canoe could be disassembled into sections small enough to be maneuvered through the thick "bush" (forest) to a lake across from an enemy tribe as a prelude to a sudden, fatal attack. Honi Hika did exactly this, crossing Lake

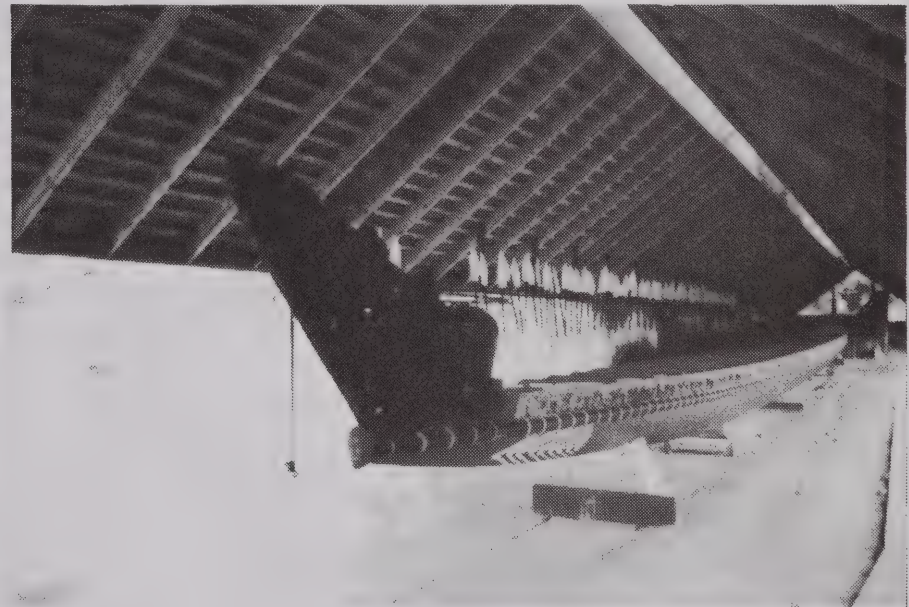
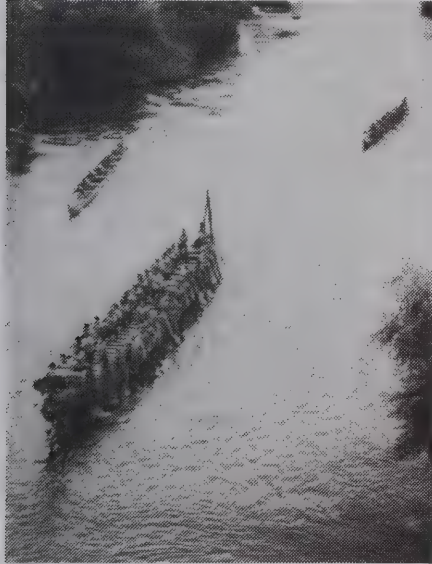
You'll see many, many fibreglass kayaks and the like as you move around New Zealand. (You will do that some day, won't you? You really owe it to yourself.) But we are writing here about wakas, or Maori canoes. These are (I derive much of my information from newspaper reports; I didn't have time to research the subject on a recent trip as well as I'd have liked) the waka taua, the big, no, make that BIG, Maori war canoe (some waka tuas have 80 or more paddlers!) and its smaller offsprings, the 13-man waka tete and waka kopapa or small racing canoe. One newspaper item states, "A majority of primary and secondary schools now have their own kopapa and have contributed in the revival of waka tete (14-men) canoe races." The big wakas appear at ceremonial events such as paddling out to greet the arrival of Jacques Cousteau's *Calypso* or the reproduction of Capt. Cook's *Endeavour*. And at one other event, to be described later.

Maori canoes are found all over the country. Most regional museums have a canoe or two on exhibit. It may be the remains of a small dugout fishing canoe or one of the BIG ones. Sometimes the BIG one sits tall in the dry interior of the museum; sometimes, as at the Waitangi Treaty House, it is stored in a shed, paddles in racks overhead, everything ready to be launched into the sea nearby; sometimes, as at Rotorua's Maori Arts and Craft Institute, it is afloat, dreaming in its own narrow lagoon under a protective roof. Viewing them in their static majesty it's not hard to visualize them, streamers trailing in the water, dozens of paddles poised to thrust yet another stroke while a harsh voice calls out the beat. But watching one in action would be so much more meaningful.

Many such canoes do get paddled. Here's a report, a hodge-podge of what I saw and what I read in local papers the next day on one event. Once a year they parade down the Waikato River. (Guess we'd better take time out here

Tarawera in the 1820s to defeat the Arawa tribe of Rotorua. He ate the losers, of course.

But big trees are hard to find and harder to get government permission to cut down. The inevitable happened. About 15 years ago, according to one newspaper story, Wes Dixon started building fiberglass wakas. (Note the New Zealand spelling for that synthetic substance.) He was criticized for breaking with tradition but found enough support so that he continued his efforts. To date, he has built more than 100 wakas now, including four large Maori war canoes. Two were in the parade. One might regret the recourse to fiberglass, but with it came the revival of waka racing, and Wes Dixon gets the credit.



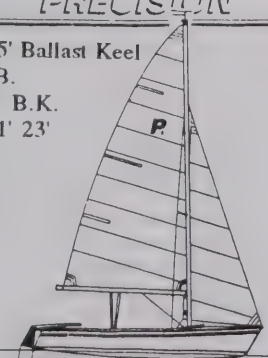
Opposite page: Waka taua paddlers salute us as they pass beneath our bridge vantage point.

Above: Waka taua with two "smaller" waka tete canoes.

Right front top: "First you cut down a tree...a very big tree!" The Waitangi waka in its boat-house, ready to go. Trolleys roll on tracks to the water.

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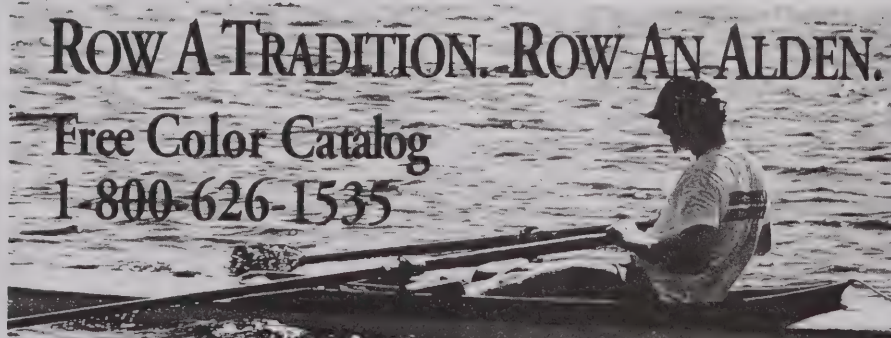


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Saturday 9:30am saw *Kupapa* sailing around the start area wondering if any other boats would turn up or if anyone would man the start tower. Presently *Redken* came sailing down the harbour and then *Loose Goose* came out from Okahu bay. A flag was sighted on the tower so it was all go.

Our attempt on the start line to tell *Loose Goose* about a radio sched between boats on VHF Channel 8 at Sail Rock failed and left them wondering what the hell we were talking about.

10am the gun went and *Redken* was off to a flyer as usual while we were left wondering what happened to the five minute flag! Eventually we all got away to a fast start with shy spinnakers in a 10 knot easterly breeze.

On *Kupapa* we laid thru to Tiri Passage making good boat speed. *Redken* up front had a 1-2 mile lead carrying their masthead kite but couldn't lay Tiri. They changed to the fractional to get thru Tiri. *Loose Goose* looked good with the huge masthead kite but had to drop it to get thru Tiri, then hoist again to Kawau. You really need a fractional guys.

We sailed close past Kawau just after 12 o'clock (2 hours, 12.5 knot average) and bore away past Takatu and Cape Rodney in lumpy seas heading for Sail Rock off Whangarei. *Redken* was going well up front and we were just managing to keep them in sight. *Loose Goose* was dropping back to sail reaching with a genoa on.

Broad reaching across Bream Bay we start to fly with a 15 knot ESE wind and lumpy two meter waves. *Kupapa* is doing big surfs with enough power on to blast up the backs of

The Gulf 140

By Rob Stone

the waves, over the tops and down the faces. The GPS is saying 18 knots with bursts over 20. On the helm it is hard work, running down the faces and powering up between the waves building heaps of apparent wind. We're starting to get rudder cavitation and we dump the kite sheet a few times. Mark is looking a bit concerned, we are both having flashbacks to our nose dive in the Tauranga race.

On one big wave I lose the rudder and we broach, Mark blows the sheet and after we all pick ourselves up off the cockpit floor we decide it's time to put a reef in. Mark tucks a reef in as we continue to blast downwind to Sail Rock, chasing Scotty at over 16 knots. The wind eases as we come into Sail Rock and we watch Scott bouncing into it starting his 40 mile beat out to Channel Island.

Round Sail Rock at 2:15pm (12.5 knot average), come hard on the wind. Shake out the reef and start powering our way through seas out towards the Little Barrier. We're pointing high and doing 9 knots. *Redken* has sagged way off to leeward towards the coast. We can see *Loose Goose* approaching Sail Rock but that's the last we see of them.

We're pretty happy about how *Kupapa* is pointing, although I'm pretty unhappy with a splitting headache and am starting to feel very seasick. I have a spew over the side and eventually go below and crawl into a bunk. Tim Bell is on the helm now and after a half hour of getting airborne and trying to stop

myself falling on the cabin floor I have renamed him the "Helmsman from Hell!"

I lie there trying to sleep with the boat pounding mercilessly. After an hour or so I hear from the cockpit that *Redken* has just crossed our stern by 50 metres. Staring at the ceiling I try to figure out how they can be so close. We should have been miles in front.

Another hour goes by and I feel the dreaded churning in the stomach and make a run thru the doorway for the back of the cockpit retching yellow bile. I decide I really want to die. Feeling very miserable I look around and see that we are way down to leeward of Little Barrier. Either we have had a big header or the "Helmsman from Hell" has struck again.

I go for the second option, yet again to see the proof that reaching to windward does not work. Retching to windward doesn't work either, you get it all back in your face.

Mark tactfully asks if I want to pull out and go to Kawau. I get the impression he doesn't really care either way, he's looking a bit crock himself. We listen to the VHF repeater on Channel Island which says 20-25 knots so decide to carry on since we've come this far, and continue tacking out to Channel Island. The fresh air feels good and I slowly start to feel better. Mark has a sleep as it gets dark and Channel Island is getting closer. I'm counting down the miles on the GPS DTG (distance to go), 10, 7, 5 miles.

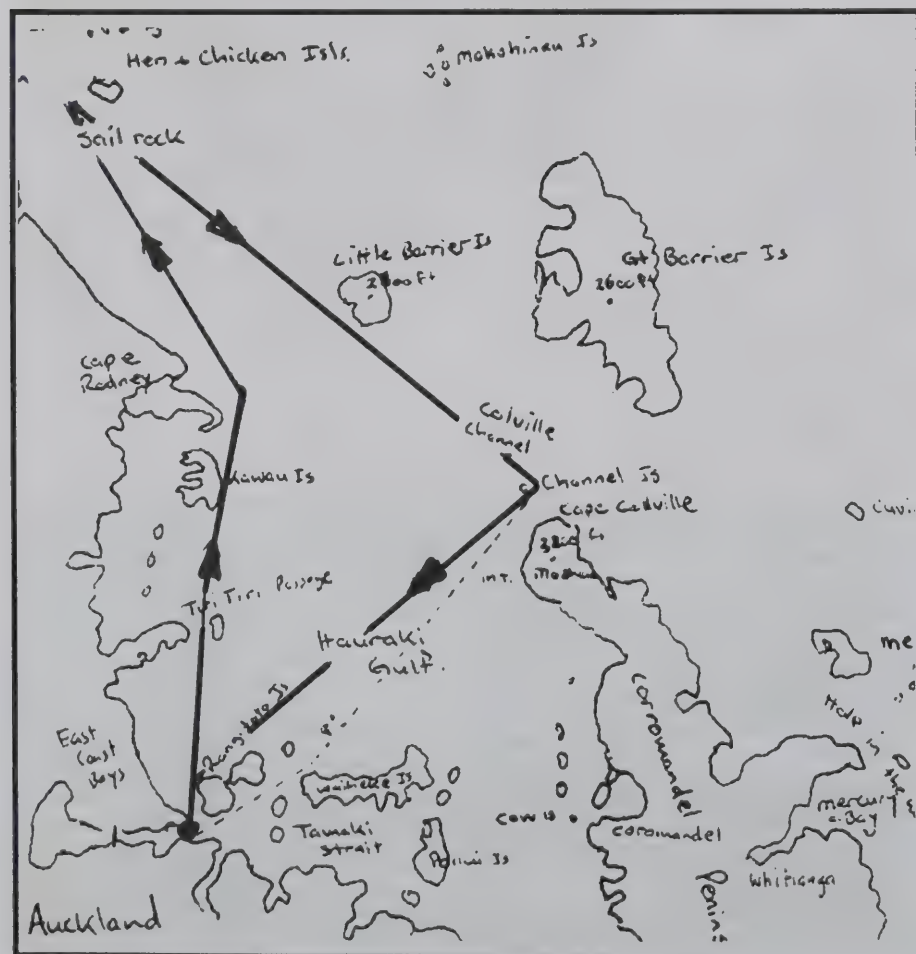
We finally tack up to the horrible lump of rock and see *Redken* coming across from the Little Barrier side of the course, but we've got a good lead on them. We go round at 9:10pm after a 7 hour beat in 20 knots. Misjudging the approach we get a header and get way too close on a lee shore with the tide setting towards the island. We scrape past getting chucked around in the backwash from the waves breaking on the island. We ease sheets, barberhaul the genoa and are blissfully away doing 15 knots towards Auckland.

It's good visibility tonight and over the horizon we can see the top of Rangitoto with the loom of Auckland's lights behind and the red light on top of the Sky Tower gives us something to aim at. We run deep to avoid the wind shadow under Mt. Moehau which extends 15 miles in a southeaster, and in almost flat water reach back to Auckland at 12-15 knots.

Can't see *Redken* behind so we're probably putting some good mileage on them. About halfway back the wind eases right off. We decide to hoist the reacher outside the genoa and three sail reach towards Rangitoto. Boat speed drops more and more, reaching a low of 5 knots. We drop the genoa and continue on with the reacher. Give Chris a ring and let him know how we're going, he would love to be out here on *Mohiki* but Max has gone cruising.

Eventually we slide past the Noises with a bit more breeze doing 8-11 knots. Approaching North Head, Tim and Mark change to genoa and come hard on the wind. I'm back in my bunk feeling much better, now my head isn't hitting the roof anymore.

Bruce calls up from *Redken* and asks where we are. I tell him we're just approaching the finish line, which is a little optimistic. They've obviously been wondering where we are, just as we've been wondering where they are. He very nicely (must be tired) says well done and that they're approaching Brown's Island after coming down the Motuihe Pas-



sage and have had stuff all wind since Channel Island.

We throw a few tacks and cross the line at 1:43am. Redken should be 20-30 minutes behind, so they've still done bloody well. We've had a tremendous boat race for 140 miles and a great little sprint round the gulf.

Loose Goose is moored in front of the club next morning looking nice and tidy so we're not sure if they went out to Channel Island or came straight back from Sail Rock. Either way it was great to see them out there and good experience for them.

Hopefully the Gulf 140 will continue next season as part of the offshore series and not get put into the too far/too hard bracket like the Tauranga Race. Believe it or not, some people actually like to sail out past Rangitoto. Goodness, you will sail off the edge of the world and get eaten by serpents!

Kupapa is a Newick 36 Echo cruiser/racer foil assisted trimaran, weight approximately 4,600lbs, with a 44' pine wingmast. Very fast in rough windy conditions, pretty quick in light air too.

Loose Goose is a Newick Val design with full wing aka, has a tall fractional alloy rig and high lift (not Newick) dagger foils, weight approximately 3,300 lbs.

Redken is a production Malcolm Tennant design, 32' fiberglass open deck alloy beam cruiser/racer cat with kevlar sails and 44' mast-head gennaker, weight approximately 4,800lbs. There are about eight of these cats in the NZMYC.

Editor's Comment:

This report came to us from Dick Newick via his agent in New Zealand, Max Parnell. Dick said Max has put an Echo sized wingmast and rig on his 15 year old Tricia trimaran and sails quite evenly with the Echos. Dick says that they push their boats very hard down there, "triple reefed main, no jib, going well, blowing up to 55 knots." In one race Max reported that one competitor (not in a Newick design) was flying a masthead spinnaker off the wind in 40 knots of wind, "so we had to sail hard to be competitive." Dick concludes that we're going to have to work hard to get the A Cup back from seamen like these!

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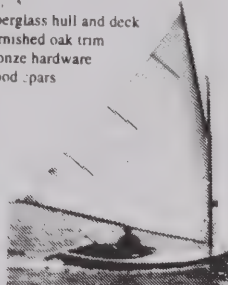
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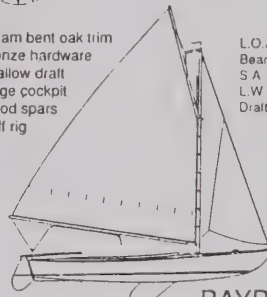
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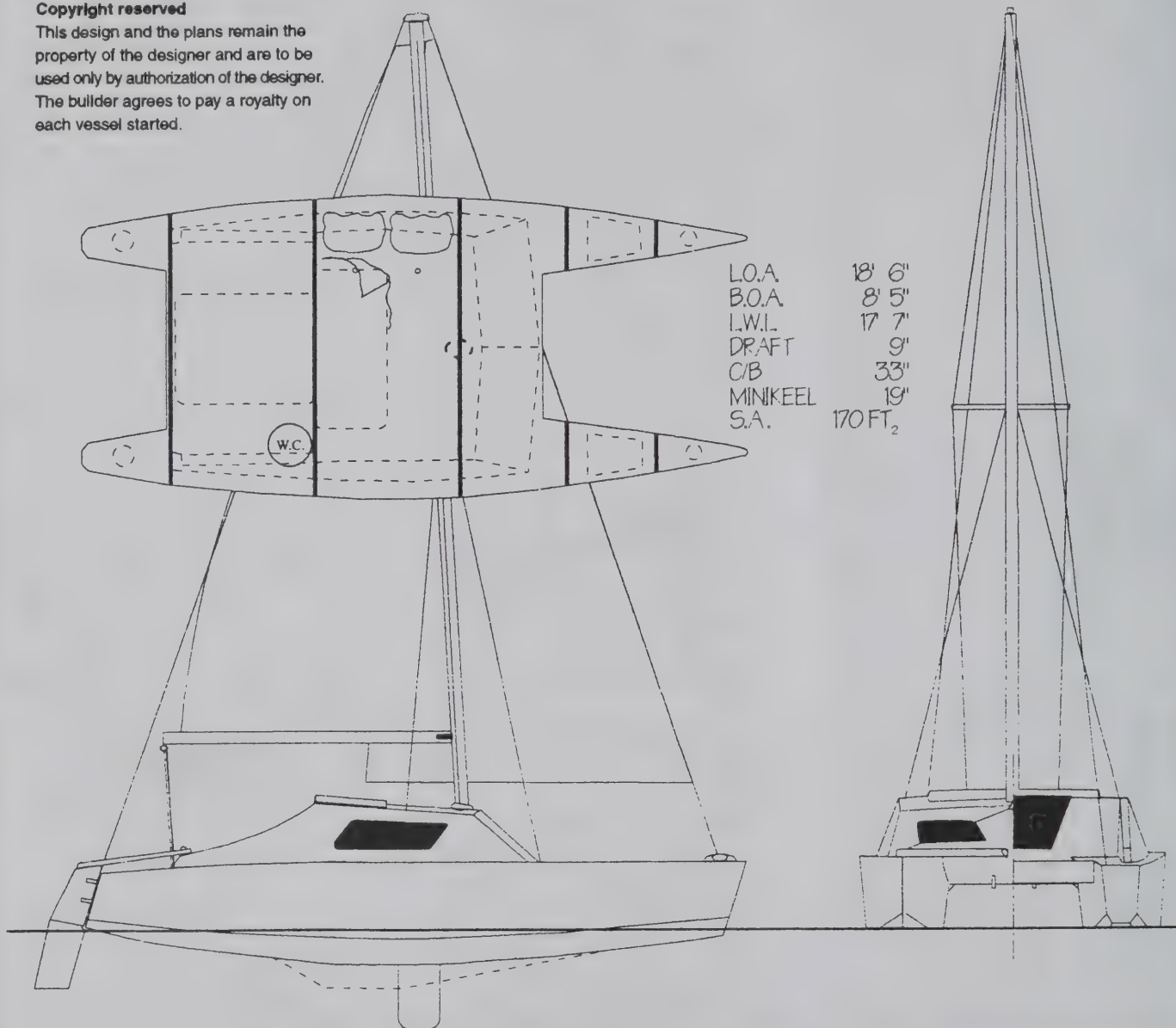
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POCKETCAT 18

This is the ideal small boat I had in mind when I started this project a long time ago (at least two employers and two careers ago). I had looked at many designs over the years, but never found just what I was looking for. I have owned three mulhulls over the years, one of them a Trailertri 18 that I had built, which I sold when I bought what I thought would be a better boat. Unfortunately it was just too big for me. After a fruitless search for a new boat to buy or build, I decided that the only way that I would get the boat that I wanted was to design her myself. After a couple of years of studying design theory, I feel that I have come up with just the boat I wanted.

The design had to meet five goals: Daysail four, sleep two in a double bunk, have room for a portable head, be easy to trailer and to setup, and be economical to build and

Pocketcat A Small Trailerable Pocket Cruiser That Happens to Be a Catamaran.

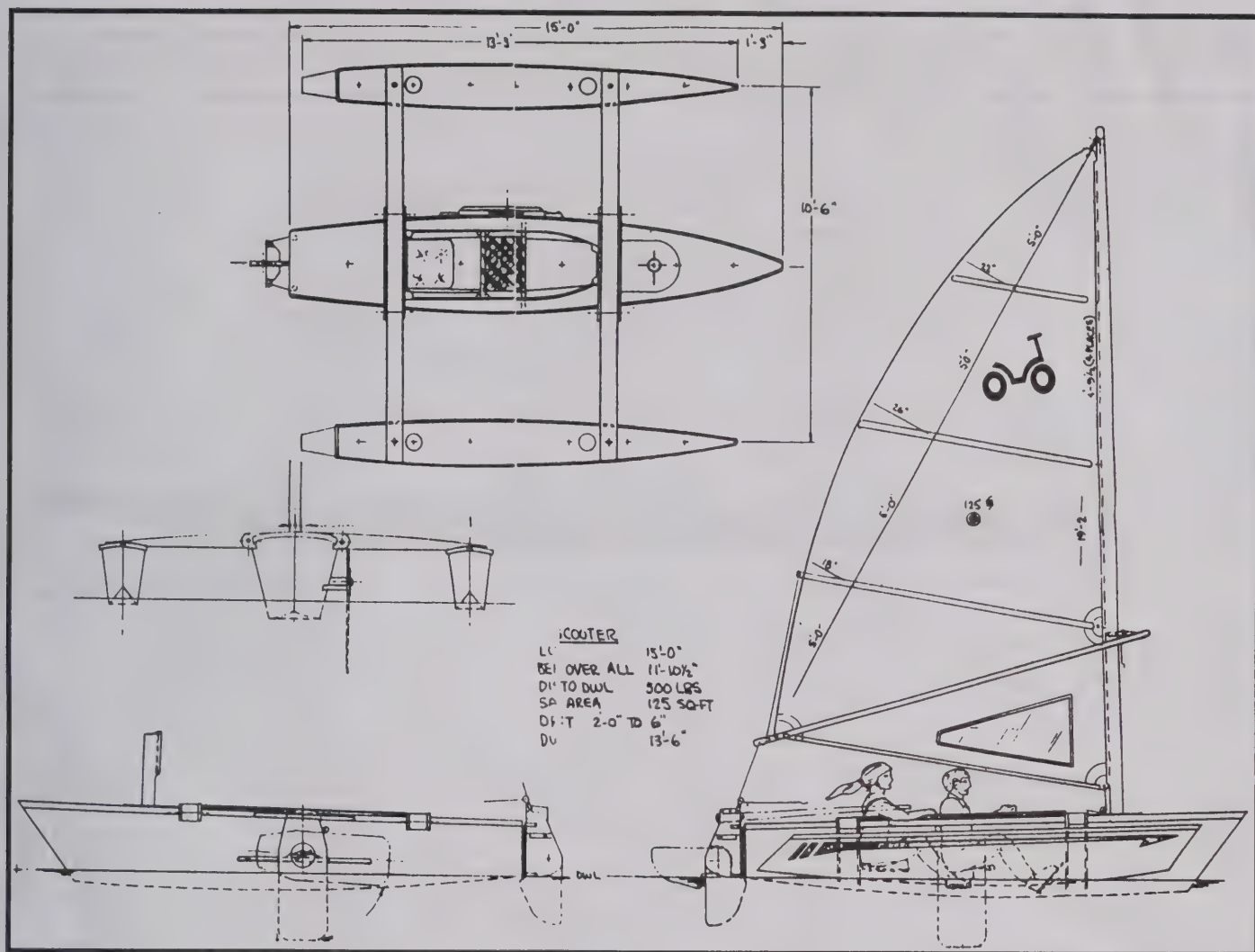
By Cliff Vaughan:

keep. I feel that the Pocketcat 18 meets all of these objectives.

The prototype is under construction now and should be ready to launch in 12 months or so (as I have spent most of the last two years unemployed, money is still a little tight). In the building I tried to use as little lumber as possible and as much plywood as I could.

The Pocketcat 18 is a trailerable cruising catamaran designed to fill the needs of today's family on a limited budget. The cost to build is low, and so is the trailering weight. The boat has a good turn of speed, a full double bunk and plenty of storage. The use of a boom tent makes for real comfort at anchor. The forward netting is also a comfortable lounging area. The mast and boom are aluminum. Auxiliary power is a 2-5 hp OB. The hull is planked with 1/4" plywood. The plans are 10 sheets of "C" size drawings plus full size patterns for the hull frames, trailer details, and a full material list with building instructions and photos. The designer is always available to answer any questions by letter or phone. Plans \$125 plus \$10 S&H.

Cliff Vaughan, 9267 Heatherdale St., Santee, CA 92071-3217.



Back in 1985 I designed a 15' trimaran. I had seen the toy 12 meters at the Long Beach Sailboat Show and liked the idea of a fixed seat pedal steered boat but I didn't like the heavy lead ballast in the toy 12's and also felt they were too short.

A few months later I had designed Scooter, my 15' trimaran. In it I use a canvas seat just like the old lawn chairs with adjustable back support. At that time I figured a second person might sit behind the skipper on the floor with their legs alongside the front seat.

The construction was taped seam plywood, the displacement to the waterline of the main hull was 411 lbs approximately. The main hull was flat bottomed but with a double chine "V" portion to reduce wetted area.

Scooter...a Pocket Tri

By George Hume

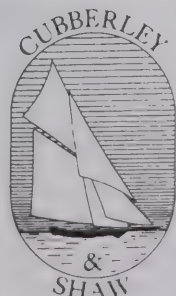
Now some ten years later I have redesigned Scooter. The sail area is increased by 25sf to 125sf. The hulls are all now flat bottomed and the daggerboard has been moved to the port outboard side of the main hull. I had toyed with the idea of a shallow end plated keel but concluded that it would be ineffective.

The submerged displacement of the amas is approximately 1,600lbs and an ama will sink about 4-1/2" if someone weighing 200lbs steps onto it. No problem getting dunked when boarding.

The cockpit now will accommodate two, the front seat is still a "lawn chair" but the rear seat may become uncomfortable after a while. I have added provision for a tiller in case steering lines break or if the crew wishes to sit out on the side deck. Construction is still taped seam plywood (1/4") with bulkheads to support the akas.

This boat may not perform as well as some of the kayak type trimarans but with your labor invested it will cost but a fraction of those boats. Complete plans include a spar drawing and construction details for the main hull, amas and akas.

George Hume Small Boat Design, 22906 Ward St., Torrance, CA 90505-2603.



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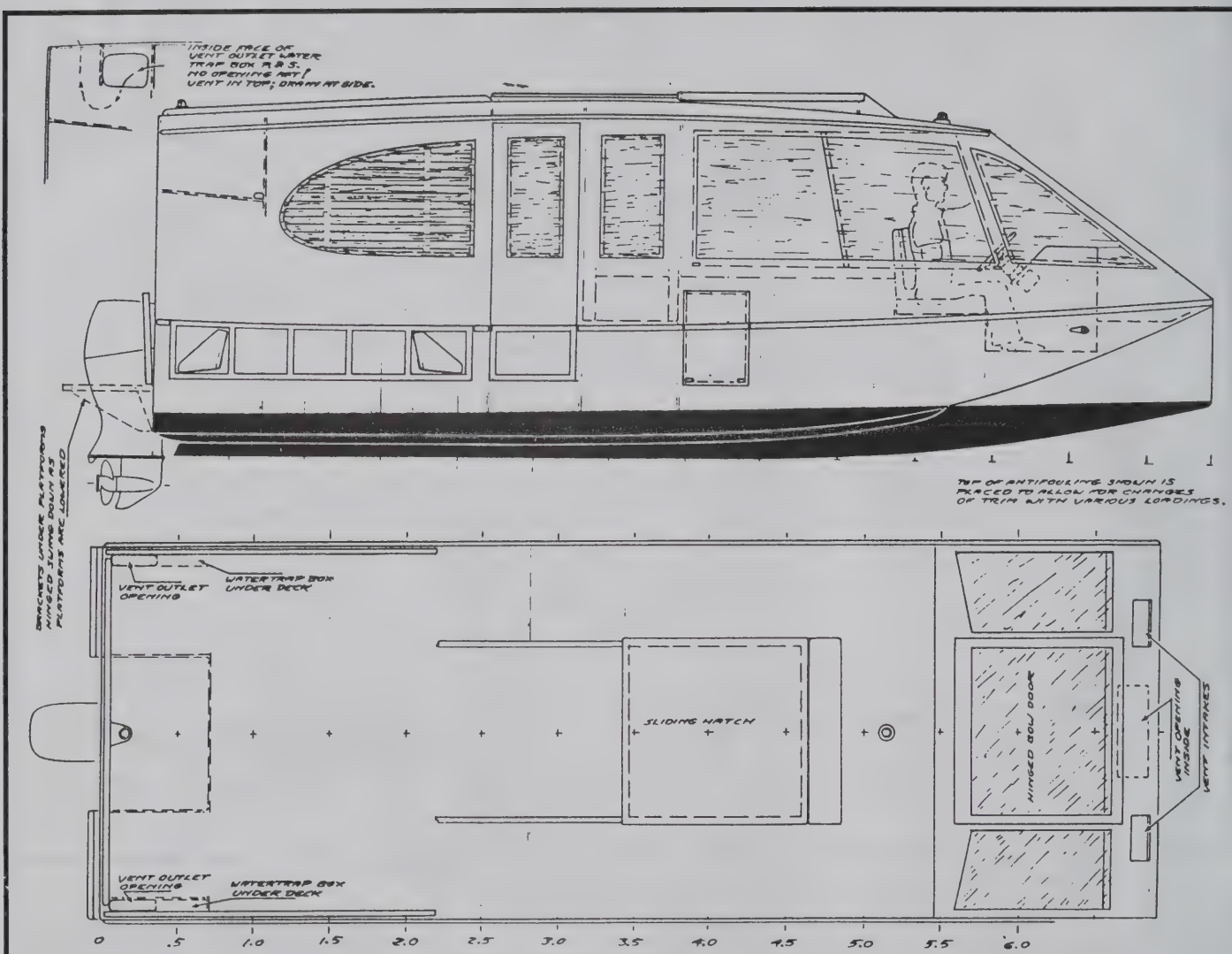
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Bolger on Design



Watervan

Design #632
6.92M x 2.46M (22.7 feet x 8.07 feet)

This boat was designed primarily for Australian rivers and lakes, although capable of alongshore or even offshore passages in reasonable weather. In fact, she would have a better chance in heavy weather than most small power cruisers if she was prudently handled, doors and windows secured, etc.

The specification called for a queen-size double berth, a dinette convertible to a second double berth, a comfortable helm seat and forward view underway for two or three other people, enclosed toilet room, workable galley, standing headroom throughout and a cruising speed of 20 mph with as little wake and noise as possible, all inside the dimensions given for convenience in trailer hauling. Her owner originally proposed her to be powered with a diesel waterjet, but when the cost of the power plant became clear, he decided to settle for the 90 hp, four-stroke outboard motor which is also a good deal lighter and less intrusive on the cabin.

The van configuration seemed to be the only way this roomy a cabin could be packed inside these dimensions. She's what we call a

cutwater garvey. The slender ski-like cutwater under the bow gives buoyancy and dynamic lift forward to carry the flat toboggan bow of the garvey hull well clear of the water and to allow the profile curve of the garvey bow to be a very gentle sweep for low drag and minimal spray making. The cutwater is extended to the stern as a box keel, again floating the hull proper higher in the water for reduced wavemaking and channelling air trapped under the hull away from the propeller. (This also works with a waterjet intake and is more reliable in that respect than the usual slight deadrise.) The shape is the same we've used for quite a few boats in recent years, except that most of the others have the upper part of the hull curved in to a blunt point above the cutwater. These pointed bows are mostly "to make them look like boats," there's no functional advantage to speak of over the rectangular bow. In this case, there was no question of getting the specified layout in any boatlike style, and this shape is very straightforward to assemble as well as being roomy and buoyant.

The forward helm and viewing seats would be unworkable in a normal garvey without the cutwater. The bow would have to be too abrupt a curve to float the weight of people

in the bow. It would plow at low speed and drive hard at planing speed if it could get up at all. With the cutwater to lift the bow it becomes workable, although she is still fastest if everybody doesn't insist on sitting in the bow.

A hull like this is very dry. The sharp-lined cutwater doesn't make much spray, and what it does make is trapped under the flat hull. There are shallow skids along the outside edges of the bottom to retain some of the air that would otherwise be forced out at the sides. The boat rides on a cushion of foam trapped on each side of the box keel. There is actually some cushioning effect; in spite of the large flat areas, these hulls are less noisy and rough riding than most in choppy water, including many deep-vee hulls with big, flat strakes and spray deflectors. This is not to claim that they are quiet or smooth! That is not doable on these proportions at these speeds on an uneven surface like water, except by means of foils, which have their own drawbacks.

One item on the wish list was the ability to keep running at night, at cruising speed, without too much risk. Hence the twin, powerful off-road headlights, which brilliantly illuminate the water for hundreds of feet ahead

without any reflection on any part of the boat. The square-across bow also incorporates ventilation intakes with efficient baffling to allow them to be open in a downpour of rain. The vent outlets are in the deck (or roof) at the stern, also well baffled and located where eddying fumes from the motor can't reach them. The motor, and all the fuel, are in watertight compartments in the stern, where no spills can reach the cabin. The large doors opening from the cabin to the motor recess are specified to be gasketed and dogged airtight whenever the motor is running.

She can be opened up in all directions in good weather, from the big bow gate from which anchor handling is done, the sliding windows at the sides and the sliding sunroof overhead, to the entrance doors on each side. These last open inwards to clear floats, lock-walls etc. A series of folding platforms allows outside access to the stern and convenient boarding from small boats. The propane cylinder for the stove is in an airtight recess in the galley, opening only to the outside.

We've found that there is not much point in arguing about the aesthetics of something like this. You like it, you hate it, or you can or can't quite tolerate it. But we will argue with conviction and from experience and expertise that there is nothing unseamanlike about it. It can't be compared with anything of equivalent space efficiency because there is nothing afloat that can match her. But she will run faster, with less disturbance behind her, with better control and no more discomfort in rough water, than most small, fast power cruisers. She is not a clumsy floating house. Any objections to it have no objective basis. The effect on the scenery of a fleet of them is legitimately arguable.

Become a Better Outboard Skipper

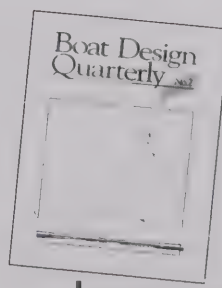
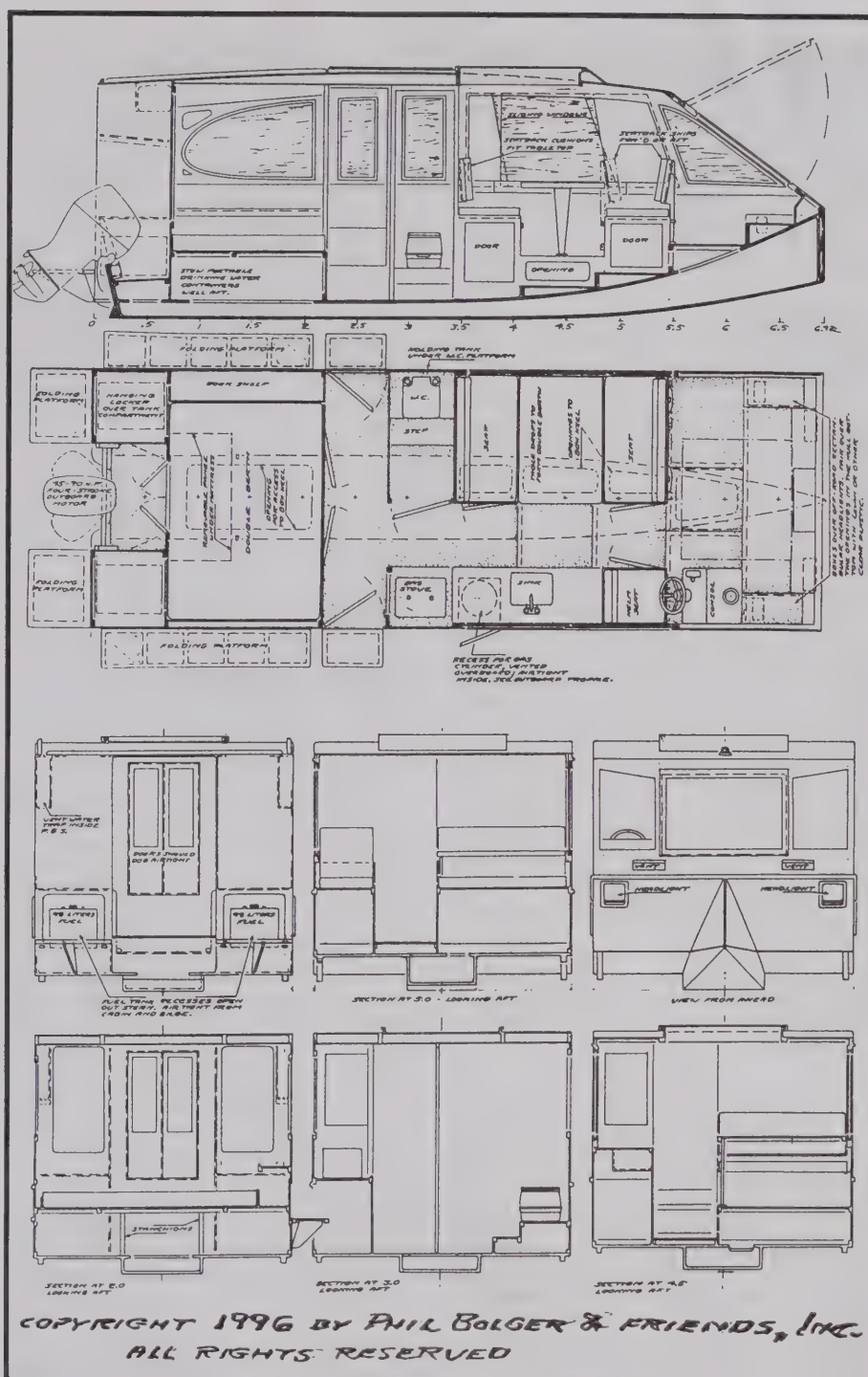


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Your Techniques, Tools, Ideas...

I've developed a way of rowing a sliding-seat shell that allows the rower to move through the water facing in the direction of travel, and my method requires no special equipment. Facing the direction of travel allows me to move close to wildlife in backwaters while maneuvering around snags and other hazards. Photography is also much easier when you can comfortably face your subjects. My method does not use the rower's muscles as efficiently as with backward rowing or as with mechanisms especially made for forward rowing. However, I can use the standard backward rowing technique to get me rapidly and efficiently to a location of interest, then I can switch to forward rowing to move around that local area.

With my forward rowing method, the rower pushes on the oar handles rather than pulling on them, and the boat moves stern first through the water. Shell riggers are generally designed to resist force in one particular direction, and my stroke applies force in the opposite direction. However, the riggers will not be strained by the reduced reverse forces created by this stroke.

Setting up the boat: Two steps are necessary to make sure the oars will propel the boat and feather properly. First, the oarlocks should be simply rotated around their pins 180 degrees from their usual backward rowing positions. Second, if any of the pitch angle in the oar blades is actually built into the oars themselves, the oars should be switched between the left and right hands. The oar operated by the right hand in backward rowing is moved to the oarlock on the opposite side of the boat and is operated by the left hand in forward rowing. The other oar is likewise shifted. If

Recently, I devised a rigging variation for small gaff rigged boats that I'd like to share with others. I call the rig "Lazy Lifts". I've owned a continuous string of small boats over the years and have found much pleasure experimenting with types and rigs. I'm currently playing with a 15' gaff rigged Legnos Mystic River Catboat. This is my third catboat, the second one with a gaff rig. When purchased this spring, the boat was equipped with adjustable, multi-part lazyjacks, fixed to the mast on one end, and the other end to eyes and cleats mounted on the boom.

I've had adjustable jacks on a Legnos 20 that I owned a few years back. The jacks turned on blocks affixed to the mast, then were spliced into one tail. The tail turned at deck level back to a cleat on the coach roof. This arrangement was satisfactory for a boat this size. It allowed control of the boom and gaff when necessary, and allowed the jacks to be slacked when sailing so as not to interfere with the set of the sail.

I've seen this approach, or variations thereof, used on small gaff rigged boats. The problem is that with small boats there isn't a lot of room for people or things. To me one of the keys to successfully rigging a small boat is to keep it simple. The jacks that were on my 15' catboat when purchased did not have turn-

Easily Forward Rowing a Shell

By Sam Overman

the oar blades are not symmetrical in shape, as is the case with my Deltors, then these types of oars will need to be switched left hand for right hand, regardless of whether or not some of the blade pitch is built into the oars themselves.

When this forward rowing technique is first attempted, it would probably be best to set up the boat before getting into it. I find that with my stable, flat-bottomed Alden Single shell and the lightweight Deltor oars, I can comfortably make the switch while I am in the boat.

The stroke: You can use your arms, back and legs to power the oars, but I recommend that you use only your arms while first learning this new stroke as well as each time you begin to use the stroke once you have learned it. It takes a while each time to reverse your instincts about feathering and reacting to possibly catching a blade during the recovery.

Begin with your back upright, your legs nearly straight and your hands holding the oar handles with the oar blades feathered near your sternum. If you backward row with your left hand over your right, then you will forward row also with your left hand over your right. Rotate the oar handles to unfeather the blades, allow the blades to drop into the water, then gently push forward on the oar handles. When your arms are fully extended, rotate the oar handles and push down on them slightly to

feather the blades and allow them to clear the water. It is easier to learn this stroke if you allow the feathered blades to skim over the surface of the water during the recovery.

When you feel comfortable with the arm stroke, lean your back slightly forward during each stroke to deliver power to the oars once your arms are extended. When practice makes that feel comfortable, draw up your legs each stroke after your back is leaning slightly forward to slide the seat toward the stern, which will also deliver power to the oars. Feather the oars, return your back upright, then straighten your legs to push the boat stern first. Return your arms to your sternum and immediately effect another "catch" to begin the next stroke. It would be more efficient to return the arms before straightening your legs, but you must first get your knees out of the way before you can pull your arms back. As with backward rowing, use your arms, back and legs in sequence to provide power to the oar handles over a long, smooth stroke.

While you will not be able to deliver the same amount of power to the oars as with backward rowing, I find this front rowing technique much more satisfying than other methods of performing a similar task, such as paddling a canoe single-handed. Someone wanting to use this forward rowing stroke regularly in a shell equipped with a drop-in rowing unit might want to put additional attachment points in the shell to allow the rowing unit to be turned around in the boat. That way, forward rowing would propel the rower and the boat bow first. The boat setup and the stroke are the same regardless of which direction the rowing unit is installed in the boat.

Lazy Lifts

By Douglas Gray

ing blocks on the mast, but were fixed to eyes mounted near the mast head. Adjustment was made at the boom end with two cleats mounted on opposite sides of the boom just forward of the point where the tip of the gaff would lie when lowered.

This seems workable at the dock, but try reefing on the water, that's a different story. The boat's moving about in the waves, you're trying to steer, hold the boom up, then tighten and cleat two lazyjacks. And, your crew is forward ready to release the halyards and coax down the sail. Busy time! You have to be very careful to tighten the jacks enough so that when the line stretches under the strain of the boom it is still in a raised position to allow easy, safe work. This arrangement also leaves two tails flopping about in the skippers face, tails that you are always trying to tuck in when under sail. I also found that multi-part lazyjacks on a boat this size are overkill. They get in the way as much as they help collect the sail. There had to be a better way.

Honestly, I don't know whether I invented "my system", or re-invented the work of someone else, as so often happens with

boats and rigging. The system starts with two lines. One is affixed to each side of the mast above the gaff throat. I spliced a loop into the boom end of each line. The loop is approximately 4" long, large enough slip easily over the cleat on the boom. The length of these lines is adjusted at the mast head to support the boom in a position clear of the cockpit. Then they are tied permanently in that position. A tail is then spliced into each loop. The tails are 18" or so in length and are run through holes in the base of each cleat, then finished with a stopper knot. The actual length of the tail is adjusted to allow the sail to set freely. In practice, the line hangs just slightly below the boom.

Now, when it's time to reef, bring the boat head to wind, reach up and lift the boom, grab a loop and loop it over the cleat. Then grab the other loop and do the same with it. Now, you are ready to reef. When you are finished with the reef, hoist the sail. As the sail starts to support the boom and the jacks go slack, reach up and slip the loops off the cleats.

This system might be helpful on small boats with other rigs as well. Anyone interested in discussing this or other systems can reach me at (717) 299-1176.

Douglas Gray, 1538 Hollywood Dr., Lancaster, PA 17601.

Camp Kitchen Galley

By Charlie Matthews

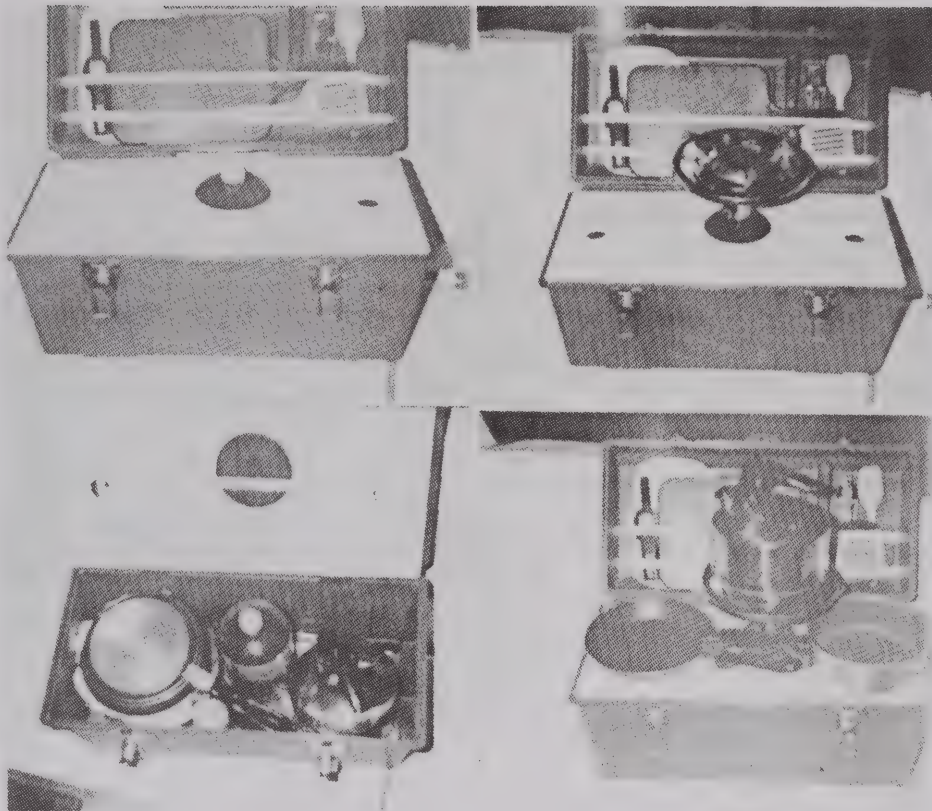
1. 19" tool box from K-Mart. Add gum rubber feet to keep box from sliding around.

2. View looking down inside open box with everything inside. Tray that came in box was discarded and a piece of 1/4" plywood was cut for a close fit in top of box. Standard 16-oz. gas bottle sticks through the big hole and can't tip over. The two small holes are finger holes for lifting out the plywood (birch plywood would look better). I updated to heat-proof plastic, compliments of my brother who has a cabinet shop.

3. Burner mounted on bottle ready to cook, note wood surface to set pots on. I put stops on the pot supports on the burner so the pots can't slip off while in use. Note the two bands of elastic and piece of foam in the pot to hold plates, cutting board and utensils.

4. Everything laid out, it all fits in nicely and there is still room for small items.

Best of all, the box slides back in the bilge area in the Montgomery 15, completely out of the way.



PARTS/PRICE LIST

Box, 19", K Mart	\$10.00
Burner, Sears	15.00
Pot, shallow teflon, 1-qt. (can also be used as a frying pan)	8.00
Whistling tea kettle, Revere	
Ware, six cup	15.00
Cutting board	3.00
Plastic bowls	2.00
Plastic plates from TV dinner	0.00
Miscellaneous items	?
7" frying pan T-Fal	10.00

I have been camping for 25 years and this is the best camp kitchen I ever had.

Trailer Mast Bracket

By Dave Dawson

Tired of the balancing act required to get the mast on my 25-foot trimaran into place so that I could get the foot in the step and haul 'er up, I had a welding shop make up a bracket that I bolted to the trailer tongue. They had some stock left over, so I used it to extend the length of the trailer tongue while I was at it. The job worked out as I had hoped, and in the process I gained these advantages:

1. The bracket holds the mast for trailering and positions it during setup. When I slide the mast forward in the bracket, it comes to a stop with the foot over the tabernacle, just short of the stick's balancing point. It is then easy to position the mast and slide in the hinge pin.

2. When I lower the mast, the bracket catches it. I no longer need to first set up the wooden bracket that I previously had to first tie down across the bow pulpit.

3. I can open the back door of my minivan without anything getting in the way.

4. The longer tongue makes launching and retrieving the boat easier.

5. By bolting a simple step to the side of the bracket, I made it easier to climb up and down from the bow when the boat is on the trailer.

The whole job cost about \$150. The welding shop made up the basic bracket to my specifications. I cleaned and painted it, bolted on the V-shaped end piece that actually holds

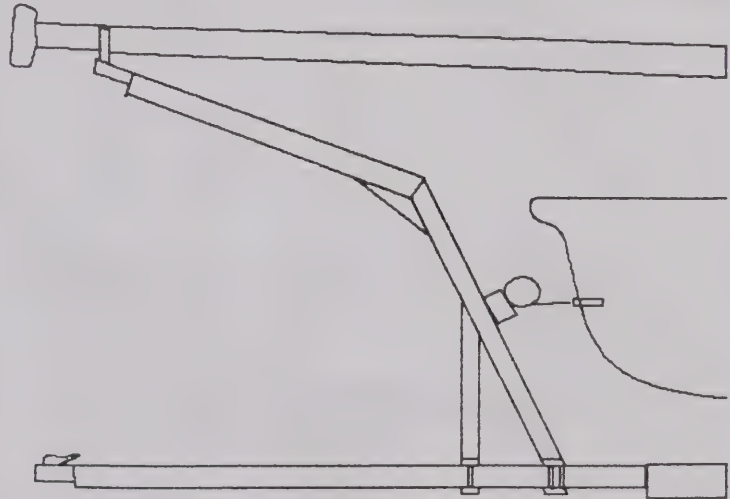
the mast and then bolted the entire contraption to the trailer tongue. The design of the piece on which the mast rests isn't critical, but it needs to be free of bolts and such that will snag halyards and stays. I put a couple of short pieces of 3" PVC pipe over the arms so the mast slides back and forth without a lot of strain.

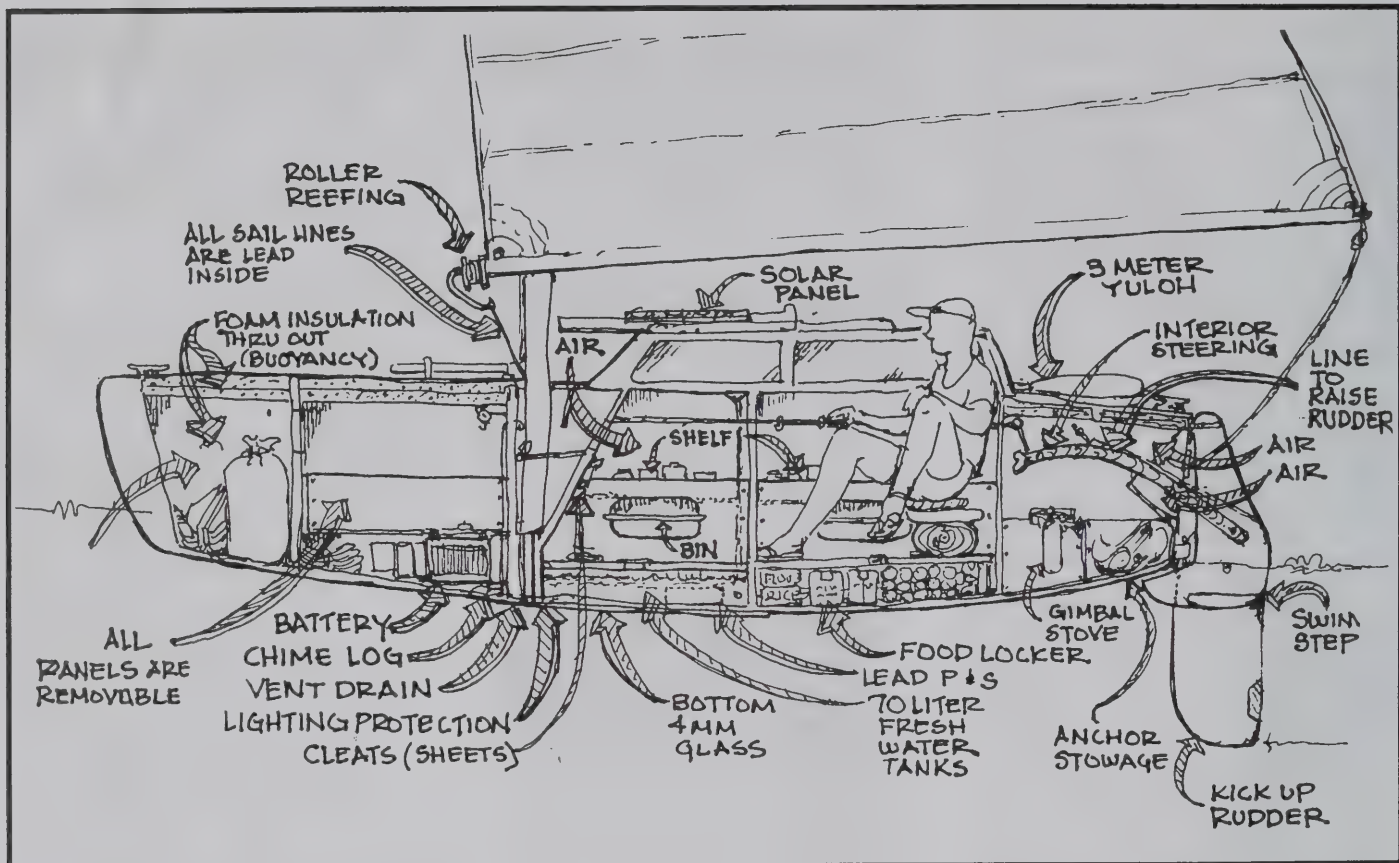
After everything is put away, I use a transom tie-down strap to tension the mast down by way of the mast step, which keeps it in place on the road. The foot of the mast rests on a wood bracket that sits across the forward end of the stern pulpit.

The bracket is welded together of 3" square steel tube with a 1/8" wall thickness. The whole thing weighs around 50 pounds. I designed it to replace the winch bracket that was on the trailer, so less than 50 pounds was actually added to my rig. The feet of the bracket have rectangles of 1/4" scrap welded

to them, drilled to take 7/16" bolts, which run to matching plates under the trailer tongue.

The bracket is capable of carrying far more than the 70-plus pound weight of my mast, but I wanted it reasonably stiff so that it wouldn't bounce around on the highway. As it is, it will move side to side a bit, but not excessively. My boat sits high on its trailer so the bracket is taller than would be required for most boats. The tip is over 8 feet off the ground. The length it needs to cantilever out depends upon a couple of measurements that need to be taken carefully: What's the distance from a point above the spreaders to the foot, you have to cradle the mast at least this far ahead of the tabernacle; and how much clearance do you need, if any, behind and above your tow vehicle? Having such a bracket made up and installing it is not a whole lot of work, and I've found that it saves a fair bit of time and trouble at the launch ramp.





Readers of *Messing About In Boats* became acquainted with *Paradox* in the July 15, 1995 issue in which Dave and Mindy Bolduc described their adventurous cruise to the Bahamas in their *Little Cruiser* and introduced Matt Layden's new micro-cruiser *Paradox*.

Paradox is best described as a small shoal draft coastal cruiser. The focus and detail of the design effort has created a systemized cruiser, fusing together elements necessary to create the total cruiser. This series will be about building *Paradox*, covering all aspects of its construction. In this first installment I will mainly talk about the design features of *Paradox*.

In my opinion Matt Layden is probably

Building *Paradox* Part 1

By Don Elliott

the best small cruiser designer today. This is a bold statement and so I will qualify it. I know of no other designer who has built as many small cruisers as a Matt. In the past 10 years he has sailed and lived aboard small cruisers of his own design. He has sailed thousands of miles in various conditions and waters. *Paradox* is the result of these experiences.

Experience with actual condition best determines what is needed. Wind, wave, anchoring, raising and lowering sails, reefing

thousands of times again and again dictate the needs. Requirements are clearly known by day after day demands. For example, you know exactly where a cleat should be if you've tied that line off many times.

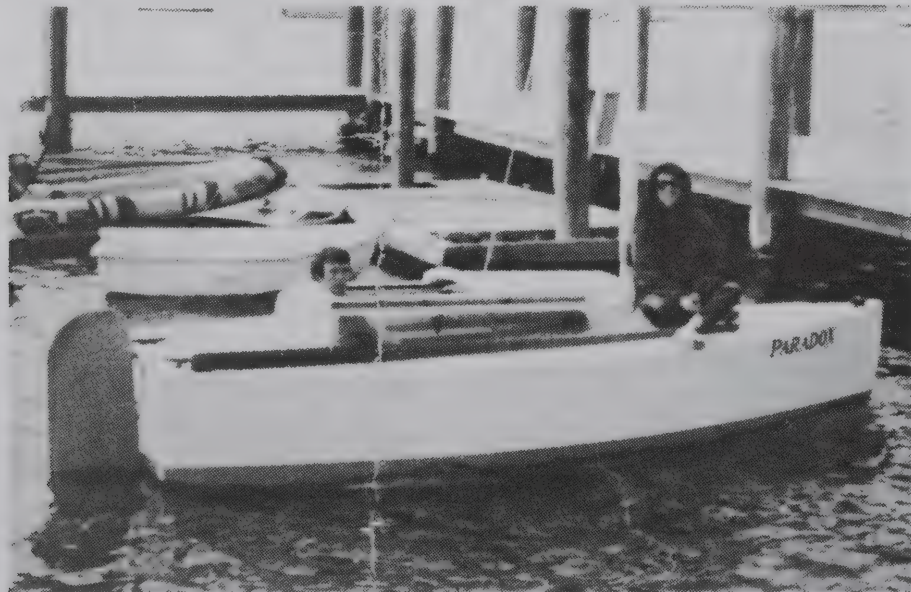
Little Cruiser, Swamp Thing, Paradox and other small cruisers that Matt has designed are each evolving forms, likely the future will bring more micro-cruiser designs from Matt, each improving on the previous. Others have had features similar to *Paradox*, some have eliminated the cockpit, some have lower rigs, some are even smaller than *Paradox*. All have advanced the design of small cruisers. How did Matt create a design that organizes and solves the many details required to make a great cruiser? Now we will look hard at the current design.

Paradox at first glance might be rejected as not seeming correct or practical because of its unusual features, small size, etc. However, after studying the design in detail and its realizing it in the building process, it becomes plain that it is in fact completely right. That by the way is the dictionary definition of the word "paradox".

Let's analyze what Matt has decided is required for the best coastal cruiser. The main features required are:

- Shoal draft sailing capabilities.
- Small size.
- Easily handled rig.
- Provision for stores (food, water, personal items).
- Beachability (dry out level on ebb tide).
- Comfortable sleeping conditions.

Matt Layden and Mindy Bolduc with *Paradox*.



Paradox is the result of a design process of elimination. Let's list those things that Matt has done away with and why:

1. Cockpit: A small boat cannot spare the precious room required for it. Cockpits are vulnerable to swamping. They expose you to the elements. Many sailor's have slipped overboard from their cockpits.

2. Keel, centerboard, daggerboard: Provide lateral resistance. Picture this, you're in shoal water, you try to lower the centerboard, it's hitting the bottom, you don't have much room to maneuver, you can't make the boat point. You're sliding sideways. You need something else.

3. Jib: The jib with it sheets is unhandy on a small boat, without expensive roller furling it requires you to go forward, often in bad conditions.

4. Sail track: Best not to have this, and a bolt rope slotted mast is even worse. Trying to get a sail lowered when it's jammed in these things can be dangerous.

5. Tall mast: The purpose of a tall rig is to gain speed, improve windward and light air performance. Tall rigs are best suited for larger boats with deep keels, not for lightly ballasted small cruisers.

6. Rigging stays: A coastal cruiser requires you to raise and lower the mast frequently, for various reasons.

7. Reef points: These are also unhandy, there's a better way.

For all these things that Matt has taken away, he gives back far more. The plans for *Paradox* give full and complete information about these. Let's list and analyze these truly required items Matt has provided (some other designers do not, Matt's plans are complete).

1. Full control of the boat from within (helm): This is an obvious advantage in bad weather, where else would be better? If need be you can drop below and close the hatch

(watertight), steering the boat out of spray and wind. A safer position.

2. Reefing, raising and lowering of the sail from within the boat: Sometimes you must reef many times within a few hours. It's also nice to be able to cast off the halyard instantly if needed (right in front of you, in a cam cleat).

3. Chine runners (chine runners are chine protrusions, extending outboard from the hull): This is the main item of importance to me, a bold step for Matt to take including it in the design. It's the magic step for *Paradox*. You know what they do. They're the lateral resistance. What else do they do for you. Lots. You might say a centerboard or daggerboard give better resistance. I personally loath them, they've been underfoot in every boat I've had. People have almost lost their lives to these contraptions. They take up room in the cabin, they're complicated to build, jam up with rocks and barnacles. Matt's decision here wins my favor. The chine runners permits things other boats cannot do. They allows beachability, ease of trailering, and best of all skimming along over shoal water.

4. Kick-up rudder blade (can be raised from inside): Kick up-rudder blade raised from inside allows lifting blade as you approach a beach. If struck by an object it will kick-up (not tear off). The blade rotates 180 degrees too so as not to stick out aft of the boat when anchored or trailered.

5. Full insulation throughout: This at first struck me as odd, but after fitting it and seeing it in place I completely changed my mind. What the insulation does is three things; insulates from heat and cold, provides full flotation (in a flat sided boat), and sound proofing.

6. 13 separate stowage areas: For a 13'10" LOA these are a lot of separate stowage areas. We learned from backpacking that the more compartments the easier it was to locate

things. Also a useful feature is that all panels are easily removable (by removing a few screws) allowing for cleaning, inspection, painting, etc. Great idea.

7. Fresh water tanks: 70 liters of fresh water (if you've ever filled and carried aboard 10 to 20 water jugs and tried to find places for them, then later try to find the leaky one, you know why tanks are necessary (*Paradox* has two separate tanks). I doubt if Matt intended the weight in the tank as ballast, but it is in the bottom, along with the food stores on a 100lb plywood bottom (along with a battery and 150lbs to 300lbs of lead this should easily make the boat self righting. *Paradox* is self righting from about 120 degrees). The tanks can be replenished through a rain catchment system.

8. Large food storage areas: Two hinged panels open to provide easy access to two large food storage bins.

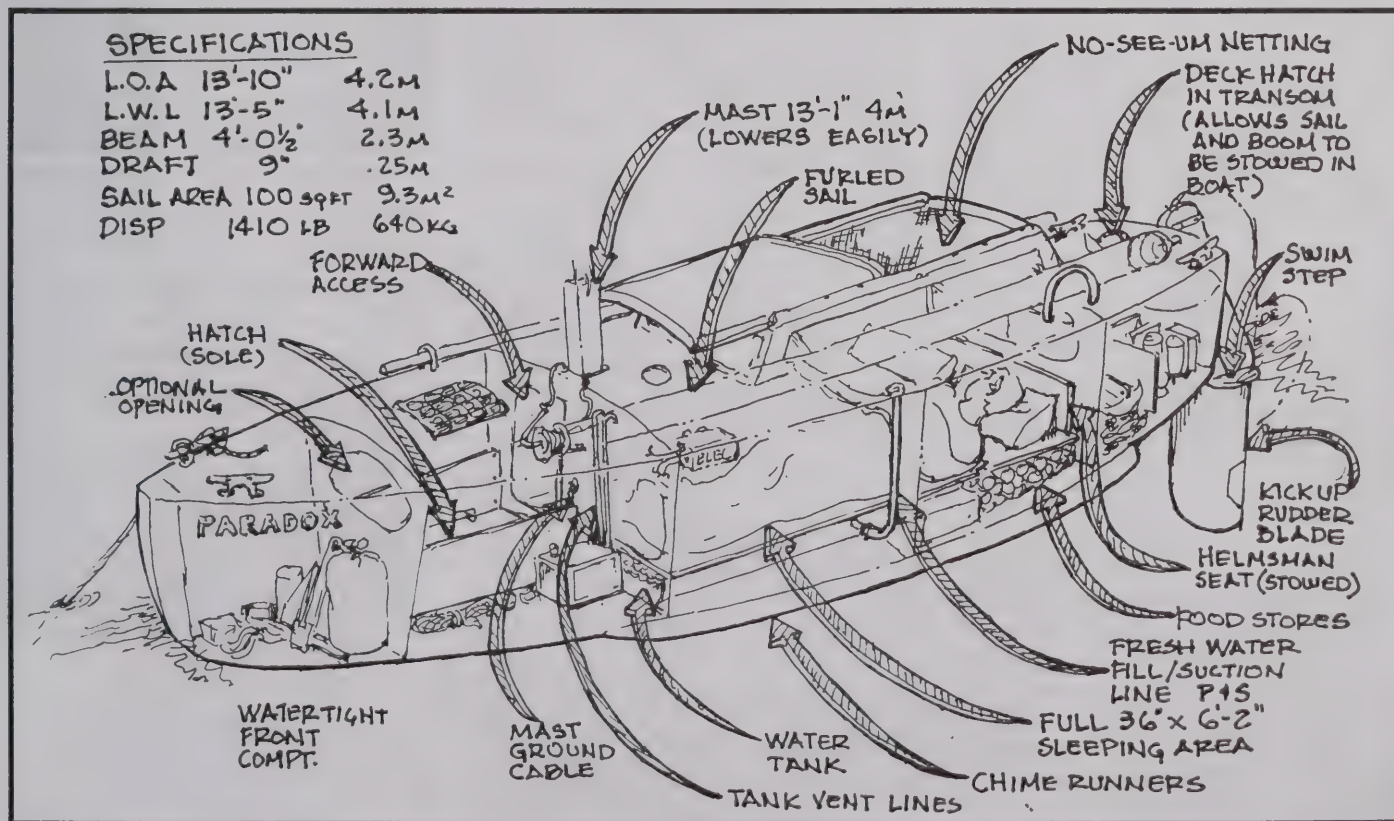
9. Full size sleeping area: Most cruising boaters agree that one of the most important features of a boat is a comfortable place to sleep. (I sold a boat which I otherwise liked but the bunk was too small and uncomfortable). *Paradox's* sole is 3' by 6', plenty large enough for even two medium sized adults.

10. Lightning protection: If you are sailing in Florida waters or fresh water lakes this is an essential item (most designs you buy do not include details like this).

11. Removable and stowable mast: A easily removable mast for bridges, trailerability, and if need be in bad weather conditions.

12. Roller reefing main: Not many boats have a roller reefing mainsail. Fast reefing ease is essential on all cruising boats.

13. Ability to dry out level: Drying out on the flats, Ida Little and Michael Walsh found out they could sail into shallow water and at the ebb be aground and not be afloat again for 12 hours. The sea retreats, leaving



them safe from any weather for the next 12 hours. They have extensive beachcruising experience and would often dry out daily. In addition, it allows repair or to work on the boat on the level. Constant beaching does require a tough bottom, *Paradox* has that.

14. Trailerability: A lot of boats are trailerable, but because of *Paradox's* size, narrow width and light weight, it is even easier. Small cruisers usually follow good weather conditions, so ease of trailering is necessary.

15. Stowability of furled boom & sail: *Paradox's* boom, yard and sail will stow inside the boat. I haven't checked yet to see if the mast will go inside (the mast is shorter than the boat) but in any case, this feature is unique. Why let your gear weather and rot when the boat is laid up.

16. Ventilation throughout: Everyone agrees that air circulation is essential to any boat, but how many have it designed into the boat. Throughout *Paradox* paths for air circulation are provided in all areas, if you follow the plans, you in fact are forced to have fresh air throughout the small boat.

17. 360 degree visibility from within: Sitting on the sole, you have headroom. Looking in any direction you have a 360 degree panoramic view. For safety, checking things out can be accomplished without leaving the cabin. In rain or at anchor, this feature will save crawling in and out as is necessary on other boats.

This evaluation of *Paradox* in this article is my view of Matt's cruiser: I have thought about these things while building the boat. I have never met Matt Layden, but feel I know how he thinks from the boat. I have talked to Dave Bolduc on the phone a few times, but everything here is my impression and, if incorrect, I'm the one at fault for my perception of this boat

The subject of size would surely come up in discussion of the suitability of a small boat for cruising. Size is indeed important. Small enough to be easily trailered (as most often the boat must be transferred to the cruising ground), easy to launch and retrieve, and to squeeze into crowded anchorages. When you need to provision or obtain water it's nice to be able to tie up to the dinghy dock, without having to swim ashore or inflate and de-

flate a dinghy (*Paradox* is about the size of a dinghy). The cruiser must be beachable, and able to go up narrow river and inlets. If the boat is small the mast is small and can be lowered by one person.

Matt classifies *Paradox* as a coastal cruiser. I felt I had to clarify what is defined as an offshore cruiser and what is a coastal cruiser and it's relation to size. An offshore cruiser crosses oceans and spends many days or weeks at sea. The offshore boat cannot estimate the conditions it may face and once a few days at sea cannot exit those conditions, therefore it must be able to deal with the worse. It also must provision without chance of restocking for long periods.

A coastal cruiser sails along or within reach of a near shore. A coastal cruiser can indeed be small, passages of 24 hours to 48 hours allow you to easily make predictable weather forecasts. Your chances of being caught in extreme weather can be safely reduced. *Paradox* need not stock up provisions like an offshore boat as it can restock frequently, nor would it need large water tanks for the same reason. However *Paradox* has capability of carrying a month's supply of food and a water catchment system to replenish fresh water. Therefore a coastal cruiser does not need to be large, in fact it's better to be small.

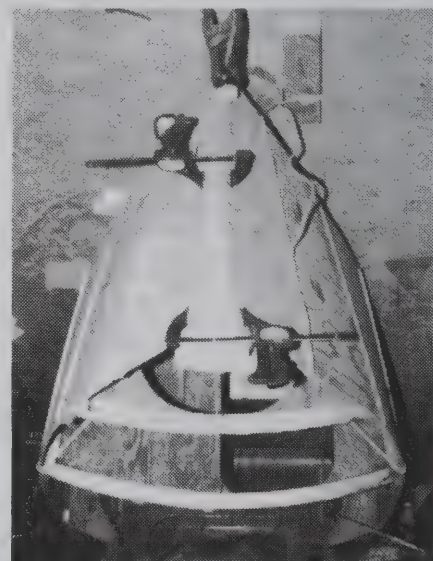
Little Cruiser and *Paradox* both have made passages to the Bahamas. Dave Bolduc says the most important thing was to wait for the right weather. In Parker's excellent *The Sharpie Book* he describes in detail how to accomplish just that. A small coastal cruiser can in fact make safe passages using good judgement.

There are those who hold opinions that size determines seaworthiness, that only large boats are safe. This has been proven wrong many times. To name just a few boats that have demonstrated seaworthiness of small boats are *Yankee Girl*, *TinkerBelle*, *Mermaid*, and *Chidock Tichborne*, and the most extreme case Sergio Testa's, *Acrohc Australis*. Without question a small boat is more uncomfortable, not as fast or as weatherly, but unsafe? It's been proven otherwise.

In the following articles I will describe what *Paradox* is made of and how she is built, and you will see the boat is tough and capable for the purpose for which it was designed.

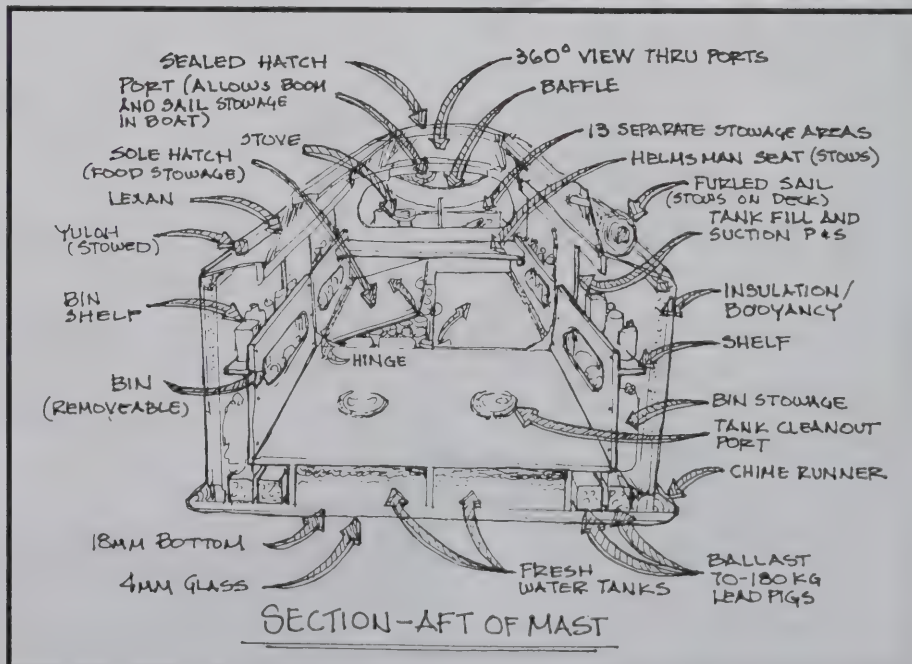
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 3. *Messing About In Boats*, July 15, 1995, "Cruising In Little Cruiser" by Dave and Mindy Bolduc.
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 7. Webb Chiles, *Open Boats Across The Pacific*, (almost lost his boat due to center-board).
 8. Judson Abbott, *Small Boat Journal* #57 "Almost To Hell and Back". 9. Robert Manry, *Tinkerbelle* (13' converted daysailer across the Atlantic).
- (To Be Continued)



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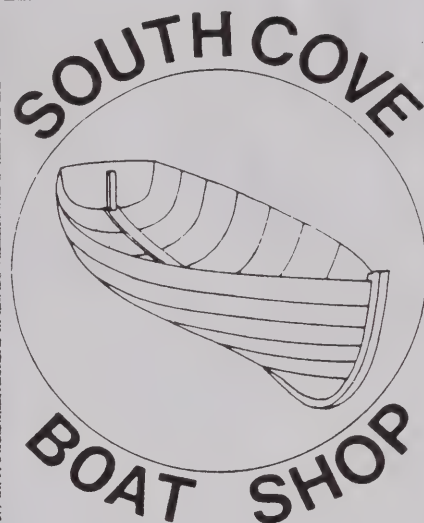
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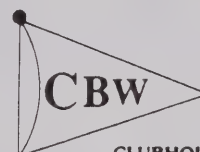
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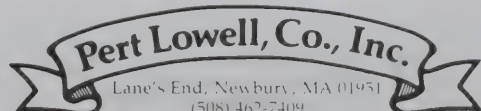
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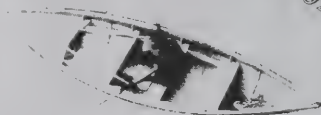
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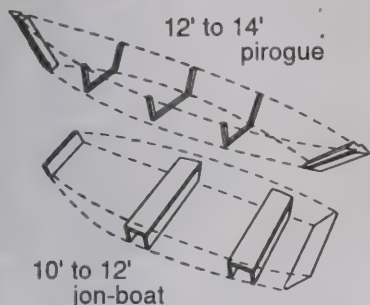
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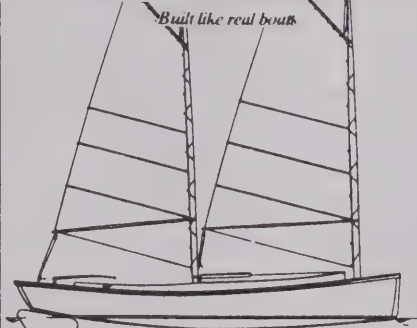


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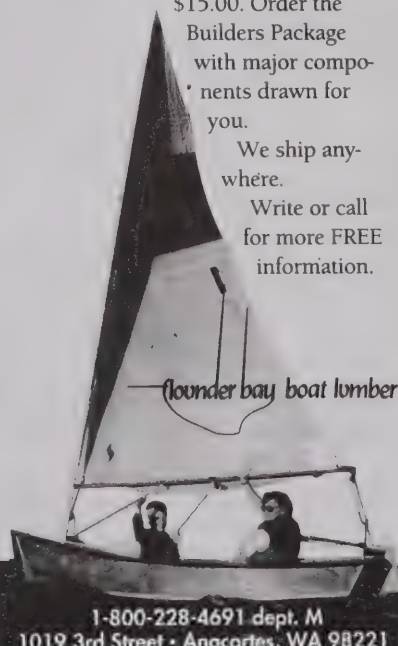
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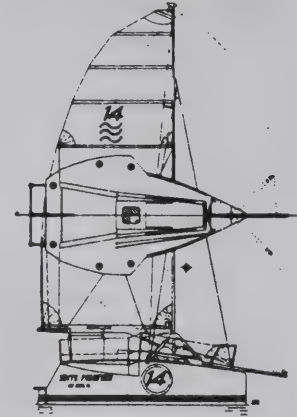
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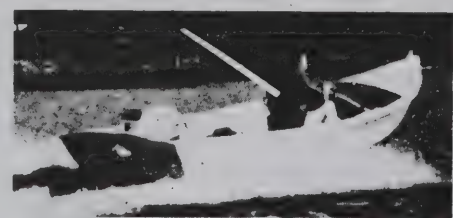
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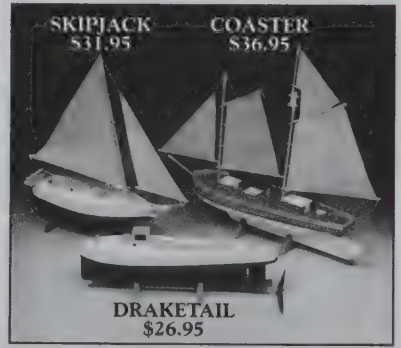
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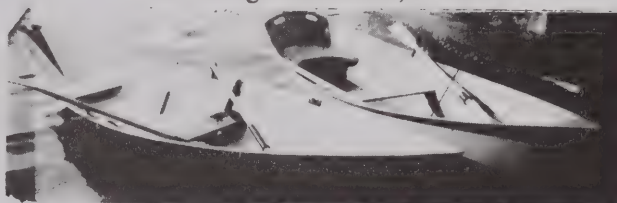
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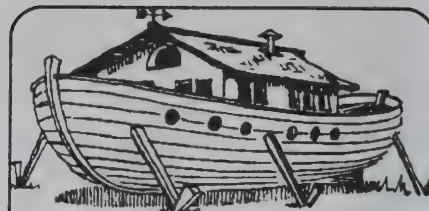
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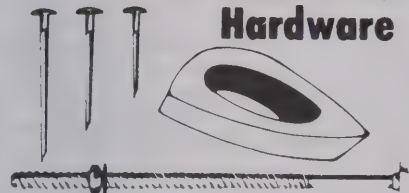
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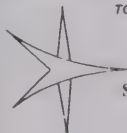
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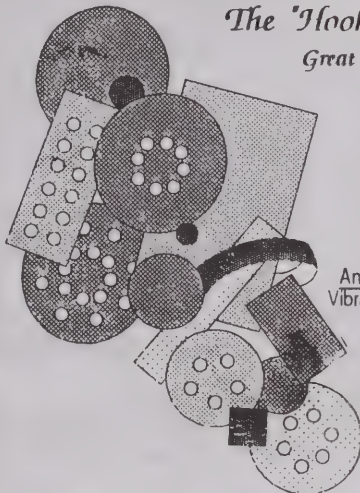
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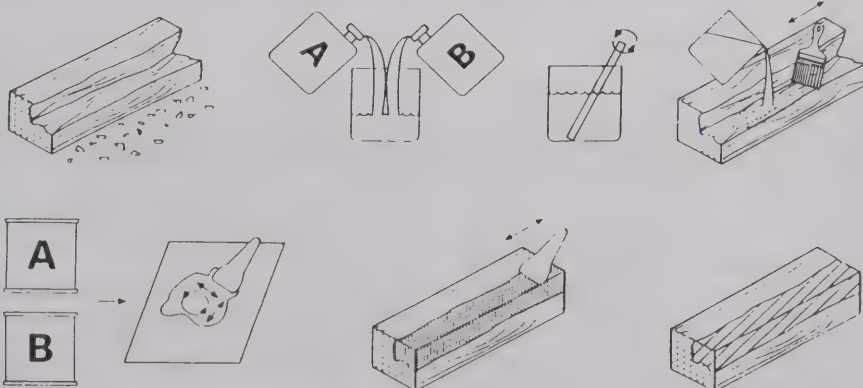
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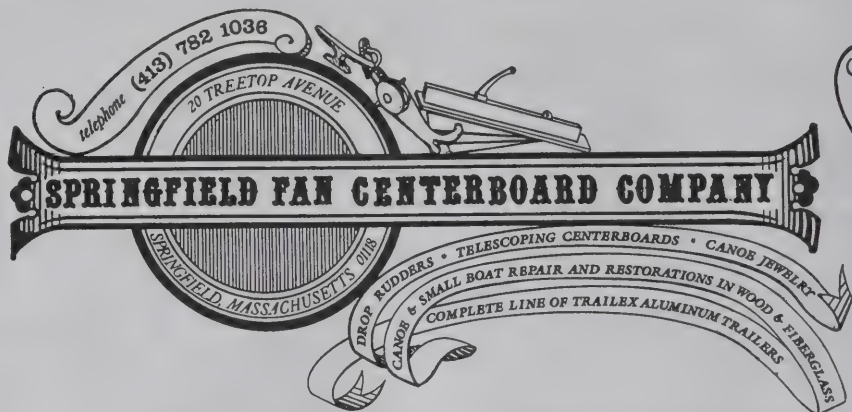


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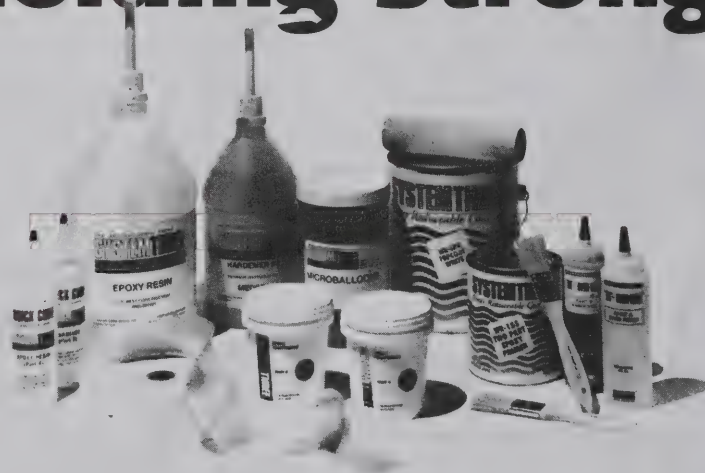
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19' '69 Herreshoff Golden Eye Sloop, well maintained FG classic. Main/jib/genoa, VHF, 4hp Johnson. In water, can deliver to your mooring on MA south coast or RI. \$6,000. **16' FG/Ply Fishing Skiff**, center console, custom blt using W.E.S.T. System. '91 10hp Johnson, trlr, all vy gd cond. Vy light & fast. \$2,500. **14' Enterprise Sloop**, grt for daysailing & learning, positive flotation. Will deliver. \$500. **6' Cape Cod Frosty**, lots of fun in small package, \$200. DAVID N. JOST, Ashland, MA, (508) 881-7506. (9)

13-1/2' Wood Pussy Catboat, classic design by Phil Rhodes, blt in '40's by Palmer Scott Co., Bedford, MA. Fully restored '92 used little since. Tlr incl. Delivery possible. About \$1,400. DAN BALDWIN, E. Berlin, PA, (717) 259-0057. (9)

Bolger Stretched Gull, 19'6"x4'0", professionally blt okume & West to Bolger's specs. Exc cond, never damaged. Vy fast & seaworthy. \$1,600. BOB YORKE, 45 Meetinghouse Ln., Scituate, MA 02066, (617) 545-1651 eves. (9)



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

'56 Thompson, 14' wood w/'58 Merc Mk 35A & '56 Gator trlr. Delux, vy gd cond. \$2,000. **12' Grumman Sailboat**, alum w/trlr. Paint worn & scratched. \$600. **13'6" Glasspar Utility**. \$150. **Hyfly Windsurfer**, 2 sails, mast. \$75. **Bolger Cartopper**, unfinished, 35sf marconi sail, carbon fiber mast, rudder & CB parts. \$275. BILL NEDDERMAN, Middletown, RI, (401) 849-2050. (9)

'55 Lyman Islander, 18' w/100hp Graymarine & Shorelander trlr. VHF, fishfinder, new wiring, paint & exhaust. Beautiful classic clinker blt runabout. \$3,500. **9-1/2' Joel White Nutshell Pram**, beautiful & stable tender or general rowboat. \$500. JACK FARRELL, 8 Little John Rd., Durham, NH 03824, (603) 659-7605. (9)

14' Strawberry Banke Dory, rowing & sailing, sprit rigged, blt by boatshop. Lapstrake constr w/retractable CB, horseshoe seat at stern for sailing, w/oars, rudder, sail. \$1,500 OBO. MILLAN GALLAND, 150 Neal St., Portland, ME 04102, (207) 761-5820 eves, (508) 970-5126 days. (9)

Bolger Bobcat, w/trlr. **Bolger Cartopper**. Both in vy gd cond. KEN ARNOLD, Spring Hill, FL, (352) 686-9463. (10)

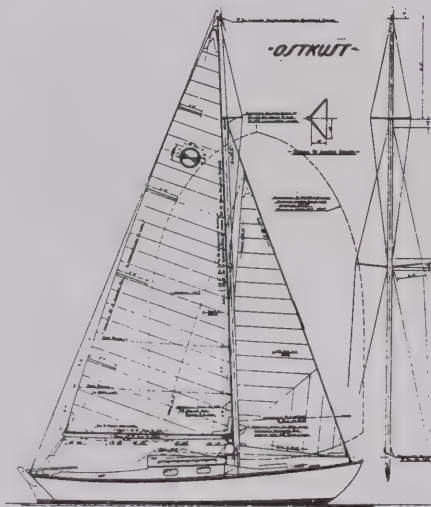
21' Florida Bay Hen, '84 w/tilt trlr & as new Honda 4 stroke 2hp, plus extras. All in exc cond. \$5,200 OBO. REG KIMBALL, Bangor, ME, (207) 942-0786. (10)

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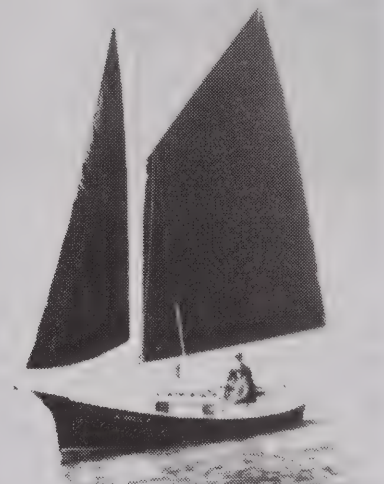
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24' Ostkust Sloop, Molly Bawn. Designed by Al Mason, blt by J. Johnson '50. Cedar on oak, bronze fastened, mahogany house, Sitka spars. Slps 2, galley, W.L. head, Palmer gas IB. A lovely coastal cruiser upgraded & maintained by professional. Gd cond, in water ready to cruise. Lots of gear. Dual axle trlr. Call for compl specs. \$8,500 OBO. J. MARK LITTEHALES, P.O. Box 131, Brooklin, ME 04616, (207) 359-8057. (10)

23'6" Original Bolger Scooner, orange FG over plywood hull, white deck & floor color in FG. Cedar masts & booms, new cockpit covers, new mainsail, 4hp OB, trlr. \$2,500. BOB WAINWRIGHT, Box 102, Northport, MI 49670, (616) 386-5586. (10)

22' Canadian Sailcraft CSY 22 Sloop, swing keel, 9.9hp Merc extra long shaft OB, dual axle custom trlr. Nice lines, sails vy high & fast. Slps 4-5. Lg cockpit. 5 sails, VHF, electronics, cushions, lots of extras. Grt boat, but I don't have time. \$5,000 OBO. RICH STEIN, Westville, NJ, (609) 742-8147. (10)



Classic '74 Herreshoff Eagle, 22' gaff rigged top-sail sloop. Compl restored '95. All new tanbark sails, new galv trlr w/surge brakes. 7.5 OB in well. A real head turner. Will deliver up to 400 mi radius of Surf City, NJ. \$10,500. BILL COOPER, Surf City, NJ, (609) 494-5507. (10)

19' '81 Mariner, exc cond. All new running rigging, North sails in gd shape, boat & trlr have been reworked, electr system, masthead light, Contest compass, bearing buddies & spare, 4hp Evinrude, swim ladder. \$3,500. **14' Lido 14**, gd cond, ready to sail w/galv trlr w/spare. \$1,500. **14' Cape Dory 14**, was Roger Taylor's boat. Orig oars, sliding gunter rig, gd sail, galv trlr w/spare. \$3,000. TOM WESSON, JR., Tupelo, MS, (601) 842-3712 days, (601) 767-3529 eves. (10)

Sailmaster 26, w/rblt interior. A pocket cruiser w/ solid comfort for 2. Atomic 4, Tiller Pilot, roller furling, propane, etc. Cruise the Chesapeake during beautiful Sept-Oct. \$6,000 neg. FREDERICK SMITH, Worton, MD, (410) 348-2151. (10)

Klepper Aerius II, folding dbl sea kayak, incl \$300 rudder ass'y & optional paddles. Replacement cost abt \$4,000, sell for \$2,150. **Neckey Kayook**, simple plastic sea kayak w/rudder, hatches, air bag & bulkhead. New, never in water. Cost \$1,250, sell \$850. **Boston Whaler**, '69 17' Menemsha cuddy, '87 Mariner 90hp motor, '87 trlr. Cosmetically lacking, structurally & mechanically sound. reduced \$1,000 to \$3,995. FRANK CLOUSE, Worcester, MA, (508) 291-4766. (10)

Avon Redcrest Inflatable Dinghy, floorboards, 2-pc oars, pump, GRP seat, motor mount, spares kit & storage bag. Trade for hardshell sailing dinghy or \$500. JOHN LODER, Wales, MA, (413) 245-4669. (10)

11' Snark Wildflower, sail/row/power (up to 5hp), 2 mains, 2 jibs. Sails 3-4. Grt family fun boat. \$750. **7' Folding Tender**, mahogany seats. \$125. BRUCE JASCHIK-HERMAN, Baltimore, MD, (410) 323-2035. (10)

SeaSprite 23, Carl Alberg classic. Grt cond, main, jib, genoa, flasher (assymetric spinnaker), 6hp Evinrude OB recently professionally overhauled & in exc cond. All safety equipment, new running & anchor lights, extras. Grt pocket cruiser, currently in north FL. I've owned it 12 yrs, personal issues force sale. Asking \$4,000 for this '77 C.E. Ryder blt boat. JOHN ROWE, Jacksonville, FL, (904) 464-0365 eves, e-mail: RoweJB@aol.com, or broker, (904) 388-5547. (10)



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 Parker River, 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 ZOHLEN, 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)

23' Ensign, fully equipped w/all racing & cruising gear in exc cond. 7 sails. \$3,700. Also new trlr available. PETER BERMAN, Norwalk, CT, (203) 847-5793 eves. (10)



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, PO. 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)

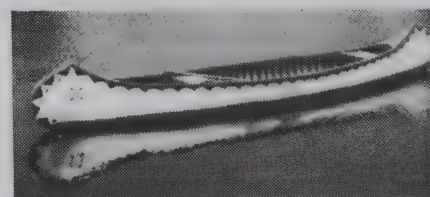


Monfort Whitehall Buoyant, 12', 35lbs, shown in *Wooden Boat* "Launchings". Beautifully blt of teak, ash, fir, Kevlar, Dacron & epoxy. Row or motor. CB is in & sail rig plans incl. SARAH HAMILTON, Hancock, NH, (603) 525-4328. (9)

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. (10)



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)

Dovekie '84, Hull #107, 21.5", 4" draft sail & oar cruiser. E&D galv trlr w/spare hub, 2 spare tires. Custom motor mnt. Graphite/epoxy coated bottom, sail cover, homemade back porch, maple oars, Bruce anchor, more. \$4,400. DON HURD, Annapolis, MD, (410) 263-5101. (10)

15'4" Dory, by Blue Fin Yacht. Incl 9.9hp 4-stroke Yamaha & trlr. Used only twice. \$3,900. BARBARA CHASE, Duxbury, MA, (617) 834-9259. (10)



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)

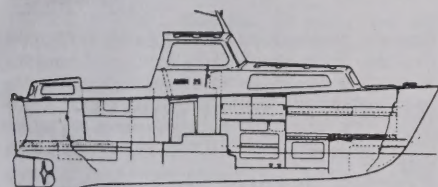


22' Friendship Sloop, Passamaquoddy cedar on oak classic blt '68. Friendship Sloop Society registered #215. Available for \$5,750. If you like classics you'll love this one. Compl specs & photos available. DAVID COLINAN, Lincoln, RI, (401) 331-3358 XT735 days, (401) 725-5640 eves, e-mail: DAVID COLINAN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

O'Day 22, '73, 23' shoal draft keel, 180% genny w/ roller furling, 9,9 Merc OB, alloy trlr w/single axle & spare tire. Always inside winter storage. \$3,150.
West Wight Potter 15, '89, SS bow pulpit & cockpit rails, jiffy main reefing, 2 jibs, 2hp Evinrude OB, galv trlr w/spare tire & more. \$2,950. Will consider trade of either for Mud/Marsh Hen type boat.
JAY NEFF, Alanson, MI, (616) 348-6971, (616) 537-2056. (10)

18' Lyman Islander, 100hp Gray IB. New wiring, Dynel decks, mahogany trim. W/trlr & accessories. Beautiful classic. \$3,500. Will consider sailboat of equal value or peapod or classic tender in partial trade.
9-1/2' Joel White Nutshell Pram, West System glued lap mahogany plywood. Stable, classic & safe tender. \$350.
JACK FARRELL, Durham, NH, (603) 659-7605. (10)

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

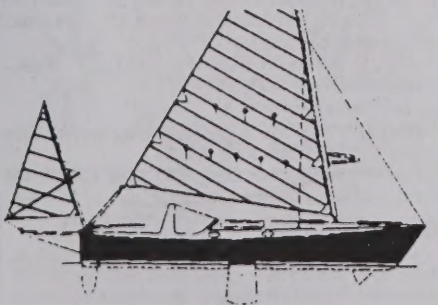


Albin Deluxe 25', aft cabin, 36hp Volvo marine diesel, custom raised bimini w/camper canvas, vy clean. Incl everything. Safest cruiser ever blt. \$14,000.
JIM MURRAY, Poughkeepsie, NY, (212) 477-6606 days, (914) 446-5560 eves. (TF)

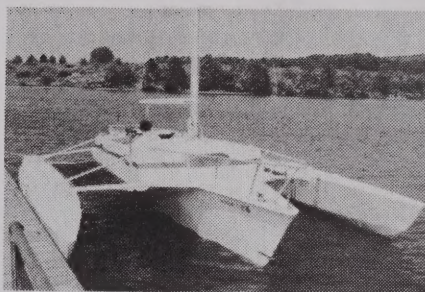
Klepper Folding Sailing Kayak, Expedition Model 2 seater, compl S(4) sails, Klepper's most advanced sail rig, leeboards, foot control rudder, 2 sets dble paddles. Used less than 12 times in fresh water Price \$4,250. Other Klepper parts for purchase.
EMIL TREESON, Glen Rock, NJ, (201) 652-3336. (10)

Victoria 18, bronze winches, opening ports, nice teak, foamed in place flotation, main, roller & slab reefing, jib, multi colored genoa, galv trlr w/new tires, many extras. Nds nothing, trailers easily behind small car. Help w/delivery poss.\$3,000.
BARNACLE BILL, Springfield, KY, (606) 336-7375. (10)

Bolger Gloucester Gull Rowing Dory, sound, workboat finish. \$500 plus S&H. Can tow to mainland for pickup.
HANS WAECKER, Cliff Island, ME, (207) 766-2684. (10)



28' Shearwater, '85, Edey & Duff trailerable, leeboards, water ballast, VHF, shoal draft, tanbark sails, navy blue hull, 10hp Honda, galv trlr. \$8,000.
TOMARNOLD, 2617 Roosevelt, San Antonio, TX 78214, (210) 532-4864. (10)



25' Searunner Trimaran, 4 sails plus spinnaker w/chute, Nissan 5hp OB, VHF, stove, cockpit tent, dual axle trlr. See Jan 1, '96 issue pg 16 for details. \$6,500. Will consider trade for smaller shoal draft pocket cruiser. Call for info packet.
DAVE DAWSON, Northampton, PA, (610) 767-7851. (10)

14' Lawley Launch, '10 off schooner *Micmac*. Compl restored w/1cyl Palmer engine & trlr \$9,600. Will trade for '30's pickup, sports car, kit car, guns, or?

ROY ROYAL, Columbus, MI, (810) 727-7320. (10)

MAAS 24, fully rigged, exc cond. \$1,400 OBO. Can deliver.
ANTHONY BROOM, Brattleboro, VT, (802) 254-5243. (9)

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

Lightning Sailboat Hull, #222, solid wood hull, plywood decks, some rigging & spreaders, no spars OR rudder. On homemade trlr. \$300 OBO.
NORTH RIVER BOATWORKS, Albany, NY, (518) 434-4414. (10)

15' Old Town Canoe, '27 ltwt 50lb model, restored, new stems, planking, ribs, rails & canvas. Documented history. \$1,875 firm.
G.E. OUELLETTE, R1 Box 1430, Litchfield, ME 04350, (207) 268-2051. (10)

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)

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



15' Motor Launch, '07 cedar on oak, 1 cyl gas, show cond. In use. \$3,200.
FRED GENTHNER, Schaghticoke, NY, (518) 753-6682. (10)

BOATS WANTED

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

17' Boston Whaler, any age, gd cond. Engine & trlr not required. Montauk model preferred.
JUD GALE, Annisquam, MA, (508) 283-7660. (9)

Small Sailboat, for 1 or 2 people, in repairable cond. Any type, dinghy, one-design or whatever.
TONY FURNARI, Hartland, VT, (802) 436-2608. (9P)

Swampscott Type Dory, w/tombstone transom. Serviceable cond.
BERNIE or STEVE KNOX, 13209 E. Greenbank Rd., Baltimore, MD 21220, (410) 335-3744, e-mail: bandsknox@aol.com (10)

24' Raven Class Sailboat, hull only. Also looking for information about the Raven Class & current status.
GARY LARSEN, P.O. Box 3979, Sarasota, FL 34230, (941) 366-4680 wkdays. (10)

GEAR FOR SALE

'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)

Honda 25hp 4-Cycle OB, tiller steering, longshaft (20"), compl w/spare prop. Purchased new in April, less than 3hrs use. \$3,000.
LES GOULD, Exeter NH, (603) 772-7890. (10)

There is nothing— absolutely nothing—

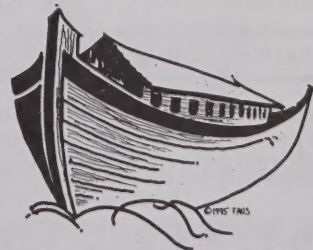
half so much worth doing



as simply meaning about in boats.

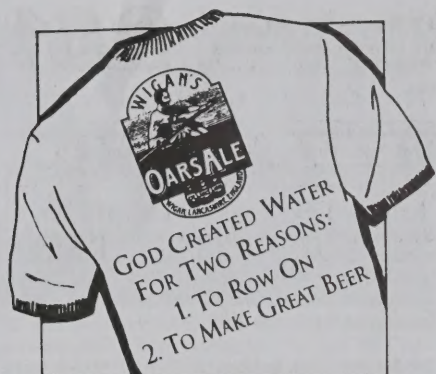
T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.
DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

**THE ALMIGHTY HIMSELF
 ENTRUSTED THE FUTURE OF ALL
 LIVING CREATURES TO...**



A WOODEN BOAT

T-Shirts, as seen @ Mid-Atlantic Small craft Festival. Hvywght 100% cotton, natural color w/dark green print. Short sleeve, M,L,XL. \$12. Shipping \$3.50.
FAUS DESIGNS, 81 White Dogwood Dr., Etters, PA 17319. (TFP)



ADD SPIRIT to your rowing! Introducing the OARS ALE T-shirt. 100% heavyweight, garment dyed grey cotton, 2 color graphics. Sizes: M, L, XL, XXL. \$19 each. Add \$2 for XXL. Also oversized 15 oz. OARS ALE MUG \$10. \$4 S&H when you mention *Messing About in Boats*. Toll Free 1.800.985.4421, Fax 207.985.7633. VISA, MC, American Express. Color catalog of rowing gear \$2. WATERMARK, P.O. Box 1037M, Kennebunk, ME 04043, USA.

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

Bronze Mainsheet Cam Cleat, w/fairlead, up to 1/2" line, on teak pad. \$35 +S&H. 4 Lignum Vitae Single Blocks, for rope stops, 4"x 2-1/2", w/2 sheaves for 3/8"-7/16" line. \$80/set +S&H. HANS WAECKER, Cliff Island, ME, (207) 766-2684. (10)

Gray Marine 4 Cyl IB, 31hp gasoline, FWC w/heat exchanger. \$900. RAYMOND GRADY, Gales Ferry, CT, (860) 464-7295. (10)

37 Douglas Fir Veneer Planks, left over from epoxy veneer project. All kiln dried straight grain 1/8" thick, between 4-1/4" to 5-1/2" wide. 18 are 4', 19 are 8'. From OR, new, vy clean. Will trade for several air dried white oak or white ash boards. Negotiable. JOHN FISKE, Wakefield, MA, (617) 246-1338. (10)

GEAR WANTED

2.5-4hp OB, reg or long shaft in gd working order for auxiliary for 16' catboat located in NE. PETER HUGHES, IL, (847) 615-2538, or TOM OLSON, CT, (203) 762-2208. (9)

Oar Locks (Thole Pins) & Adjustable Footrest, for early 1900's Truscott 16' pulling boat. DAVID HENRY, 6139 Olmstead Rd., Chittenango, NY 13037. (10)

SALES & RIGGING FOR SALE

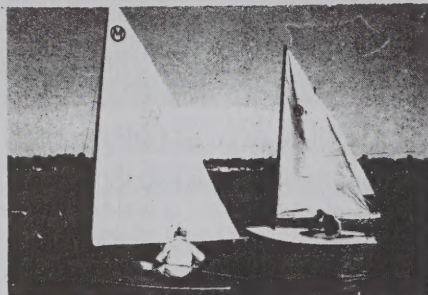
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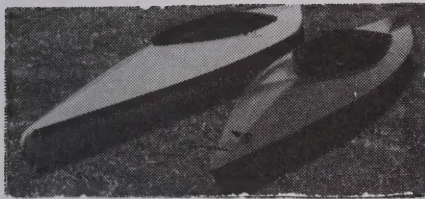
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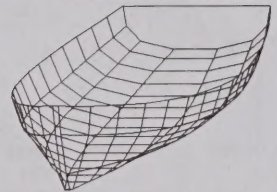
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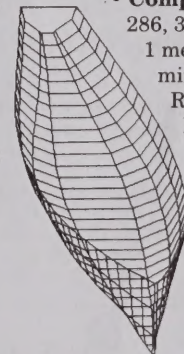
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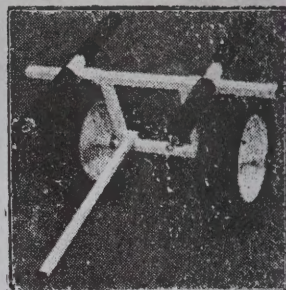
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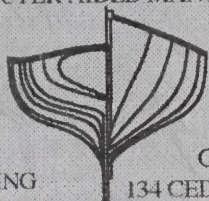
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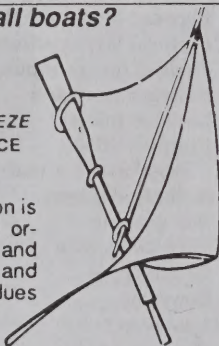
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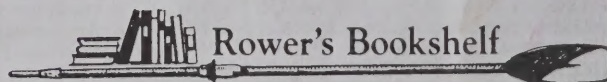
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