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A Season on Halve Maen - Grandpa's Electric Sailboat



messing about in BOATS

Volume 14 - Number 10

October 1, 1996





messing about in **BOATS**

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Volume 14 - Number 10
October 1, 1996

In Our Next Issue...

I will have two first hand reports from interesting events I attended, "The Toshiba Unlimited Regatta" at Newport, RI and "The Unlimited Cardboard Boat Regatta" at Salem, MA.

As postscript to this issue's model speedboat racing story, Carl Erickson brings us his report on the real thing from the same era in "What Does it Take To Be a Winner?" Ron Hoddinott presents "Rendezvous With Rogers' Rangers", Tim O'Brien chronicles "A Cruise in *Shoobox*", and Noelle Kreiner reveals a unique aspect of rowing in "Gig Rowing, a Romantic Adventure".

Alan Glos details "The Glos-Blom Nautical Enterprise", Tom Weaver describes "Chicago's Sea Scout Trimaran Boatshop" and Don Elliott continues his series "Building Paradox - Part 3".

Bill Kristofferson presents his "Kismet 24 Trailer Tri" design. Bob Young views "Reflections in a Mirror" and Phil Bolger introduces "A 27' Production Power Cruiser".

On the Cover...

There is no substitute for square feet of sail power. Chuck Flett has lots of sail up in Doug McNary's 7/8ths size Bolger Brick. The water's having trouble getting out of the way.

Commentary...

One of the articles featured in this issue, "Small Boats, Big Passions" about Kent Lund's interest in collecting old model speedboat racers from the '30's, '40's and '50's again brings model boating onto our pages. Over the 13 plus years we've been publishing the magazine this sort of messing about in boats periodically appears on our pages, as it is a bona fide way to enjoy boats even if you cannot go aboard to enjoy the ride.

Like most of you, I expect, I was heavily into building models in my youth, mostly planes, but occasionally boats. As I lived near a local airport (where I still am) the planes dominated my modeling. Mine were static models, if I finished one before running out of patience with the tedium of cutting out all those balsawood bits and gluing them together, the completed model was then enjoyed as something to look at, not use. A few early attempts to fly them with rubber band power were abandoned after crashes destroyed the fruits of many hours of that tedium.

As soon as I could get a hold of the real thing I left models and toys behind. To be able to get into or onto whatever it was that had caught my fancy was exhilarating after all those kid years with models and toys. So the model planes were left for flying lessons in the real thing as soon as I was over 16 and could come up with the \$7.50 per hour to rent the 65hp Aeronca Champ and the \$2.50 per hour more for the instructor. And to leave behind the toy trucks (many of which I had fabricated from wood, given the financial resources of my boyhood) meant I could not only get into a vehicle and drive it away myself (at age 14 working summers on a local farm) but I need no longer make those funny noises with my lips to approximate engines in action.

Well I have since never had a personal interest in models. I was too busy riding motorcycles, and driving my long string of very second hand cars and trucks. The planes were given up as I could not afford both motorcycles and flying.

While I have no interest in getting involved with models of anything, I can understand the charms of the miniatures of the real thing. The men who raced the model speedboats in the article mentioned in this issue were having a good time at a hobby that was affordable, certainly few of working men of that era could have owned and raced real speedboats.

Today we find model boating of all sorts indulged in by grown men. The high end folks indulge in either collecting or building, if tal-

ented enough, costly models of complex historic vessels. These can run to substantial money. I personally found this out a number of years ago when I sold a fancy antique racing canoe at a maritime museum auction. This was a 24' Robertson four man racing canoe of the early 1900's I had come across in a local classified ad. It was a beauty but totally impractical, meant to go very fast in a straight line with four strong guys on bended knees propelling it. I recall it sold for about \$1,500, a price I was happy to get. But various model ships were selling for prices of \$5,000 and up!

The low end of the financial scale is occupied by those who build simple little boats that really can sail, the sort of models advertiser Seaworthy Small Ships offers on our pages. Kids mostly, but not always.

Out on the water grown men of all ages build and race radio controlled boats, sail and power. In fact they have sometimes experienced the same conflict between stinkpotters and ragbaggers as happens to the real boats. At one time the small Redd's Pond in Marblehead, Massachusetts, a model boat racing spot for most of this century, experienced a clash of cultures when the model powerboaters turned up, and by their very nature, noisy and fast, disrupted the kinder, gentler sailors' pond boats and radio controlled yachts.

One of the magazines which I exchange subscriptions with is *Ships in Scale*, which is pretty serious about model vessels, with heavy emphasis on historic relevancy and accuracy. Detailed articles on fashioning all the tiny bits for these much shrunken replicas of historic vessels persuade me that the boats are just challenges for the miniature craftsmanship needed to create them. They do not end up in the water.

And this is another aspect of model boating that I think offers some appeal to some who are attracted to the small scale stuff, they need not go out on the water in what they have built or bought, but can remain ashore, or nearby, usually at a protected inland spot on a pond, and indulge in miniature boating without risk.

Anyway, isn't it another wonderful thing about messing about in boats. You can go out alone and race around the world in a megayacht, or you can go to the local wading pool and sail your racing yacht safely from the quiet shore. The appeal of the boat is there in both instances. Each of us seems to be able to find that level of involvement with which we are most comfortable while pursuing a love affair with boats.

The Department of Transportation has recently published (on recycled paper) a small brochure on the Coast Guard's commitment to recreational boaters. It contains some quite amazing statistics. In an average day the Coast Guard: saves 15 lives, assists 330 people, saves \$1,500,000 in property, conducts 144 search and rescue cases, responds to 34 oil or hazardous chemical spills in our waters, investigates 17 marine accidents and services 150 aids to navigation.

Impressive? I think so, and that is only part of the story, the part that directly affects you and me who mess about in boats. It does not mention the Coast Guard's work in the war against drug smuggling, nor its inspection of domestic and foreign ships for safety problems, nor its interdiction of illegal immigrants, nor its safety recalls of defective boats and equipment, and the list goes on. As just one

Small Boat SAFETY

In An Average Day

By Tom Shaw, USCG Auxiliary

example, the medium endurance cutter *Diligence*, on its last cruise in the Caribbean, mediated (successfully) between a foreign crew on the verge of mutiny and ship's officers of another nationality. It also took two small disabled freighters in tow and brought them safely

to port. In the words of the commanding officer, "It was a routine patrol."

Perhaps it is worth remembering that the Coast Guard is a very small service ~ approximately 35,000 officers and enlisted personnel. It is augmented by an Auxiliary with another 35,000 and a Reserve with some 10,000. These dedicated people provide 24-hour service to the entire U.S. coastline, the Great Lakes, the western rivers and the high seas. One is tempted to paraphrase Churchill's comment about the wartime R.A.F., "So much is owed by so many to so few."

The next time you see a vessel with the orange racing stripe remember what the Coast Guard does in an "average day." Give them a friendly wave. Know that if, heaven forbid, you and your boat are the subject of a search and rescue effort your local Coasties are "semper paratus," always ready to help.



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as simply messing about in boats.

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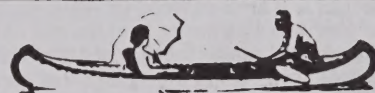
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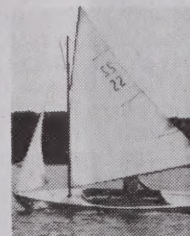
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You write to us about...

Your Opinions...

All True from His Viewpoint

From Ira Goldstein's viewpoint expressed in his book review in the August 1st issue, everything he stated about Reuel Parker's book is true. *The New Cold-Molded Boatbuilding* is a poor reading choice for pleasure on a cold winter day. *The New Cold-Molded Boatbuilding* is a boatbuilding technical manual and does not tell a tale.

For me the beauty of this book is more than skin deep. To understand my point of view just know that I've worked with wood for 30 years, my brother-in-law, Herb, has been a carpenter and lover of wood for 40 years, and his father was a carpenter until the end of his life. Herb and I can get together and talk screws and nails for hours in a language that seems meaningless babble to the rest of the family (there are lots of relatives).

Can you see then that Parker's book speaks to the "red heart" of life for us? I admit that being this water, boat, woody person could only be from a genetic condition; a condition that only Herb and I seem to be afflicted with out of 30 or 40 relatives.

Thusly having the boat-water-woody gene Herb and I can be found on a cold winter's day burning through the pages of a "Parker" to then rush out and cut up some lumber just so it's ready and waiting for a warm "glue-it" day.

I have come to believe that my genetic affliction affects only a few human beings per generation and has therefore gone undiagnosed throughout medical history. Therefore on the bookshelves of "we-the-few" you will find many such clandestine titles.

Briefly I would like to state that I own one of those easier to build boats Ira speaks of, a 23" fiberglass sloop of 1974 vintage (it fit the budget, no espressos for 10 years). At this time the only thing inside the boat is the plywood forming the setees. This boat is a nightmare to work on. I frequently dream of owning a boat built like Parker's.

The beauty of a Parker boat only appears after you have tried to live, work, or sail, on one. Somehow my boat design can distribute leaking water into every compartment on the boat except the bilge, an extraordinary engineering feat. Through many hours of loving labor (remember this is genetic) I will vastly improve this defect, but how much better it would have been if my sloop had been built right the first time.

If you dream of living on the water comfortably and pleasureably, the ability of a Parker design to keep you warm, dry and afloat may grow its beauty over time. Even with all my hours of work on my sloop, including Herb's help, I will never live or sail as well on the water as I would in a Parker hull design.

Jim Pope, Spokane, WA.

Metric-itis, Who Needs It? Me!

Referring to comments in the August 1st issue from Stuart Wier in "Metric-itis... Who Needs It!", I cannot really tell from the tone of his comments if he speaks "tongue-in-cheek". Assuming that he is serious, his viewpoint is deplorable. Apart from the fact that the "meter" is a chunk of platinum stored in a place in Paris, France, with the corresponding speed of light in a figure with x number of zeros after the decimal point for the time it takes light to traverse this distance, there is a correlation with the entire metric system, one cc of water weighing one gram, one liter, 1000cc weighs one kilogram, etc., etc. Can 50,000,000 Frenchmen be wrong?

I am sure, you get my point. After 47 years in this country, and probably at least a half hundred boats built to the "local" system, I still have to read 5/8th as a half inch and one line. May be this means that MY ignorance is deplorable.

Hans Waecker, Cliff Island, ME.

Your Experiences...

Heady Stuff for This Flatlander

Three weeks after the Melsonseed Regatta at Duxbury, MA, my wife and I went to Seattle for a week. The change of pace was relaxing and we really enjoyed the splendid view of the mountains and all that water. Our hotel was on a steep hillside overlooking Lake Union and it was fun to watch all the activity on the lake.

We rented a lovely Acme skiff from Seattle's Center for Wooden Boats livery and took a row past some of the famous floating houses on Lake Union. The Acme company of Seattle built these 14' lapstrake skiffs in the 1920's for use in liveries. Later in the week I rented a Beetle Cat after having passed my "checkout" with a Center instructor.

We also rented an exquisite 21', double-ended electric launch for a couple of hours. *Ebony Star* had a beautiful, gleaming black fiberglass hull with deck and cockpit in varnished mahogany. Button tufted green leather seat cushions and a green awning with a brass frame completed the picture. It was a terribly civilized way to get around the lake. Nearly silent, wakeless and elegant.

To have been on both coasts of this wide country within one month was truly heady stuff for this flatlander.

Roger Rodibaugh, Lafayette, IN.

Wind in the Willows Review

One of the most spectacular West End productions at the moment in London is Alan Bennett's adaptation of Kenneth Graeme's *Wind in the Willows*. I was completely entertained for two and a half hours. The actors were perfectly cast. The acts were feats of ingenuity. The audience was warm and welcoming. It was a perfect evening.

One man (or I should say animal) particularly stood out in the cast. Patrick Barlow,

who played Toad, gave a brilliant performance. His amazing ability to improvise had the audience captivated. In the final scene of Act I the script called for him to address the audience and ask us whether he should take the automobile. The natural response for us was to say "Yes, take it", and most did. Everyone, in fact, apart from one little boy, who couldn't have been more than five who said, "No," in a very matter of fact way. "It is wrong to take a car without a driver's license." Mr. Barlow then proceeded to have a one-on-one conversation with this young boy in the audience and eventually persuaded him to agree it was okay to take the car so the show could continue.

Later in Act 2 there was a scene where was with a washerwoman on a barge. Toad then went on to dump the washing barrel, clothes, soap and water on the poor people in the first row. I was glad I had a secure seat in the balcony.

The set design was also something to rave about. In the middle of the stage was a revolving circle that looked like a lily pad in some scenes or a tree stump in others. It was raised to become either Ratty's house or, at the back, Badger's. The homes themselves were intricately decorated to suit each character's personality. It gave a little absurdity to the whole production that these animals were living in such style. Ratty's ship-shape house provided the perfect setting for the famous line, "There is nothing half so much worth doing as simply messing about in boats."

Marina McClure (Age 14), Aberdeen, Scotland.

Your Needs...

Coastal Rowing/Sailing Boats

I'd like to correspond with any readers interested in small 16'-24' coastal rowing/sailing boats, in particular the whaleboat and surf dory types suitable for rough water remote area exploring. The boats used by Captain Vancouver, LaPerouse and John Muir to map my area of southeastern Alaska are of special interest to me.

Chris Fredell, P.O. Box 788, Bethel, AK 99559.

What Happened to Montgomery Marine?

Montgomery Marine Products of California used to make 15' and 17' lapstrake sailboats. I'd like to know what has happened to them. Do any readers know?

David Janz, 10154 Whitnall Edge Dr., Franklin, WI 53132.

...and HiLiner Marine?

My multifunction boat of choice is a 13' fiberglass and mahogany Maine peapod with a centerboard built in South Dartmouth, Massachusetts in 1986 by HiLiner Marine. I can find no record of the firm today or forwarding information. I am curious as to what happened to this firm. Do any readers know?

Wayne Donelson, P.O. Box 880, Ashburnham, MA 01430-0880.

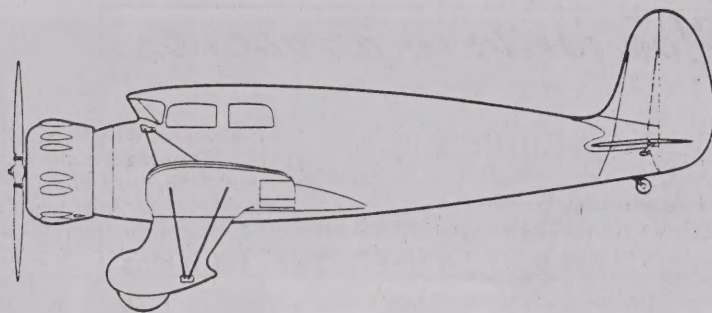
Why the Reverse Windshield Angle?

This drawing of a 1935 Kinner Envoy airplane shows that it has a reverse sloping windshield. Several airplane designs from about 1933 to 1935 used this shape. This sort of windshield is fairly common on today's powerboats. I'm trying to find out why.

From airplane people I have encountered I have received various "explanations" for its use. One man claimed it gave more headroom for the pilot sitting in a seat wedged in between the firewall ahead of him and the passenger compartment bulkhead behind him. This sounds reasonable.

Another opined that it was adopted as a way to install magnetic compasses as far away as possible from electric wiring associated with the instrument panel.

Yet another guessed that it was a way to avoid instrument reflections in a rearward-sloping windshield in the days when night flying was becoming more common but indirect instrument lighting had not yet been



introduced.

Finally, someone opined that it was adopted to do a better job of deflecting rain from the windshield, although he could not explain just how this worked.

I'd like to receive letters (I am deaf so phone calls don't work) from readers who have first-hand experience with these windshields and know why some boat designers favor

them.

Turning to boats, I'd also like to hear from any readers who can tell me where I can locate reading matter on the subject of using carbon fiber to strengthen wooden members in a structure.

Bob Whittier, Post Office Drawer T, Duxbury, MA 02332.

Your Projects...

Why Not Nesting Dinghies?

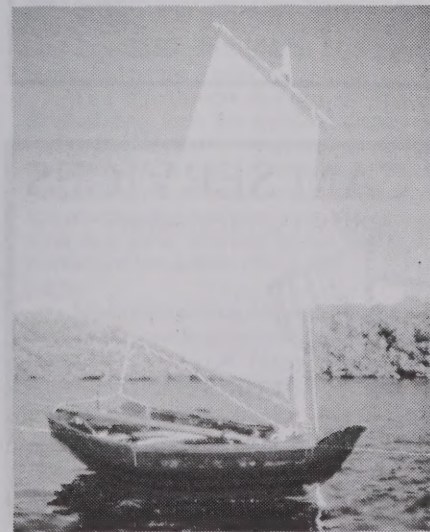
Here are photos of a little nesting dinghy I made. I don't know why more people don't have nesting dinghies, they are most practical for people who have small boats. I used to live aboard my 32' Contessa and this was the only practical way I could have a hard dinghy.

I made a set of beautiful oars but, most surprising, almost never needed them. The little dinghy would sail on just a breath of air. I sold the Contessa and now cartop the dinghy until I get my next liveaboard.

The dinghy is the Half Shell, a 7' 10" nesting dinghy designed by Mark Larsen of Friday Harbor, WA. I took a few liberties adding inserts and double inwales and outwales, but mostly stuck to the original plans. I did change the seating arrangement to provide a better cargo area in the stern seat. As I was able to get pretty 1/4" mahogany plywood, I finished the dinghy bright.

It's not very big but does provide a lot of enjoyment.

Gene Tally, aka "Capt. Seaweed", 3255 Valley Rd., Atlanta, GA 30305.



A Viking Ship

I am straight out building a 54' Viking cargo ship that will be sailed from the Lief Ericsson farm in southern Greenland up the west coast of Greenland, across to Labrador, and down to Newfoundland. I am building it for author Hodding Carter, who plans to write about this trip for the thousandth anniversary of the Vikings arrival in the New World. The design is based on a cargo ship scuttled near Roskilde, Denmark, along with four others, about a thousand years ago to block a channel.

Right now I am working on getting oak knees and crooks for it. I have hired on four people to start in September.

Rob Stevens Boatbuilder, Small Point, ME.

Found A World

My first boatbuilding project is a Michalak Piccup Pram which turned out great. I've found a world I thoroughly enjoy.

Ed Phillips, Pensacola, FL.

Other Boat Dreams

Your sentiments about costly historic vessel reincarnations are supported by Daniel Boorstein's thesis that history represents not the survival of the fittest but survival of the richest.

But on to other boat dreams. My "A Duckah" started last summer is getting near to completion. Decks are on and I have been bending the coamings and rubrails. Each new task is a little scary but bye and bye things work themselves out. I hope to be afloat for St. Michaels this fall.

John Hawkinson, Easton, MD.

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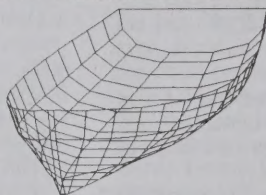
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 - Righting moment
 - Righting arm
 - Centroids of submerged sections
 - Wetted area
 - Surface area of hull
 - Lateral area
 - Center of lateral area

- Prints out:
 - Table of offsets
 - All graphics
 - Plywood layout graphic
 - Plywood layout offsets
 - Table of design inputs
- Printer support:
 - Laser or ink jet
 - Epson or IBM
 - Proprinter dot matrix

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

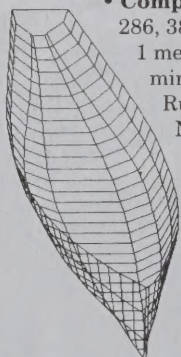


Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

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

- Modeling:
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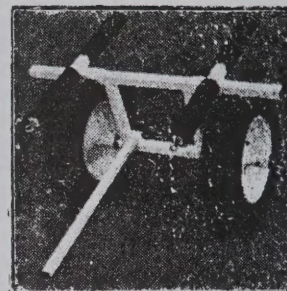
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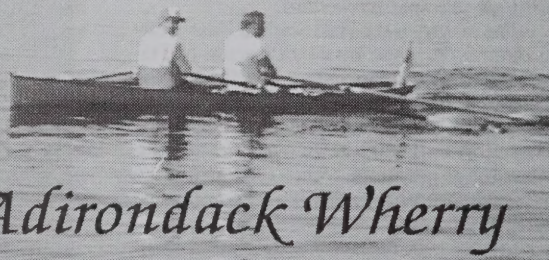


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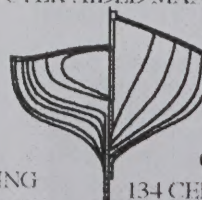
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Extraordinarily Comfortable

Here's a photo of my modified Bolger Micro Trawler underway. The dragons on the cabin were painted by my daughter. In the September 1st issue you published an earlier photo of it on its trailer along with my comments on building it.

Our maiden voyage was down the Champlain Canal and out the New York State Barge Canal as far as Ilion, NY. The boat is extraordinarily comfortable.

John Jackson, Randolph, VT.

Skin Boats Fit the School's Mission

Six students at the Northwest School of Wooden Boatbuilding, located in Port Townsend, Washington, have each recently completed their own Aleut "ikyak" to authentic arctic native design. During a nine day workshop offered by Spirit Line Kayaks at the NWSWB, students from throughout the Pacific northwest learned traditional eskimo construction methods from instructor and skinboat authority Corey Freedman.

"These Aleut boats are generally considered to be the acme of arctic native designs. The general design is at least two thousand years old, with some eighteenth century modifications at the instigation of Siberian sea otter fur traders who for years dominated the natives," said Freedman. Freedman, who has carefully researched the designs and methods he teaches, believes these traditional boats are unmatched by modern kayaks for quality, performance and sheer beauty.

One of Corey's students, a self-employed Port Townsend artist, displayed her "ikyak" (also called a "baidarka") in her gallery along with other works of art she has created.

The "ikyaks" are customized to the skill levels and body sizes of their builders and owners as were the original native craft. Each boat Corey helps his students build is unique. Most measure about 17' in length and weigh between 35lbs. and 40lbs. Essentially the boats are constructed with a light and flexible framework of cedar, spruce and oak held together by clever joinery, wooden and bamboo pegs and waxed nylon thread. A skin of ballistic woven nylon is stretched over the frame and hand sewn in place. When coated with a flexible urethane, the boats finish with a translucent appearance, reminiscent of the animal skins used by the Aleuts.

The Northwest School of Wooden Boatbuilding feels the skinboat classes perfectly fit the school's mission to develop craftsmen through the medium of wooden boatbuilding and hopes to support and encourage builders and teachers such as Corey. His class is a great addition to the nearly fifty workshops the school offers each year to the public.

More information on both the school and the "ikyaks" can be acquired by contacting The Northwest School Of Wooden Boatbuilding at (360) 385-4948, or Spirit Line Kayaks at (360) 299-0804.

From left to right: Instructor Corey Freedman, Jim Herman, Instructor Jen Robinson, Jonathan Freidberg, Casey Ward, Stan Siver, Danny Bullard and Scott Pai.



From left to right: Instructor Corye Freedman, Jim Herman, Instructor Jen Robinson, Jonathan Freidberg, Casey Ward, Stan Siver, Danny Bullard and Scott Pai.

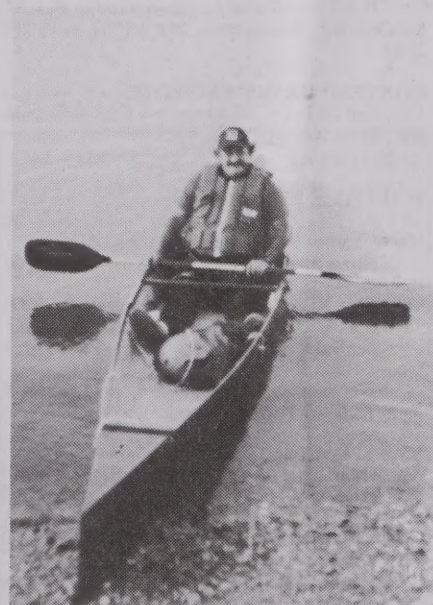
\$158 Canoe

I just finished my Phil Green designed canoe which Phil has named "Tandem", but I use mine solo. Tandem weighs about 40lbs and moves very fast with a double paddle.

It was built from two sheets of 1/4" lauan underlayment plywood, 1-1/2gal of polyester resin, and 1qt of epoxy glue. I fiberglassed the bottom with 7-1/2oz cloth, used resin to waterproof the plywood, and oil based paint inside and out. Total cost came to \$158.

You would have to go a long way to find a better canoe for the least possible outlay in money, time and effort.

Marshall Foote, 5026 Caroline, Seabrook, TX 77586.



ANTIQUE & CLASSIC BOATING

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

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

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

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

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

BOATBUILDING INSTRUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BOATING SAFETY INSTRUCTION

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

CONTEMPORARY YACHTING

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

MARITIME EDUCATION

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

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

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

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

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

MARITIME MUSEUMS

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

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

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

Activities & Events Organizers '96...

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MODEL BOATING

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

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

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

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

ONE DESIGN SAILING

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

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

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

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

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

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

PADDLING

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

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

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

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

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

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

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

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

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

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

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

ROWING

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

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

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

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

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

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

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

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

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

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

SAFETY EDUCATION

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

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

SEA KAYAKING

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

SMALL BOAT MESSABOUT SOCIETIES

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

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

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

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

STEAMBOATING

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

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

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

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

TRADITIONAL SMALL CRAFT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRADITIONAL YACHTING

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

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

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

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

TUGBOATING

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

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

WATER TRAILS

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

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

WOODEN BOATS

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

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

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

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

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

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

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

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

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

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.



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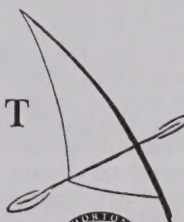
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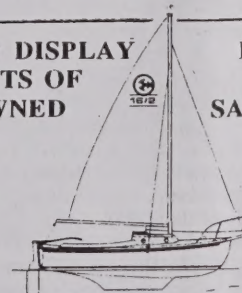


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Review

Saltwater Women At Work

By Vickie Jensen

Published in 1995 by Douglas & McIntyre of Vancouver, British Columbia.

Reviewed by Sharon Brown

"I got tired of being looked at as just the cook, just the baiter, just the this or that. Now when we're trolling, I catch the fish. I set the gear up. I put on what gear combination I want. I bring in the fish. I use my brain. I make it happen." Cindy Matson on the troller, *Deep Sea*.

"Fishing was the biggest factor in shaping my life, more than university, more than where I was brought up. Passing exams and talking smart and all the rest of it doesn't count for anything on the water. Fishing is real." Frances Bula, deckhand.

"Our daughters know that there are opportunities for women now. I constantly tell them they can do or be anything they want." Vivian Skinner, Coast Guard Operations Officer.

"What you really want is to be a person in your own occupation, not male or female, just a person." Shinee O'Neill, working on her Command Endorsement ticket, B.C. Ferry Corporation.

Author Vickie Jensen worked for Alan Haig-Brown as an editor of the Vancouver magazine *Westcoast Mariner* for four years. While on assignment to write a monthly column, "On Board," she learned about workboats and met the crews which she characterized as "straight-shooters, often with a keen sense of humor."

For her book, *Saltwater Women At Work*, she interviewed 110 women working in marine-related industries from all over the coast of British Columbia, each was included in the book and each had an opportunity to read the transcribed tape-recorded excerpts before publication. Jensen worked from a rich base of diverse source information.

The book is divided into three parts: Workboats, Fishboats and the Realities of Working on the Water. Chapters on barges, log salvage, chartering, Coast Guard, the federal Department of Fisheries and Oceans, coastal freighters, deep sea vessels, water taxis and patrol boats are included in the Workboat section. Fisheries chapters include trollers, gillnetters, seiners and packers on salmon, herring, halibut and other species. The last section, Realities, covers topics concerning the working conditions these women experienced in the day to day of their jobs.

Most of the women interviewed love or loved their jobs. Assets they describe include scenery, wildlife, characters they've met, the sense of accomplishment in difficult circumstances and what they perceive as "personal freedom." They face danger on the job and the majority grade their colleagues favorably. Betty Andrews, crew on a tug working the Queen Charlottes, narrates a hair-raising account of her near-drowning on the job. She adds, "We've got dozens of stories like that. We've seen an eagle fly into a tree upside

down. We've seen an octopus catch a duck. When you're out on the water 24 hours a day, you see all kinds of things people don't normally see." Mary Abbott, deckhand on a commercial ferry linking three small communities off northern Vancouver Island, thinks, "This job has the best scenery in the world." The individual experiences are as unique and diverse as the women. For Joan Skogan, contract observer for offshore fisheries, "I wanted peace and escape from land, which is what I got. Some of the most peaceful moments of my life have been on the bridge of those ships, or down in the factory at two or three in the morning, mucking around."

Jensen's coastline is a different place than say, the eastern seaboard of the United States. It is less populated and more harsh, so-called "wild" and to some, more beautiful. There is a camaraderie among those who work on the water, traveling long hours without sight of a MacDonalds. Not long ago it was a densely forested, impenetrable, rugged coastline punctuated by coastal villages and lonely outposts, serviced by a fleet of hundreds of small vessels, tugs, barges, freighters and fishing vessels. Forests and fish drove politics and the economy. Today it is a rapidly changing environment of disparate images. Huge cruise ships, silent monoliths lit up like Times Square, glide through the inside passage at all seasons, day and night, passing bays with tugs still booming up massive rafts of logs while helicopters buzz up and over the next hillside slinging logs from heretofore inaccessible slopes and red cedar butts from salvage logging sites or transporting people to remote areas for exotic picnics. The commercial fishing fleet competes for fewer fish with an expanding sport fishing fleet. Non-resident entrepreneurs clamor for the tourist dollar and international real estate development threatens each cove and narrow pass, leveling mountains of granite stripped bare of life, while marketing firms search for the right camera angle to exclude the raw clear cuts, ensuring pristine forested backdrops for the recreational opportunities expounded in their glossy brochures. Each year there is more plastic, less wood, fewer workboats.

Reading *Saltwater Women At Work* is an education in the history of commercial vessels peculiar to this coast. Changes in logging, fishing and transportation reflect tight economic conditions and diminished career opportunities for men and women on the saltchuck, especially greenhorns. Log salvage companies folded when forest companies went from flat to bundled booms, and then dryland sorts and self-dumping barges, all factors which resulted in crew reduction. Tug companies no longer hire cooks, but rather cook/deckhands. The automation of lighthouses and the recent consolidation of Coast Guard with the federal Department of Fisheries and Oceans has meant an overall reduction in civil servants adversely affecting the number of vessels and the size of crews. Now the very fleet where women have traditionally had an opportunity, the small vessel, 35-45-foot two-person salmon trolling and gillnet fleet, is being targeted by impending government regulations designed to slash the fleet in half, ostensibly to cut harvesting pressure on dwindling stocks. Licenses will be stacked and the prohibitive costs will result in consolidation of the fleet into the hands of the large corporations and armchair investors who now own

the costly seine licenses, big boats which clear cut the stocks. Taking chances on unseasoned crews will not be an option for fishermen operating in this competitive climate where significant financial investment is required to realize fortunes gambled in comically short openings.

The jobs held by women in this book reflect the changing marine scene. Many got their start in family operations where they learned from fathers, brothers, uncles or husbands, and the first account in the book, of Rebeckah Pesiska who went hand-logging at the age of 13 with her father on his tugboat *Gray Swan*, is a classic West Coast story. While her father worked the bush, she ran the tug, the epitome of the unique opportunities for women that were more common on the old coast, the significance of family operations now threatened, particularly in vulnerable coastal villages where fishing and logging income is still a significant factor in the local economy.

Saltwater Women At Work is an excellent book for anyone hungry to read about women and the water. Most women whom Jensen interviewed "fall into" the profession rather than plan a career as men do and, for fully a third of these women, working on the water did not become their life's work. Although these women are fiercely independent and breaking barriers, many served conventional roles, getting out of the business when children required schooling or to accommodate their husbands. Despite the variety of jobs held by women in the field, many are still engaged with dishes, holding so-called "women's jobs" as cook, stewardess or mess girl and, while women work fisheries, few own big ticket seiners. Jensen recounts the sad fact that, "Outside of fishing, few female mariners are also mothers." One wonders what percentage of male counterparts are fathers and when society will be able to cope with mothers at the helm. Some women complained of hitting the glass ceiling, e.g., there are 1,500 fisheries enforcement officers in Canada and only 20-25 of them are women.

These women, mostly independent self-starters, endure not only the sadly routine difficulties of making way in a male-dominated field, but they must be up to snuff. Marine jobs often require mastering difficult, grimy, physical tasks on unpredictable schedules around the clock and under the worst weather conditions. Mechanical competence with engines, steering systems, winches, refrigeration, etc., may be a job prerequisite. Fishing and towing are the most physically demanding. For some it is a "lifestyle occupation," as Nancy Marshall an owner packer ruefully remarks, "Cripes, if anyone put as much work into a relationship as into a boat, it would be a far different life." Women must be able to stick up for themselves, to have a strong self identity and the advice from Erin Nyhan, first mate, skipper and partner, is "You have to put your head down, prove yourself and ignore the comments. And you've got to laugh. This isn't just work, this is my life."

It is surprising how little concern these women expressed for the destruction of their working environment. When you walk the docks, a familiar fisherman's lament is that sons won't be able to earn a living on the water. In some cases, women crews working for their fathers or significant others may not be drawing salaries of equivalent deckhand sta-

tus. Jensen does not discuss income or compare the earnings of women in the various fields, but the implication is that they earn very little in the boom or bust fishing industry.

If there is a weakness in Jensen's approach it is that the interviews are short and broken up to conform to topic headings. Thus there is no continuity or depth to any one woman's commentary, and rudimentary statistical analysis of the sample of 110 is absent. There's an index to help compile comments but the reader is left wanting more information and wishing to put each item in context, to tie them to a specific voice. Jensen must have faced a painful compromise as each woman's story warrants in-depth characterization. The excerpts can be startlingly uneven in content. There is a compelling account by Maxine Matilpi, who was trapped for 2-1/2 hours in the capsized fishing vessel *Miss Joye* turtled in the raging current of Seymour Narrows. Three people died. Penny Hayworth, an inexperienced radio operator of 19, was raped by two crew members on her first ship, went on to a 13-year career on 19 different deep sea vessels. You have to read these short accounts twice for the horror to sink in.

Jensen labels her subjects, "women who don't mind stepping beyond society's expectations," and it is perhaps this quaint point of view which makes the book seem so low key. More photographs of these women on the job in dramatic settings would add punch and help to express the passion sacrificed in their byte-like excerpts. But personal preferences aside, this is an excellent book for women contemplating a marine career, and young girls in particular would draw inspiration. Some of the women on these pages were pioneers in the industry. They are magnificent role models. It's time to celebrate their accomplishments and expose the career opportunities in marine related industries available to all, men and women.



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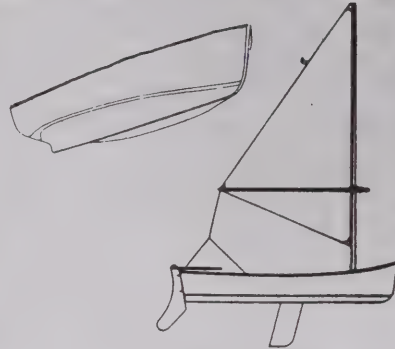
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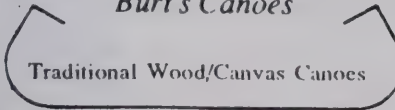
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Halve Maen 1995

Campaign of the Ship, 1995

Croton on Hudson N.Y., Gloucester, Mass., Manchester, Mass., Norwalk, Conn., Wilmington, Del. and Washington, D.C.
By Arlington W. (Bill) Kirk, Master.

Well, the season ended with the ship arriving home on Thanksgiving Day, none the worse for wear except for a broken Dolphin Striker. The beginning of the season started off with the hauling of the ship in Greenport, Long Island, during the month of July. It was very hot for bottom work, propeller re-pitching, ground plates being installed for the lightning arresting rods which were not yet installed. All in all, it was a general cleanup for the new summer.

The ship had been invited back to Cape Breton Island, Louisbourg, for a festival but that fell through due to, I understand, a lack of funds for our ship. This would have been a great reunion for the ship as we made the movie *Squanto, Indian Warrior*, in this harbor in 1993. The locals were a great group and it would have been nice to renew our acquaintances. One was our paymaster while movie-making and made every effort to make sure that we were treated fairly by the movie people.

Our summer campaign really began a bit late in the season, August 28 to September 11, when we brought the ship up to Gloucester where we stayed for two days, had a party on the pier and then moved over to Manchester, Mass. This harbor was very narrow and extremely crowded with small boats at moorings, but room was made for the passage of the Halve Maen in and out. Moorings had to be moved and boats shuttled to different areas in order to open the channel. It was close and tight but without incident.

We had a great time here, fireworks, buffet service, music and wonderful, really great surroundings. The trip to Manchester was to celebrate their 350th anniversary of the founders' landing. During this bit of festivities the ship was renamed *Arbella* to simulate the original ship. This festival was funded in whole by a Greek businessman who had come to this country and had, by very hard work, made his fortune and in turn took this moment to return the reward made in this country.

The crew consisted of Steve and Brooke Schwartz, Kurt Olsen (Robin's Reef Yacht Club), Jewmele (our one female crew from Jersey City), Dan Barton, Mate, and as a guest on board we had the curator of a Dutch Museum specializing in 16th and 17th century ships, Gerald de Werd, a very knowledgeable individual in this field of ancient sailing ships. Also aboard were Nik Burlakoff, the Museum Director, and myself as Master.

Before departing Manchester on September 5, we signed on as crew Tim Whiting, a compass adjuster who stayed with us until we arrived in Washington, D.C.

At the end of November he plans to join us for the return home. Leaving Manchester we powered and sailed down to the Long Island Sound and anchored in Port Jefferson for the next two nights. We spent the days sailing on Long Island Sound, as we were not due to arrive in Norwalk, Conn. until 1200 hours.

September 8: "Happy Birthday Captain Bill." These two days of sailing gave us a



much needed refresher course in sailing a 17th century ship. Our entry into Norwalk was interesting due to the winding channel and having to back into a slip. This latter maneuver came as a last minute surprise and, as usual, a few "oh my Gawd's" from the skipper. Again we had crew leaving, again the "Volunteer Crew Wanted" sign was hung out and again we signed on new crew members. However, this visit to Norwalk was a very successful week, as was the Manchester stay. During our stay we had on board as many as 5,000 persons in a single day. It made for grueling hours for the crew without relief, answering the same questions over and over again, but it was still fun to bring out "Captain Hook's Matey," complete with hook and gold doubloons.

I would take one of the small cargo hooks, hold it tight in my left hand, pull the sleeve of my jacket down and tuck it in around the hook. Holding this hand behind my back, I asked the little ones if they "wanna shake hand with Capt'n Hook's Matey." When I bring out the hook, the eyes get as big as saucers, a real side splitter at times. Although 99% of the time the youngsters recognize that it is a joke, every once in a while I do get one who does believe.

A short note here about Capt'n Hook. At

one time a very young boy came aboard dressed as Peter Pan. I gave him a "Spanish doubloon" (a Henry Hudson commemorative coin) and brought out the "hook" to shake hands. He asked me if "I was a real pirate." I had a sheath knife in my belt at the time, so I pulled out the knife, placed it in my teeth and answered, "You bet yer boots, matey". As he was leaving the ship he was telling everyone within hearing, "He's a real pirate, did you see that, a real pirate! He's a real pirate!" That boy not only made my day, but my whole year.

On September 11 we had to vacate the slip by 1000 hours as the town was beginning to remove the floating piers put in just for the "Oyster Festival." The early departure gave us more time in the sound to have some sail drill, however, the wind would not cooperate and it was more of a drifting match than a sail.

The return to the home port was made at 2350 hours on September 11, after a heavy exercise in push-pull on the whipstaff as we passed through Hell Gate on a foul current. The helmsperson really had a workout here. Thus ended the New England section of our odyssey. Next we made provision for the Wilmington, Del. and Washington, D.C. tour.

On September 29 we moved the ship up

to Croton-on-Hudson, a delightful place. However, the visit organizers neglected to inform us that the docking area was very shallow and the Captain, being confident that the people knew what they were doing, didn't sound the area. As a result, when the tide went out we were heeled over almost 20 degrees on a sand bottom. Ever try sleeping at a 20 degree angle? Very interesting. At the next high tide we moved out into deeper water.

As with every port, most of the present crew had to leave due to work schedules and again we resorted to volunteer crew recruitment. As usual, we had the good fortune to find a few good individuals to work the ship.

On October 3 the crew again boarded the ship and made ready for the southern tour. The trip down the Jersey Coast and up the Delaware Bay was uneventful except that we passed the *Bill Of Rights*, a schooner on her way to the Chesapeake Bay Schooner race. We passed her under power, but when the wind came south at 15 knots we lowered sails and walked away from the schooner.

On October 5 at 1730 hours we anchored just north of the C & D Canal and made ready to lower the topmasts so as to clear the 60-foot fixed bridge in Cristina River. The next day we determine that four hours should do the job but it really took almost nine hours to lower and secure the topmasts. What a job! After finishing up and toiling for over an hour to get the anchor off the bottom (it was very deeply buried) we motored to Wilmington to the Cristina River. It was dark when we arrived at the river entrance, so Nik went in and checked things out after a ship exited the river while we circled and waited.

On the way in we pass the *Unicorn* and unbeknownst to us she had had a collision with a freighter on the way up the Delaware Bay, sustaining extensive damage to her rigging and hull. The ship and crew were very lucky as there were no injuries and the vessel was not holed and sunk. The *Unicorn* was later towed to Norfolk by the *Norfolk Rebal* for survey and it is said that if "repairs are mandated, the Unicorn will be towed to Lunenburg, N.S. for the necessary work.

I read about the *Unicorn* tragedy that took place on the "Liston Range" in the Delaware Bay between buoys 4L and 6L in the December/January issue of the *Professional Mariner*. It seems as though the Master misunderstood the whistle signals of the tanker. The tanker gave the "danger" signal of five blasts but the *Unicorn* skipper only seemed to hear the last two sounds and understood it to mean a "Stb. to Stb." passing. This resulted in a crossing situation and consequently a collision. The tanker wasn't damaged, but the *Unicorn* suffered damage to the hull at the bow, the stem and lost the fore top mast and some rigging. She was tied up at a wharf as we passed her on the way into the Cristina River, but we had not as yet heard of the collision and therefore failed to note any damage to the ship.

Although late arriving at the Kalmar Nyckel Shipyard, the reception was overwhelming. Here these people are building a 200-foot 17th century sailing ship, a very ambitious undertaking. At this time the keel, stem and stern timbers were assembled, with the keel notched to accept the framing. Ballast is to be outside, lead, and something over 60 tons. The blacksmith is a female named "Kelley."

On October 10 we cast off the lines and headed out for Washington, D.C., made the

trip through the C & D Canal, fueled at Schaefer's Marina in Chesapeake City, ran down the Chesapeake Bay and made the turn into the Potomac River at 0500 hours on October 11. After contacting the Woodrow Wilson Bridge in Washington, we were informed that the bridge would not open for pleasure vessels except between the hours of 2400 and 0400. We must slow the ship so as to arrive at the bridge no earlier than 2400 hours. Only once on the way up the river did we miss the channel and nudge the very soft bottom, but backed off quickly.

After passing through the bridge and running northward to the marina area, we anchored for the night and on the morning of October 12, we moved to the floating finger piers, secured the ship and made ready to raise the topmasts. During this effort we found that the main mast cap is a bit rotted and must be replaced. The foremast goes up easily and is quickly seated and lashed. During periods of slack time I revised the complicated fuel filtering system and eliminated the extraneous valves, hoses, clamps and whatnot to make this a very simple method of filtering before the fuel goes into the engine and generator.

At this time the volunteer crew from the schooner *Alexandria* came to our rescue and made use of their woodwork shop to make a new mast cap of oak. The replacement dropped on to the mast without any further fitting. Clark did a great job.

That wasn't all that they did. We were invited to their homes for dinner. Some provided transportation in their automobiles, repaired the "L" shaped hole in the tender and raised enough male and female power to place the can and revise the tackle system to raise and lash the topmast. This last was no easy feat. It took four different attempts before that main topmast was in position. We also had a very lucky break. Just a few seconds after the fid was slid home in the topmast, the strap on the hoisting block parted. The ship, of course, was open to the public for tours, but due to the lack of media interest and coverage the turnout was extremely sparse. So during the lax time the navigation lamps were rewired to eliminate intermittent problems that have surfaced from time to time and some other unused wiring was removed.

November 16 was the day that we had come for, to commemorate the Dutch recognition of the American flag in 1776. We unloaded two of our cannon for shore duty and took the ship around to the west side of the park and had the son of the Dutch Ambassador fire the cannon in answer to the cannon salute from the shore. A band was on shore, although we could not hear what was being played. The Dutch Ambassador and the American representative were there and some of the New Netherlands Museum directors were in attendance. After this ceremony we returned to the ship and had a small celebration. All in all it was a grand time. We did have a bit of a problem, however. One of the cannons had a swab lodged in the barrel and, of course, wouldn't fire. I had to draw the charge and find the swab. It was the only discord of the day.

On November 17, we made ready to sail for home. At 2200 hours the engine would not start. On November 18 the mechanic was called in and he determined that the problem was the starter, not the solenoid. The starter was replaced and we departed at 2315 hours

in order to be at the bridge after 2400 hours. We cleared the bridge at 0030 hours on November 19 and began the trek home. On board for this section of the journey we had a licensed third mate, Susan, with unlimited tonnage and oceans as well as people from the *Alexandria* and the *Dove*, a fitting crew. Coming downstream and missing a 2-1/2-second red flashing buoy, we again came to rest on the mud bottom, but we quickly came off with a bit of assist from the tender and resumed our journey. We rounded Point Lookout at 1530 hours on November 19 and proceeded northward on Chesapeake Bay. The trek up the bay was rather short-lived as the wind piped up and we could not hold a northward course. (If we had that second engine we could have made it.) After making two 360-degree turns to return to a proper course, I turned the ship around and returned to the Potomac River and anchored in the lee of the land in Cornfield Harbor, just around the corner from the point. It was nice and quiet. The anchor watch was set and we got some sack drill.

The morning was quiet, the anchor was retrieved and we again made the northern track up the bay. At 1100 hours we entered the Solomons and took on 185.8 gallons of fuel, exited and again made tracks to the north. Thomas Point, Bay Bridge, Tolchester Channel, C & D Canal, where we dropped off some crew and took on water, Delaware Bay and the Atlantic Ocean. Here, once again, Murphy's Law of averages overwhelmed us as the wind again piped up from the northwest with dire warnings for the next few days.

So we hauled our butts into Atlantic City, as the forecast is "heavy weather until Friday," secured to the Texaco Fuel Dock and some liberty was had at Donald's Casino.

At this point in time there was a misunderstanding in communication between myself and Nik Burlakoff. He had made the statement that the ship would be tied up here until Friday when the winds would subside. I had made known that I would return home to participate in a family Thanksgiving Dinner gathering and would return the following Friday to bring the ship home. Wednesday morning, when I departed, Nik was not on the ship to be verbally informed of my departure. It was my mistake in not leaving a note.

Upon arrival home, my spouse informed me that Nik had called asking as to my "whereabouts." I called the marina and, as their phones were busy, I left a message on the answering machine to inform Nik that I was home and would return on Friday for the return trip. It was my understanding that Nik did know of my intentions regarding Thanksgiving Thursday. Wednesday evening Nik again called my home but our conversation was cut off before the conversation was completed. Nik made the statement that the marina had not informed him of the message. Attempts to call the ship on the cellular phone were without success.

There were no further communications between Nik Burlakoff and I. The ship departed Atlantic City at 2230 hours on November 22 and returned to the Morris Canal on Thursday, November 23. The third mate, Susan, being the only licensed person on board, took command of the ship. Upon attempting to approach the wharf in the Morris Canal, the Dolphin Striker was broken. Roger, the only crew member remaining, was in the process of loading all of the museum material aboard

the ship for the final trek up to Croton-on-Hudson. This is to be the final home of the *Halve Maen* with a proposed building of a 17th century Dutch village as visualized in the New World. (The ship departed on November 19 from Jersey City for Croton-on-Hudson)

Although Washington was a great disappointment as far as media and local interest were concerned, we had literally thousands of people come aboard while we were in Massachusetts and Connecticut. Wilmington and Washington were almost a complete waste of time. I must say that the Wilmington stay was very interesting due to the fact that these people are building a 200-foot 17th century ship.

A Visit to the *Halve Maen*

By Mark Fisher

The report had come in the "back door," Sarah had seen an e-mail notice that the *Halve Maen* was in town. I took a spare November Saturday to take my motorcycle down (brrr...) to the Gangplank Marina to have a look and a "gam."

Sure enough, there she sat, a little disheveled, with main topmast housed. She had been set back by the failed Maritime Province tall ships tour, though not as much as the *Providence*, which had her program canceled for the rest of the year.

She was in Washington to keep a promise with the Dutch government to honor Dutch-American cooperation and to help drum up American support for a Dutch museum, but that was weeks away. In the meantime, she was using what volunteer help the Alexandria Seaport Foundation could raise to refit and prepare for the winter.

It was cold. The captain, Bill, was keeping deck watch as Nik and the one volunteer worked out what to do next. I butted in and after a few minutes decided to stay on and help rather than check out the Navy's sea heritage fest at the Anacostia Naval Museum.

I found myself out of the wind in the door to the foc'sl in a sunny patch, prepping a replacement main mast cap to replace the original which had devolved into something resembling heavy styrofoam. As I sanded, I heard about the *Halve Maen's* voyage so far and Nik Burlakoff's plans for the future.

The summer had been a bust when the Maritime Province tour collapsed, the various ancillary visits that had been promised couldn't support the trip and had to be canceled (along with returning their advances...ouch!). The commitment in Washington still remained, so the *Halve Maen* made her way along the coast, headed south before the winter.

The next weekend I showed up again to help raise the topmast and prep the ship for a training sail on Sunday. I got there late and the topmast was already up, with Chip of the *Alexandria* acting as rigger. There had been some excitement earlier, with one block falling out its strop and another shiv popping off under load, but the final haul on the top rope went without further incident. Sarah and I got a little introduction to Dutch 17th century rigging as we passed a topmast gammoning in place of the captive mast cap of an English rig. It was cold. The wind was building with almost calm conditions in the morning for the mast raising to a level where I couldn't hear Sarah while I was three feet to weather from her. We finished up by setting the topmast shrouds, using the usefully placed topmast burton tackles.

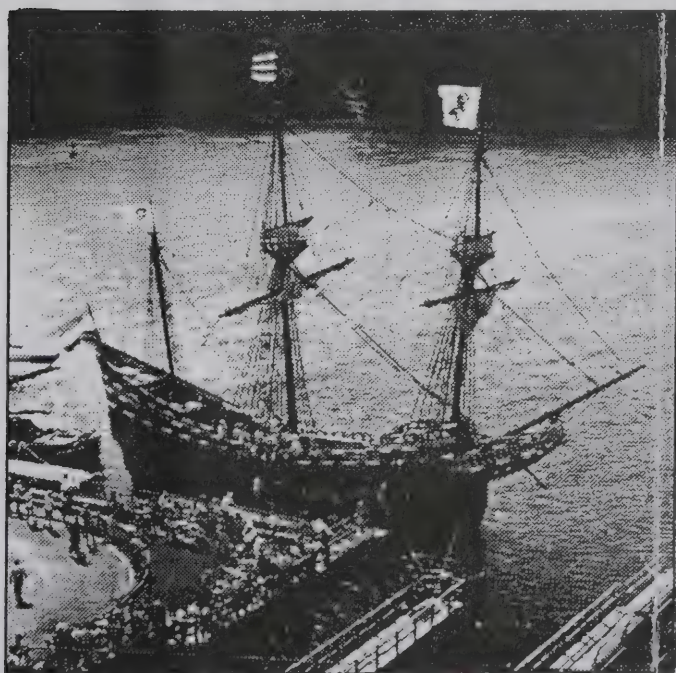
We went home, and listened to a variety of extreme weather reports of 70 mph winds in West Virginia and tornadoes in Southern

Maryland. The front passed by Saturday night, and when we showed up there was merely a residual 20 mph wind blowing right on the dock. Since the tender was at the tender doctor's getting patched, there was no chance of getting a sail. We puttered around, resiezing the block that had dropped, checking its mate and cleaning up aloft. Since there wasn't going to be any sailing, we left early.

That week continued stormy with a cold drizzle and a government shutdown, complete with closures of the Grand Canyon and Yosemite. I brought a van load of seventh graders down for a tour on Tuesday and found the ship shut up tight as a drum in the icy rain. Bill and one crew were huddled down inside, and they weren't optimistic about the planned salute and flag raising off Hain's Point. We left them in the growing rainy dusk, pressed hard against the wharf by the cold northwester.

The next weekend we were ferrying a sloop from Solomons Island to Point Lookout. As we turned the Point, we spotted a familiar blocky shape on the horizon. It was the *Halve Maen*! She looked beautiful under her courses, boiling along before the wind. We hailed her and found that the Thursday morning ceremony had gone off as planned, even attracting some TV coverage.

She was headed for home now (New Jersey) with a full crew of 15 recruited from the *Alexandria*. Nik was planning on traveling 24 hours a day to beat the next cold front. The *Halve Maen* was running before the wind now, but she would have to furl soon as she made the turn north up the Bay from Point Lookout. It was 45° or so and it felt like a sunny walk-in refrigerator. After our four-hour sail we were pretty well chilled, and the thought of three days of motoring into that breeze gave us a further chill. She gave us a salute as good-bye and disappeared out into the Bay behind us. We'll be hearing from her again.



Crowds line up to visit the *Half Moon* at a stop during her campaign.



The *Half Moon* under sail in New York. (Photos by Mike Guiliano)

I read your editorial on replica ships in the August 1st issue with great interest, since one of my boating activities has been as volunteer crew on a replica ship, the *Maryland Dove*, for eight years. I'd like to present a few arguments for the "other side."

I would be slow to draw a sharp distinction between replicas and vessels that started their life as working vessels. Except for a few crab skiffs, those working vessels are living an honorable retirement. My Chesapeake has the famous skipjacks, but even the most commercial are operated on a hobby basis, even in good years, their entire catch came on Tuesdays, the day they were allowed to operate their diesel push-boats while dredging.

From the *Gazela of Philadelphia* to the *Gloucester Adventure*, working vessels have shifted their focus from cargoes to people, from labor to education. Each of these vessels serves to bring memories of their productive years to life for those that can spend time aboard them.

But time draws a curtain across history, putting events from long ago in a netherworld of myth and imagination. In this world, Peter Pan can make his ship, the *Jolly Roger*, fly and Long John Silver cooks aboard the *Hispaniola* as easily as the *Dove* can be thought lost in a storm off Ireland. Our replicas can serve to

So, Are Replicas Worthwhile?

By Mark Fisher

put a spotlight on one aspect of that history, allowing visitors to make some of those stories vivid, while bringing a sense of proportion to related stories of history.

Is all this high flying talk the reason why I'm still a volunteer crew? Ha. I like messing about with boats, and the *Dove* offers opportunities for such messing about on a scale I couldn't dream of on my own. My experience aboard provides three forms of enjoyment. First is the messing about aspect. Whether it's scraping and oiling the gunnels or hoisting the topmast, I can make changes I can see, and see in operation. Second is the sailing. Working a ship requires working as a team, something my sailboat or canoe doesn't stress. Lastly, I get to tell stories, to interpret my reading on the history of the *Dove* and her times in such a way as to make it vivid for visitors. Likewise, I can tell stories about what each of us can do with thought, showing a little girl how to win a tug-of-war with three bigger boys, thanks to the magic of the pinrail.

Now, a step back. These programs absorb

an immense amount of money. Is it worth it? I would argue that it can be, for some vessels. There is little question that the *Mayflower II* was worth it. Where to draw the line, of course, is the big question. There is little doubt that a restoration of the *SS United States* is NOT worth it (though some disagree). Each person must find his own comfort level, and each ship in this "free market economy," must work to encourage investment. There will be inequities, ships with connections and no stories to tell may find money, while ships with vivid stories and no constituency may rot.

In our modern culture, I'm not so sure that a ship that costs what a rookie basketball player does is so bad a deal. Money comes in such diverse quantities. I paddle the Potomac in a \$30 (bought for scrap value) aluminum canoe, I cruise in a \$5,000 fiberglass sloop, and I join with others to maintain and display a \$1,000,000 replica. Which is more fun? Which is the better "value" for the world?

I see our responsibility, then, to MAKE those judgments, and argue for our point of view, as you did, and as I am doing. There is lively discussion in the sail training community about the limits of replica ships. Clearly, building a ship that is too big to maintain is a waste, and large projects must find large stories to tell to sustain them.

Yes, I Think They Are!

By Louis Linden

I think your August 1st editorial about preservation and replication of historic vessels focuses on a basic issue, i.e., the use of tax dollars. Expenditures of the public moneys are based on the concept that there are appropriate enterprises which we can as a society accomplish but which would be impossible for individuals. Conceptually, they are at the heart of what we call civilization. Some such are beyond cavil such as building roads, marking navigational hazards, providing for the national defense, delivering the mail, etc. One might dispute a particular road or weapon but there is an overwhelming consensus as to the propriety of the concept.

I for one disagree with the wisdom of spending \$5 million for a static exhibit such as the one in Salem to simply fill a hole in the water next to a pier. My disagreement is similar to yours as it is based on a scarcity of resources and the limited utility of a new ship that cannot sail. I would have a different opinion were she functional or a truly historical artifact. (The Salem National Park Service Replica will be functional even if phony. Ed.). My objection is not to spending money on ships but to spending it unwisely. As Karl Kortum stated long ago, there remain too many ships and not enough money.

The crucial question to be answered in these instances is what is the pay back? When we invest in a ship do we get adequate value

in return? For a number of replica ships the answer is clearly yes. Those that function as ships play a number of different educational and economic roles. Ships are ultimate teaching devices. You will agree I am sure that ships and boats have fascinated humans since Og (or Ogette) throw his or her leg over a log and floated down stream for the first time. They are found in ancient grave sites from Norway to Egypt leading one to believe that the after-life boasts the best yacht club going. More importantly, their power over the human intellect predisposes humans to learn from them. Ships demonstrate how everything is connected to everything else in history.

Constellation's hanging knees are windows into the hackmatacking industry of Maine as part of the infrastructure of the wooden shipbuilding industry in the first 200 years of European domination of North America. Her hull form is a direct result of improvements in metallurgy and chemistry which gave rise to the perfection of the exploding shell and the guns that fired them. Experiencing the reality of history is rather more vivid than reading about history.

While I have a bias toward historical rather than replica vessels (I have served as crew or deck officer on *Dove*, *Spirit of Massachusetts*, *Alexandria*, *Elissa*, *Gazela Premiero*, etc.) they each have a place in providing an approximation of the experiences of our ancestors. The more functional they are, the more valuable the experience. The differences between replicas and historical vessels exist on a continuum. Replicas tend to be more functional while historical vessels have the advantage in "been there, done that" authenticity.

The question which you pose is whether we as a society should expend resources on something that does not excite you and presumably a number of others. I expect that same question can be posed for the preservation of 15th century paintings, the performance of Philip Glass's "Einstein on the Beach" and the probing of Martian rocks for signs of life. In the final analysis relevance, like truth, beauty and contact lenses is in the eye of the beholder. The genius of a diverse democratic society is the opportunity of segments with differing interests to compete for scarce resources. I for one would prefer to see less money spent on B-2 bombers and more on historical ships. But then, like you, I am somewhat out of the mainstream.

Louis Linden, Executive Director, U.S.S. *Constellation* Foundation, Baltimore, MD.

A number of years ago the psychological community was excited by a rare but documented case of multiple personality dubbed "The Three Faces of Eve." Not only did "Eve" have three distinct personality/emotional profiles but films documented she underwent physical changes, body posture, facial expression, her walk, the way she moved. On a much more pleasant note, cruising on a sailboat also provides three very different "faces" with both emotional and physical components.

First, there is the pure pleasure of sailing; next, the excitement and discovery of social and sightseeing activities ashore; and finally the splendid isolation when you're all alone in a port.

Sailing

If you enjoy sailing, cruising not only provides ample opportunity but also a variety of conditions. The funny part, at least for me, is that I enjoy it all. If out for a daysail or a weekend, I find rain to be a downer. But when cruising, it is all part of the experience and completely acceptable. If you're chartering, you also have the fun of experiencing different boats in different conditions.

As the song says, "To illustrate my last remark..." there was the time we were leaving Ko Phi heading toward Phuket. We were on a beat in 25-knot winds with one reef in our 39-foot Jeanneau. The wind dropped and we went swimming with a boat cushion streamed to a warp astern. One by one we all returned until only Dave was still in the water. All of a sudden a low, massive black cloud started bearing down on us like an express train. Eddie reeled Dave in while I dove for the wheel just as the wind hit. The monsoon season had not ended as it should have that year, and we were experiencing the fringes of a typhoon that devastated Singapore, Hong Kong and the Philippines with heavy rain and 35-knot winds gusting to 45. Soon the rain turned ice cold and we started to fly along. What great sailing!

By contrast, there was the sail from Kotronos on the Mani Peninsula to Kithera. We started in very light winds for the first two miles and then someone turned on the wind machine. Forty-two miles on the same tack, never having to adjust the sails while the sun smiled fondly at us. Perfection!

Along the Dalmatian and Kornati coasts in the Adriatic we experienced, within a two-week span, boras, sciroccos, meltemis and mistrals, each wind emanating from a different direction. This not only afforded a lot of action on deck, but some really exciting sailing. Then one day we had a picture-perfect sail to the mouth of the St. Ante River. A lovely river, guarded by a fort, it kept unwinding as we passed under a graceful bridge. At this point the river turned from salt to fresh water and widened to form a "lake." We let the boat drift as we all hopped in the water with a bottle of shampoo to share. The tiredness of a long day of sailing just oozed away as we floated and relaxed in our "bathtub."

Shoreside Activities

The variety of things to see and people to meet is endless. At Gocek, Turkey, we were lucky enough to go to a taverna for dinner just as a pre-nuptial party began. Drums, tambourines, bouzoukis (with amps) and the guests, all males, dancing individually or in pairs. As the evening progressed the music became in-

The Three Faces of Cruising

By Mel Ross

creasingly exciting. A great floor show!

At Gemile Adalari, also in Turkey, you could explore fantastic ruins, Greek, Roman and Lycian. Rather than destroying what had preceded them, each culture added on to the other so that you could see the transition. While climbing around the ruins, a wild donkey approached and allowed me to pet her. Soon I was plucking eucalyptus leaves to feed her and true love developed. She followed me over the entire island and later promised to write. Promises, promises!

In the bustling town of Patong Bay, Thailand, we stopped at an outdoor cafe and were soon surrounded by six young Thai girls who started to play a word game with us. We had no idea what was being said which caused peals of laughter. They brought us a dish of cut up pineapple which they proceeded to feed us. They were fascinated by the red hair on John's arms and totally broke up when I started to comb it. Sweet kids with great smiles.

Later that trip, Eddie and I took a walk in a small village, Mai Khoa Thalong. I spotted a parrot and asked the owner if we could come closer. Soon we were in deep conversation. Ali introduced us to his wife, baby daughter, father and brother. He asked us if we would like to drink some coconut milk and then literally ran up a tree, plucked two coconuts, lopped off the tops with a machete so we could drink from them and then cut the coconut out for us to eat. Top hospitality.

In San Petros, in the northern Ionian, we stopped at a taverna for coffee. The local police chief spoke perfect English with hardly any accent despite the fact he had never left Greece. He explained many of the customs which had puzzled us, told us of the current political situation (elections were about to be held) and also of the complex social structure. Then along came 81-year-old Stavros who had had his ouzo for the month that day. High as a kite, he and I started having an animated conversation, he in Greek and me in English. The police chief started to translate, and Stavros and I agreed to go out looking for girls that night, only he insisted he needed eight. He probably did!

I first met George Benjamin 20 years ago in St. George, Grenada. George is a cabdriver/philosopher and had given me and my crewmates a tour of the island. Two years later we did it again.

Now, after 18 years, we had a pleasant reunion and he took my newest shipmates and I for a tour (things had changed greatly). Next day my shipmates left early while I had most of the day to myself. George drove me all around the island, meeting his friends, back to his house for lunch and a present of a bottle of homemade guava wine and an invitation to come back whenever possible to stay with him. Not only did I see sights which I would not ordinarily have seen as a tourist, but I got to meet some warm and friendly people. What a great experience!

Isolation

Despite the many fun-filled and fascinating shoreside activities frequently available, every once in a while it feels good to get away

by yourself. After many days of socializing while sailing along the Dalmatian and Kornati coastline we had the off by ourselves. With the wind right on our nose, we motored to Otok. There is a large cut in the southern part of the island with numerous bays in all directions. We gunkholed into each of the bays and opted for one which was completely deserted. Unnamed on the chart, I christened it "Isolation Bay."

Not a sign of civilization anywhere, the quiet was palpable. Soon we broke it with Mozart and Dixieland jazz, knowing we couldn't disturb anyone and reveled in our solitude.

In the Peloponnese we again had a very active social life both ashore and with the crews of other boats. Feeling like a little "alone time," we sailed into Elli Bay, rocky bottom with sandy spots good for anchoring. After dinner we sat in the cockpit as the sun appeared to drop at an accelerating rate into the sea. Without any onshore lights to obscure them, the stars stretched from horizon to horizon, slashed by the Milky Way. Soon the moon came gliding up appearing to rise from a distant island. Magic!

After the hubbub of St. George, Grenada, we sailed the southern coast and then threaded our way on a serpentine course to an anchorage behind Hog Island. A secluded it had mangrove trees rimming the perimeter of the shore and a pretty little beach across from where we anchored. After snorkeling we lazed about until time to prepare dinner. As usual, the tropical sun descended like a rock. Soon the stars were out and, despite a slight breeze on deck, the water was so still that there was a perfect reflection, making it hard to tell which was sky and which was water. Once again our old friend the Milky Way crowned the plethora of jewels in the sky. Periodically we could hear a fish jumping and see a shooting star overhead with a mirror image in the water. This, too, is one of the best parts of cruising!

We awoke very early one morning in Port Spiglia in the northern Ionian. Too early for any breeze, the mist over the water was rising in straight tendrils as if the water was smoking and the only ripples in the water were caused by a mother duck and her trailing brood. Across from our lone anchorage was a spit of land with a miniature white church and half a dozen gravestones. One of my shipmates put on a Streisand tape and the atmosphere did strange things, it sounded as if we were under an enclosed dome as the sounds of "Memories" echoed all around us and cast an unforgettable spell.

So next time someone tells you cruising is a boring, one dimensional experience, tell them they're dead wrong. It encompasses a wide variety of both emotional and physical changes, one better than the next. Get out and try it!

When a fishing tournament is announced in the little fishing and surfing town of Rincon, Puerto Rico, the commotion is as great, if not greater, than getting tickets for Pavarotti in the Metropolitan opera. I know this because I grew up in several world metropolis (Peking, New York, Rome). I finally settled down in this small town.

My husband has a long history of messing about in and owning little sailboats. However, this time he decided to build one himself, a 12-foot sailing dinghy designed for sailing in heavy weather in the San Francisco Bay area. It took a year of mutual effort, sacrifice, success and failure to complete this little adventure boat. She has justified the effort many times over ever since we launched her two years ago. She is stable, smooth and in fair weather practically sails herself.

But would you enter her in a fishing tournament in competition with thirty strong powerboats (ranging from 25 to 120 feet) and, needless to say, without any motor? Well it was like having David fight many Goliaths, but we decided to do it. We entered her in our first fishing tournament. When we announced our participation, many people were sincerely impressed but quite a few others gave us suspicious looks and sarcastic grins.

The day before the tournament we prepared everything for this all-day adventure, fishing rods, ballyhoo, rain gear, flashlights, books, sun screen, sandwiches, etc. All the participants were given a six-pack of beer and a six-pack of soda per person. We added an extra six-pack of beer for some unpredicted situation. We decided to start as early as six AM. Too excited to sleep a relaxed sleep, we woke up early full of anticipation. My first impulse was to check the wind in our valley, not a leaf was moving. Oh, well, there is always more wind on the ocean anyway. So we drove down to the marina. Once at the marina, we stared at the flattest ocean we had seen all year, an endless shiny mirror. So, rowing seemed to be the only option. But who can ever be certain about the winds? By the time we packed everything on board and untied the boat, a wonderful breeze carried us smoothly out of the harbor. The south wind picked up and we were steadily sailing west. For a while the sailing was uneventful.

At one point, my husband's watchful eye noticed a large circle of boiling water sending white foam up in the air. The circle was moving and changing direction. As we followed the circle, suddenly I had the feeling of being watched. I turned around and saw three big pig-faced creatures, their heads out of the water, looking at us. Before you knew it they dove down. Manatees, the rare manatees! It seemed logical to conclude that they were chasing the little fish which formed the boiling circle. However, I was mistaken. I later learned that manatees are mainly vegetarian, so the circle must have been caused by larger fish chasing smaller ones and the manatees just happened to be there. It is amazing how you can always experience something new on the ocean.

It was one of those scorchingly hot days, the temperature went up to an incredible 100 degrees. We chatted and drank beer for a while but then, lulled by the heat and calm sailing, all conversation died down. We were trying hard to tackle the heat. The sun was sending blinding hot colors into our brains. Suddenly, there was a strong hissing strike on the rod! It seemed so unexpected that it almost took us

The Fishing Tournament

By Smiljka Fitzgerald

too long before we realized we had a hit. The line was just buzzing away. Then the age old fight began. The wind had died down and the underwater "monster" was practically pulling the boat backwards. Since I am not much of a sailor (I feel more like a tourist on the boat) my main concern was how to gaff it. I had never used the gaff before and wasn't quite sure from which end to tackle the fish.

After a seemingly very long fight we could finally see the silvery body by the side. On my third try I successfully gaffed the fish and the big barracuda was on board, gnashing its teeth. Although it wasn't the biggest fish I had ever seen, it still looked like a good size, perhaps, with a little luck, even a trophy size. We were celebrating with excitement when our friend's motor boat passed by. To impress them my husband swung the big fish overboard. I kept commenting, "Honey, don't lose the fish." But that only made him want to hold it overboard longer. Then my fear came true! It took a split second, the fish had slipped out of his hands. Horrified, I saw the barracuda slowly sinking. Wasting no time my husband asked me if I could handle the boat and immediately

dove overboard. I had no time to think whether I could handle the boat or not, although I had never done it by myself before. My instincts took over, I tacked, he brought the fish to the boat and I pulled it in. He climbed back in and we both burst into hysterical laughter. A fish caught, a fish lost, a fish saved. Since we were a good four hours away from shore we decided to head back. When we sailed into the marina, the first thing we noticed were the empty hooks where the prized fish were supposed to hang. So, we were the first to come with a good sized fish. One of the judges eagerly took it and weighed it. It was 27 pounds clean. He hung it on one of the hooks as our lungs filled with pride. The boats kept coming in, there were other similar sized or bigger fish but none in the barracuda category. The gold and marble trophies were all lined up on the stand. Music enhanced the occasion. More barracudas were brought in but all were smaller than ours.

The judge finally called upon us as winners of the largest barracuda trophy. We were so excited, we could hardly believe it. We raised the trophy up high.

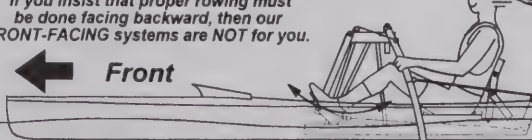
To conclude, I admit that there were larger and better fish in the contest. But I could see that everybody's hearts went out to the little 12-foot sailboat that had dared to compete and won! The trophy proudly stands in front of me as I end. It is a nice result of our first fishing tournament.



Not for everybody

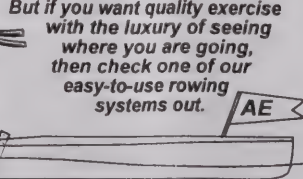
If you insist that proper rowing must be done facing backward, then our FRONT-FACING systems are NOT for you.

← Front



Thrust →

But if you want quality exercise with the luxury of seeing where you are going, then check one of our easy-to-use rowing systems out. AE



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Patented and patent pending
Race-proven competitive with rear-facing sliding-seat rowing.

Free brochure. Demo tape \$15 deposit (refundable).



The double doors to Kent Lund's Royal Oak, Michigan office reveal both his profession and hobby. One side reads "Photographic Sales Representative" while the other says "Vintage Model Speedboat Works." Inside, while Kent phones ad agencies to promote the talents of several automobile photographers, his gaze falls upon 10 or 12 old model racing boats mounted on the walls.

"That's a tether boat raced by Henry Parohl on the east coast. It took the Class A Championship in New York in 1955 at 89 mph. And there's a model raced by William Mesigian in Philadelphia in the late 1940's," says Kent as he points to a couple.

Brought to this country from England in the 1920's, model tether boat racing was a popular pastime throughout the '30's, '40's and early '50's. On Sunday afternoons "down at the pond," America's engineers, tool-makers and draftsman would test their talents at shaping wood and machining metal against fellow club members to see whose design would speed to victory.

Racing clubs sprang up in Baltimore, New York, Philadelphia and Washington, DC, as well as along the west coast and in cities throughout the midwest, including Chicago, Detroit and Toronto.

The scratch-built wooden models were typically 40" long and featured single and multi-step hydroplane hulls. Most were powered by shop-crafted single-cylinder gasoline powerplants or commercially-available model airplane engines. Earlier ones were powered by steam.

In club-sponsored regattas, these model boats would be tethered to a pole with a 52.5' line, raced in four circular laps totaling 1/8th

Howard A. Scott (at left) and Dan Trandell display their tether race boats in Chicago in 1936.

Small Boats Big Passion

By Larry Zook

mile, and timed by a micro-switch atop the pole. Speeds steadily increased with some winners achieving over 100 mph in the late 1950's.

The trophies were small but the other rewards much larger. "My father and I both participated in tether-boat racing in the '30's and '40's," notes Chicago native Howard A. Scott. "One of my best memories is a trip we took together to the International Regatta in Detroit in 1940. Just about the entire Chicago club came in an automobile caravan. The hospitality was great and it was a lot of fun competing against the Detroit guys, many of whom were metal pattern makers like my father and I."

Kent Lund's quest at preserving these "industrious arts" began in 1992 when he picked up an old Model Craftsman magazine to research a boat model he intended to build. While reading it, he happened upon an article about a club that raced model powerboats in a children's wading pool at Waterworks Park in Detroit.

"As a model boat builder, I was fascinated

by this group of enthusiasts and decided to preserve as much as their history as possible," he says. So on weekends and holidays, Kent visits antique stores and flea markets, talking about model boats, tracking down leads, and occasionally running into former racers such as Mr. St. Antoine.

Four years of collecting has netted his "Vintage Model Speedboat Works" about 14 tether race boats and a similar number of old runabouts, launches and motor yachts, many of them rescued from dusty shelves in basements, attics and garages. Related items, including club trophies and photographs plus model boat kits, plans and early magazines, also grace his walls and shelves.

Kent's enthusiasm for boats goes beyond collecting. In his home shop, he has created a 31" 1909 Fry Launch and is now at work on a model of a 1920 Hacker Gentleman's Runabout. Even his family gets involved. Summer vacation plans for Kent, his wife Gwenn, son Max and daughter Whitney include a stop at the Antique Race Boat Regatta in Clayton, New York this August as well as a visit to Detroit's annual Gold Cup hydroplane race.

Yet while appreciative of past and present full-size racers, his true passion remains with the scale models. "It's my hope to accumulate enough early model boats and memorabilia to put them all on permanent, public display. Until then," Kent adds, "when in the Detroit area, you're welcome to stop by the Vintage Model Speedboat Works for cup of coffee and some talk about old model boats."

Know of an old model boat or former race club member? Or would you like a tour of the Vintage Model Speedboat Works? Give Kent Lund a call at (810) 548-2100.



Robert Lemp launches his Class A (30cc) single-step hydroplane at Detroit's Belle Isle Park in 1946.



Harry Hansen of New York's Metropolitan Model Powerboat Club displays a rare "double-ended" model in 1936.



Harry Traband (at left) and William Mesigian fine-tune their entry at a Philadelphia Model Powerboat Club regatta in 1946.



Philadelphia Model Powerboat Club members in the 1940's.

Master machinist Wolfgang Pfister gained fame throughout the 1940's for his advanced and powerful engines.



Howard A. Scott prepares his racer "Irene" for competition in Chicago's Marquette Park in 1940.





The Blackburn Challenge is an annual 22 mile open water race in the Atlantic Ocean around Cape Ann, Massachusetts. It is the best known open water race on the East Coast, and is open to all types of human powered watercraft. Comparable to a marathon, many consider just finishing it to be an accomplishment.

In the 1996 race, held on July 27, there were five touring class rowing shells entered: three Alden Ocean Shells with standard rear-facing sliding seat rowing systems, one custom made shell with a rear-facing sliding seat system and my otherwise stock Alden Ocean Shell with my Aquamotion "Frontrower" forward-facing rowing system.

The Frontrower uses a motion similar to sliding-seat rowing, pulling with the arms and pushing with the legs on the power stroke, but I face forward instead of backward. The system uses a fixed seat and has the oars mounted on a single fixed "uprigger" at the center of the boat. It uses pedals connected to the oars with ropes and pulleys to deliver leg power.

Because the Frontrower has a fixed seat, and the touring shell class was defined as "sliding-seat touring shells", I was required to race in the "open" class in this race against boats such as multi-man war canoes!

The boats in the Blackburn Challenge are started at intervals in groups by class. The sliding-seat touring shells started well before the open class boats. Before the race was over, I had passed all the other touring shells, beating the fastest (the custom built shell) by more than 7 minutes. My time for the 22 mile race was 3:40:29.

I passed most of the sliding-seat boats in the roughest part of the course. This is where I have the most advantage because I can see the waves approaching and I can lift my oars as high as necessary to clear them. The rowers using outriggers have to push the oar handles down into their thighs to lift the oar blades. Also the fixed seat gives me a lower center of gravity and connects me more directly with the boat, giving me better stability and control.

Front Facing Rowing...Where Does It Fit In?

By Ron Rantilla

I consider front-facing rowing to be safer, easier and more fun than rear-facing rowing. You can row the unit with your hands or feet or both. This comes in handy if you want to eat or drink and continue rowing. You just row with your feet. The oars lift, feather, and return to the front automatically. Or you can give your legs a rest by rowing with just your hands. Of course, you don't go as fast as when you use your whole body."

I invented the system originally as a way to paddle a canoe on both sides at the same time. The original version did not use leg power. Using two paddles supported at the center was a great improvement over a single paddle and gave me much better control and performance while canoeing solo.

Eventually I began meeting rowers. Canoeists usually paddle to explore the outdoors or to go fishing. Rowers are different. Most people row for the exercise, and it's about the best exercise you can get. Rowers who saw my system kept asking me if I could make it so they could use their legs and get a full body workout.

It took me about a year to work out how to do it. First I tried a sliding seat, but that didn't work very well. Then I tried a sliding rigger and that really felt odd and was complicated and noisy. Then I came up with the pedals, which work great and feel good. And it allows me to use a big comfortable seat with a backrest. A patent is pending on the system.

This spring, I decided to race a front-facing rowing system in as many local races as I could manage and it has been a lot of fun. The camaraderie is great. A lot of good natured teasing goes on. I love being out on the water rowing fast in a group of human powered boats. It can be kind of a mystical experience. It is also a really good way to get in shape.

This also seemed like a good way to let rowers see the system in action and get a good idea of how it compares with rear-facing sliding-seat rowing. I choose to race in an Alden Ocean Single because I already owned one and the system works well on this boat. Also, the Alden is a popular class boat so differences in boat types would be eliminated, and there should be plenty of other Aldens to race against.

Here are my race results prior to the Blackburn:

May 26, Parker River Race, Newbury, MA, 5 miles, 3rd of 6 Aldens.

June 15, Three Rivers Race, Ipswich, MA, 12 miles, 2nd of 3 sliding-seat shells.

June 22, Kennebec River Race, Norridgewock, ME, 4.5 miles, 2nd of 3 Aldens.

June 29, Bassett's Island Regatta, Pocasset, MA, 3 miles, 6th of 9 Aldens.

In all of these races there were rowers in my class who were faster than me and slower than me. Most of the other rowers were pleased to have a front-facing rower among them, and many went out of their way to tell me so. Most were curious to see how the system would perform. After the races, many rowers told me they were impressed by the speed of the system (and the rower) and were previously unaware that forward-facing rowing could perform on a par with sliding-seat rear-facing rowing.

I'm really glad that the officials allowed me into these races, and allowed me to compete with the sliding-seat boats. I'm sad to say that officials of one race, The Isle of Shoals Race at Kittery Point, Maine (limited to Aldens only), ruled to not allow me to compete at all. The reason given was that the race was for the boats as they were designed. Of course my front-facing system did not exist when these boats were designed. Perhaps if the race officials polled their club membership, they would find them willing to let me participate.

High performance front-facing rowing is new and is bound to cause some questions for race officials. Should I be placed in a "front-facing" class of its own? Should I be placed in an "open" or "experimental" class? Should I race with sliding-seat rear-facing shells or fixed-seat rear-facing boats? Or should I race against kayaks, which already face forwards?

As far as I am concerned, any of the above would be fine, as long as they let me race. If I had my preference, I would race with the rear-facing sliding-seat boats of the same hull type, as this would make for the best competition and would make comparison of forward vs backward rowing easier.

I don't expect to beat the better rear-facing rowers because I've never been very athletic and I've only just started rowing competitively this year. But I'm having fun trying and am getting physically fit in the process.

Ron Rantilla, Aquamotion Engineering, 61 Endicott St., Bldg. 34, Norwood, MA 02062

HOW THE "FRONTROWER" WORKS

The Frontrower combines the *high quality exercise* of full body rowing with the luxury of *facing the direction of travel*. It uses pedals rather than a moving seat for leg power, eliminating the energy wasting weight shifting of sliding-seat rear-facing systems. It can be operated using the arms only, the legs only, or both, making it ideal for long distance cruising. A patent has been issued and other patents pending on this unique system.

ARMS-ONLY MODE:

In the arms-only mode, you operate the Frontrower from a seated position behind the oars and use a pulling motion on the power stroke, just as you would with ordinary rear-facing oars. The difference is that the *oarlocks* for the Frontrower are located at the *center of the boat*, rather than on the sides.

This makes the oars a different type of lever (technically, a class-3 lever instead of a class-1 lever), and the oar blades moves in the same direction as your hand, rather than in the opposite direction.

The oarlocks on the Frontrower are mounted on the top of an *uprigger* on the centerline of the boat. The oars are 6 feet 10 inches long and angle down into the water from the oarlocks. The oarlocks are *spring loaded* so that they lift the oars clear of the water when hands-free. The weight of your hands just balances the oars, making them weightless in use. You don't have to lift the oars, just let them rise up at the end of your power stroke. The oarlock lifting springs lift the oars just high enough to clear the water. They may be lifted higher to clear obstacles or waves. The oars rotate for *feathering*. There are stops at the vertical and horizontal positions.

LEGS-ONLY MODE:

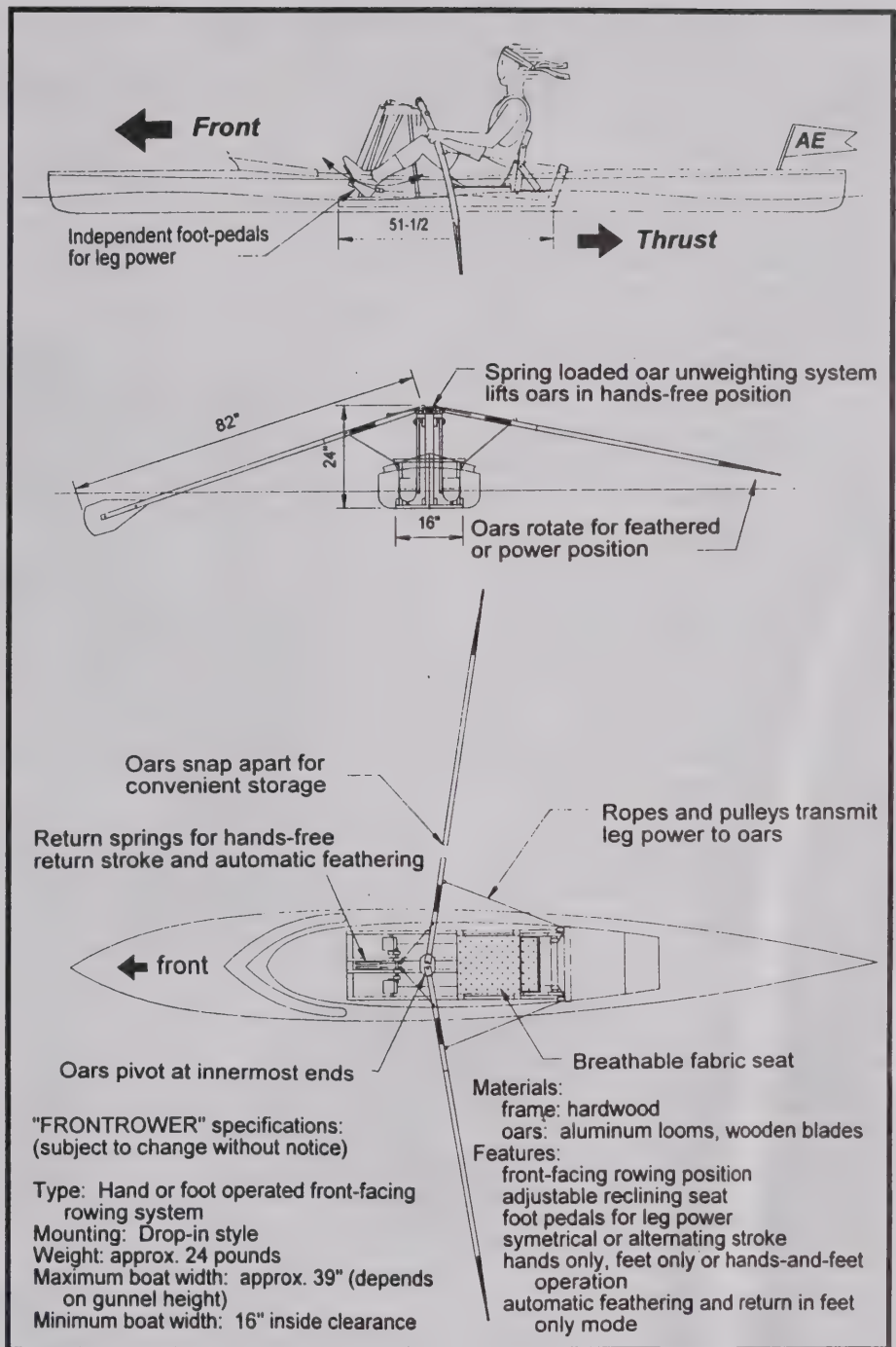
For leg power, the Frontrower uses two *foot pedals*. The pedals are on *swing-arms*, suspended from above. Each pedal works independently, allowing either a symmetrical or an alternating stroke, and allowing you to steer by taking a longer stroke on one side. Each pedal has a *leg power rope* attached, which travels under the seat, behind the operator, around some *pulleys*, then forward to connect to the oar.

Since the spring loaded oarlocks lift the oars clear of the water, the oars will be out of the water unless something forces them down. The downward force comes from the leg power rope which pulls at a slightly downward angle.

As the pedal is pushed forward on the *power stroke*, the rope is pulled around the pulleys and pulls down and back on the oar.

At the end of the power stroke, as the foot is drawn back toward the operator, the leg power rope goes slack and the oarlock lifts the oar out of the water.

For the *return stroke*, a *return rope* is attached to each oar, and is pulled forward by a *return spring*. At the end of the power stroke, as the leg power rope goes slack, the return spring pulls the oar forward.



The oars *feather automatically*. This is accomplished by the location of the attachment points for the leg power rope and the return rope. These points are above the centerline of the oar. The oar is free to rotate 1/4 turn. Whichever rope pulls with the most force makes the top of the oar roll in that direction. A rearward pull rotates the oar to the blade vertical position, a forward pull rotates it into the blade horizontal position.

In the legs only mode the oars dip, lift, feather and return automatically.

ARMS AND LEGS MODE

In the arms and legs mode, the arms are used primarily to augment the power of the legs. You can let the oars rotate automatically and use your arms to assist the legs on the power stroke and to assist the return springs on the return stroke. Your arms can take over at any time for sharp turns, back-paddling, or lifting the oars to clear obstacles.

AQUAMOTION ENGINEERING

61 Endicott Street, Bldg. 34
Norwood, MA 02062
Phone: 617-769-0590

Grandpa's Electric Sailboat

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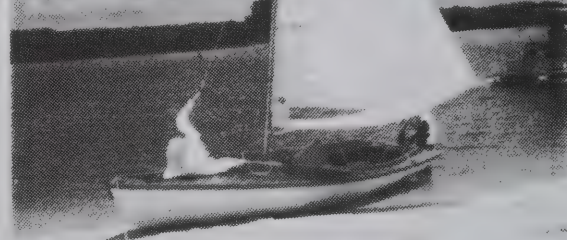
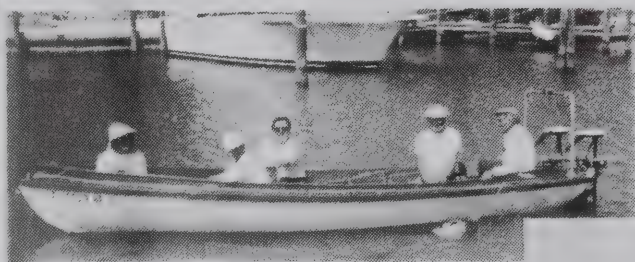
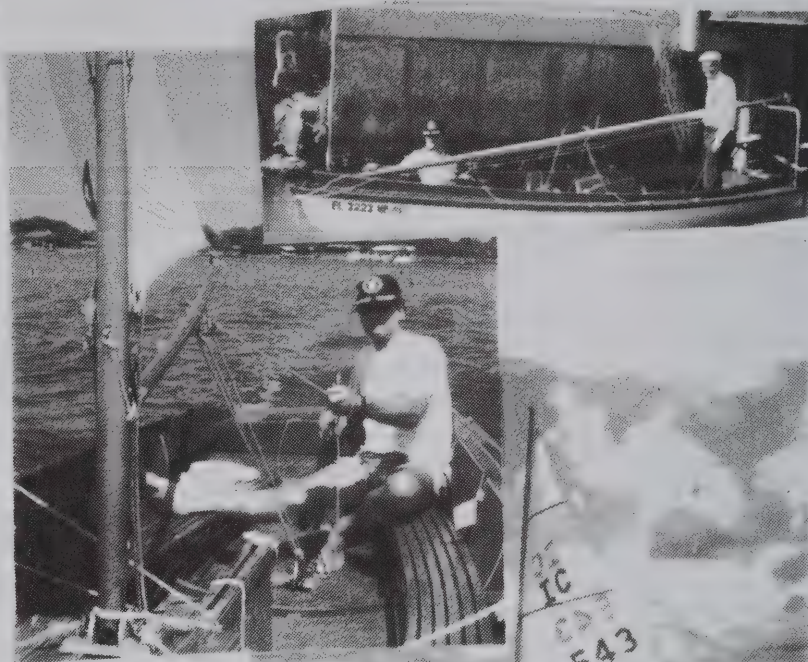
Completely dimensioned drawings and detailed instructions for building an 18' long, 6' beam wooden round bottom sloop. A forgiving boat ideally suited to teaching children and grandchildren how to sail.

Auxiliary power by twin electric trolling motors. Two deep cycle marine batteries provide remarkable stability and about four hours of running between charges.

14' long benches on each side of the open cockpit give the crew easy access to the main and jibs from the safety of the cockpit.

Three jibs and two mains allow sail area to be modified between 80 & 120 sq. ft.

The mast is easily dropped onto the rear bracket to allow motoring under bridges with only 6' of clearance. Can sail in 14" of water.



Why the Albee 18 ?

Grandpa's Electric Sailboat

By Ramon Alan

When my family was young we found an old wooden sloop rotting in the mud in the back of a boatyard. The price asked was that we remove it as quickly as possible. We took it home and restored it and enjoyed many, many happy hours aboard. I never learned that boat's history, but it generally resembled drawings I found in the library of L. Francis Herreshoff's 17' Centerboard Knockabout. Someone had apparently made a 19' version. With the board up, it could be launched into 6" of water. With the centerboard down the draft was about 3'. It was a joy to sail.

I wanted my grandchildren to share some of those remembered times so I decided to build a modern version of my memory boat. I remembered the graceful curved benches where you could stretch out and listen to the waves slap on the hull. However my wife remembered heeling over with the rail under the foam. I agreed to try and improve this, so I gave my Albee 18 more beam and added battery ballast for more stability. This should subtract a bit of speed, but I have not been able to detect it.

The boat has a six foot-four inch beam and it has two lead batteries just over the keel. This results in sufficient stability to make it very forgiving to new sailors, yet it can carry enough sail to be interesting for old timers. Its shallow draft, and the capability to lower & raise the mast from the cockpit, lets it go just about anywhere.

The other negative memory was the noisy outboard we took along to get us home when the wind died or turned around. The engine and its gasoline can smelled awful, and pulling the starting chord taxed even a healthy twentyfive-year-old heart. Now I have fixed all this by using two standard electric trolling motors. Together they push the boat at hull speed in calm water. Two deep cycle batteries run the motors for more than four hours between charges.

The only down side appears when going against both the wind and the current in the intercoastal waterway. Then the boat barely makes way unless I also use the mainsail and tack. I could fix this by using more efficient (and more expensive) electric motors, but I consider the cheap, available 12 volt motors a very happy trade off. My nine-year-old granddaughter can turn the electric motors on and off, and forward and reverse with two fingers.

So this Albee 18 is my up-dated approximation of an old memory. The original was lost in a storm so I had no drawings. I have tested my Albee 18 for several years with all the sail plans. The 53sf mainsail is great for teaching new sailors, and it can be reefed if you are caught out in heavy weather. The 62sf main and 60sf, 44sf and 25sf jibs accommodate to a wider range of wind conditions than I have had the time to experience.

Why 18 feet? Boats are always too small in the water and too large on land. The 18' length means that boat and trailer fit in most garages and is easy to launch. It is stable enough in the water so that crew agility is not critical. I used to think that tiny sailors should be taught to sail in tiny prams. This is prob-

ably okay if the teacher is also tiny. For a teacher plus a crew of students who are not yet ready to solo, an 18 footer makes a much safer classroom.

Even with two lead batteries the boat and trailer weigh only about 450 pounds. It can be pulled and launched by the smallest car. I now sail on Florida's Gulf coast near the Albee Road drawbridge over the intercoastal waterway near the Venice outlet. I decided to make the mast easy to raise & lower, to clear that bridge. That is why I called the design the Albee 18.

The mast weighs about ten pounds so there is no excuse for making the bridge tender lift tons of steel at public expense, & tie up traffic every time we pass. This feature also means that the boat can be motored under all the low fixed bridges on the many canals which lace the area. This has turned out to be a significant bonus. We frequently leave the mast in the garage, and take the resulting silent electric launch to visit friends who live on these canals.

There was one disadvantage of my old memory boat which I had been totally unaware of in my youth. I first discovered it last year when I took a friend sailing on a blowy day. I asked my companion to change jibs and he nearly fell off the heaving deck. I went home and removed the deck entirely. I continued the benches all the way forward, and now the crew, (very young and very old) can handle sails and raise & lower the mast safely.

I have sailed this open hull out into the Gulf when the white caps seemed enormous. Forward seated crew members stayed remarkably dry. Certainly there is some wave size that will completely swamp the hull. The Albee 18 is not intended for going around the Horn. However it seems very well suited for any day that I would sail.

The Albee 18 is designed to sail with my grand children and teach them to sail. The rig is a traditional sloop. The students can start out handling the jib, and progress to the helm. The light boom is safely over young heads, if they don't stand up on the benches. And there is room on the two 12' long benches to take their friends along. I take six adults motoring and four adults for sailing.

If I launch my boat (which I have named Old Timer) from the south end of Casey Key I can go out the Venice Inlet into the Gulf of Mexico. If I launch from the north end, I can sail in Little Sarasota Bay which, except for the narrow channel, is much too shallow for anybody else's sail boat. The Albee 18 draws 14" with just enough of the centerboard down so that the boat will barely sail. In this mode,

Where it all began in 1960.



the boat slips a bit but that goes away when the board can be dropped to 24" or more. Then *Old Timer* and I have the bay to ourselves. *Old Timer* behaves even better than I had expected.

Having explained how I selected the Albee 18's general design features I will explain why I chose wood-epoxy cold molded construction. Wood has been used in boat building for thousands of years, initially because it floats, today, mainly because it is beautiful and satisfying to work with. Wood is easy to cut and finish, but it has two serious drawbacks. It can be troublesome to join a great many individual pieces together and it can rot. These disadvantages have all but eliminated wood from commercial boat building in the industrialized world.

But no other material is as satisfying to work with as wood. I can still remember the pleasure restoring my old 19' sloop. Most of the bent oak ribs were broken and had to be replaced. I remember building a fire under a pipe, capped at one end and full of water. I boiled strips of white oak until I could bend them for new ribs. Each hot oak rib was laid inside the hull, pushed into shape against the old planks and clamped until it cooled and dried in its new shape. After restoring the ribs I measured and cut new planks to replace those that were rotten.

The old sloop had smooth (carvel) planks which were tapered and beveled. Old and new planks were refastened with galvanized clinch nails to the old and the new ribs. Since stresses were concentrated at the fastenings in this era's design, planks and ribs had to be about twice as heavy as the structure otherwise required. Since I wanted the lightest hull I could build, I designed for today's cold molded wood-epoxy construction.

The ALBEE 18 would have bent oak ribs and carvel planking if my intention had been to reproduce a museum display. But I wanted to reproduce the beauty and utility that I remembered, not the technology. Modern epoxy lamination, carried out on a comfortable work bench, is much easier and the result is just as satisfying.

Each rib is laminated from several thin strips of softwood. After these laminated strips are coated with epoxy they can easily be bent around brads that have been hammered into a plywood work surface. Waxed paper keeps the epoxy free of the plywood. When the epoxy has cured, the graceful curved ribs are set up bench high on saw horses, while the boat is completed. Longitudinal stringers are glued to the ribs with epoxy. Then two layers of 1/8" thick planking are added sixty degrees to one another. This produces a much stiffer struc-

ture at less than half the weight of the old way.

Epoxy lamination limits rot producing water absorption into wood, but in solving one problem it creates another. Epoxy is very sensitive to the sun's ultraviolet (UV) radiation. Leave an epoxy coated test sample in the sunlight and the epoxy all but disappears. You must shield epoxy structures from the sun with UV resistant varnish or paint, but the best solution is to keep it under cover.

Consider for a minute how most day sailors use their boats. The very fortunate may sail as much as 5% of the time. The boat must somehow be stored the other 95%. If you can protect the boat during the storage time it will survive exposure while sailing.

I am fortunate to have a garage which is usually available to store my boat between launches. When I return from the water, I connect the battery charger, grease the trailer bear-

ings and enjoy looking at my boat. When I store it outside, a tarpaulin works just as well. If I kept the boat at a mooring, I would have to find a practical means of battery charging.

Beside UV vulnerability, epoxy has a second disadvantage. It must be respected as a toxic agent. Even though it is much less dangerous, I treat epoxy with as much respect as I treat my power saw. I use strict safety procedures for both, and I do not permit the grandchildren to use either.

I am very satisfied with the decision to use wood/epoxy cold molded construction. The only other practical material to achieve a comparable stiffness/weight ratio is carbon fibre reinforced plastic. While this is much more costly, the main reason for my choice is that nothing else looks quite like a wooden boat.

I am a design engineer, who likes to de-

sign and build sailboats. I have been doing it for almost fifty years and I believe that I have tried every home construction technique that has been used during that period. My procedures are a slightly, but I believe significantly, different combination of procedures found in other how-to-build-it books. They were designed for the ageing, or otherwise physically limited builder, namely me.

I include a simplified version of a traditional "lines" drawing in my manual as a matter of interest, but it is not needed to build the Albee 18. The lines drawing and it's table of offsets represents an early technique for digitizing complex information, in this case, the shape of a boat's hull. An early designer would have carved a scale model of the hull shape he had in mind in a block of wood. Then he could cut the model along selected straight lines, and trace the hull's defining curves on a sheet of paper. These were carefully measured, scaled and recorded in a table on the drawing. At any-time this digitized representation of the hull could be drawn (lofted) full size on the shop floor by a builder. Finally the critical dimensions were transferred to the available lumber and cut and positioned in form the hull.

In the manual I have published for building the Albee 18, how to make each of the required wooden shapes is completely described in simple to follow steps. There is very little crawling on the floor or climbing in and out of an unfinished hull required.

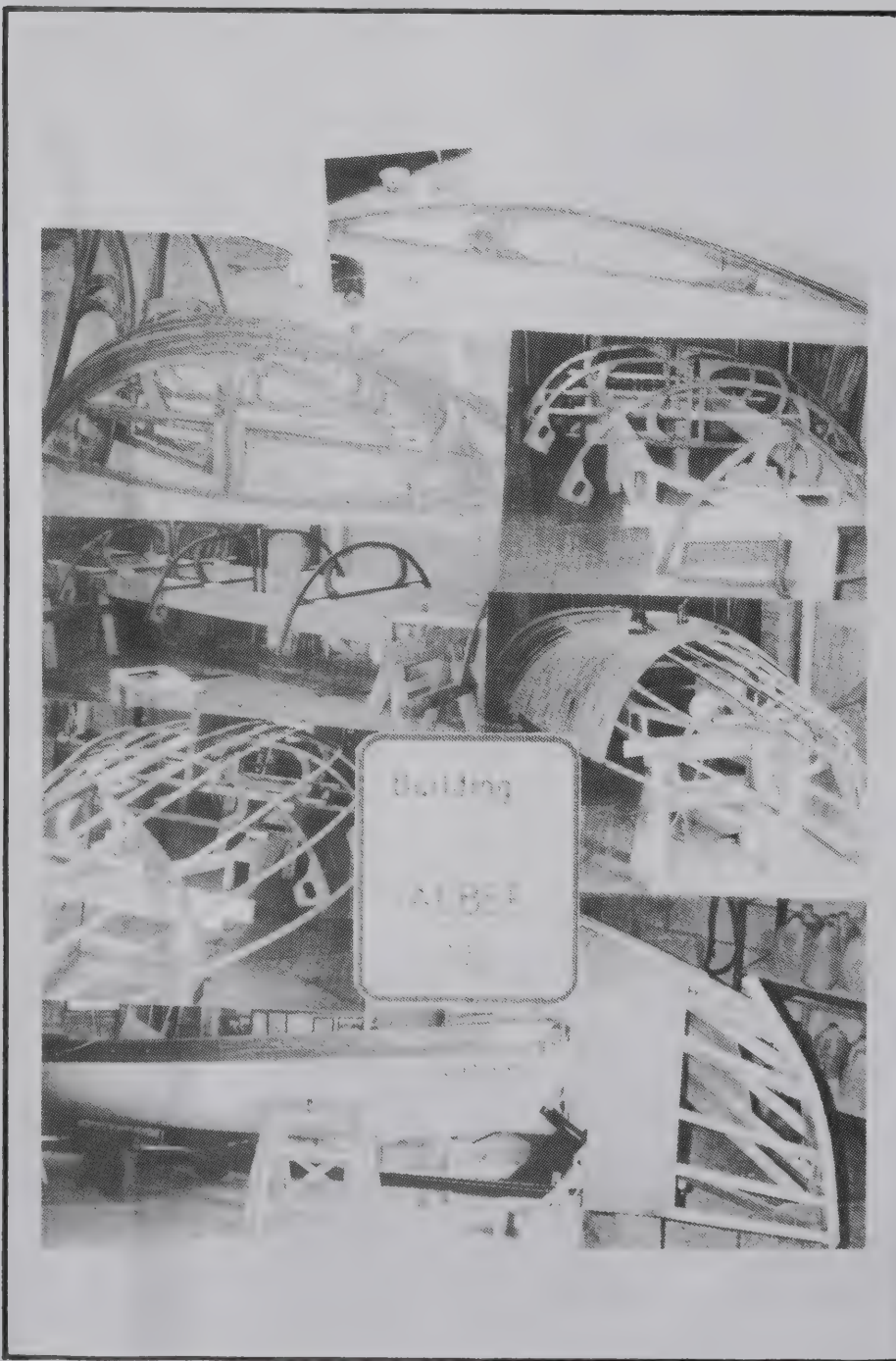
Most of the simple steps are performed comfortably at a work bench and if anything, they resemble the way the kids in my neighborhood built tissue covered balsa wood model airplanes when I was a boy. All the operations lend themselves to working in one or two hour-long sessions. In short, they were designed so I could continue to build and sail in retirement. Any person with ordinary carpentry skills, but no prior boat building experience, can build this beautiful round bottom wooden sailboat.

You will need a warm garage or other structure with a flat floor large enough to shelter you and the boat. Epoxy cures best at 70 degrees F or more. I like to set it up in the cool mornings and let it cure in the warm afternoons.

There may be young, inexperienced audiences for the techniques I have described and illustrated. When I think of traditional boat building craftsmanship; chiseling just the right size notch or planing just the right bevel come to mind. These skills are admirable and they can be used to further enhance the beauty of your boat. They are not required for building the Albee 18. What I have learned to do is to separate out the relatively small number of difficult operations associated with wooden boat building and convert them into procedures that anyone can perform. If you are willing to spend about 300 hours and, over time, about \$2,000 (1995), you can build and sail a traditional wooden sailboat. I consider this no small achievement, and would like to leave it behind for others.

I offer my 104 page manual for \$18 post-paid, with a five day money back guarantee if you do not feel it to be what you expected upon receiving it.

Ramon Alan, 960 Trapelo Rd., Waltham, MA 02154-4846, (617) 894-8212 (May-November). 110 Bayshore Rd., Nokomis, FL 34275-1904, (813) 484-2291 (December-April).





Like the duck for which she is named, Shoveler is most at home in lakes, ponds, marshes, and the upper reaches of tidal estuaries. She is a flat-bottomed pram design with the unusual feature of twin bilge keels instead of the normal dagger-board or centreplate, and this gives her a remarkably roomy interior for a boat of her compact overall dimensions. Her light weight means that she is readily carried on the roof of the average family car.

Shoveler has comfortable sprawling space for two adults under sail; she can be entirely tented over, and this makes her a minimum cruiser for the single-hander (or two children) thanks to her uncluttered inside space. Her long bilge keels, 8cm (3") deep, give her the feel of a much bigger boat, imparting directional stability under oars and sail and giving her a modest windward ability as well as trouble-free sailing in a few inches of water. She has an efficient end-plate rudder with a little less draught than the keels, to avoid the risk of damage in the shallows. Solid foam buoyancy is built in under the foredeck and stern seat, and with the great stability inherent in her hull form, she is a very suitable boat for the beginner.



SHOVELER

A New Pram Dinghy for Sailing & Rowing

By Conrad Natzio

With considerable fore-and-aft rocker in her bottom, Shoveler has the ability to carry heavy loads without spoiling performance and she therefore makes a very useful tender for a larger craft.

Shoveler can be simply rigged for sailing with a loose-footed lugsail or spritsail. I've now given her a much bigger rig (up from 37sf to 57sf, which she stands up to in a good force 4, and this has given her much improved drive to windward.

The oars stow along the gunwales out of the way when under sail. For camping, a single crutch fits in the mast step, and the mast itself

serves as the ridge-pole for the tent, its other end supported at the stern by the crossed oars.

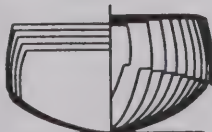
Shoveler is built from timber by hand, but with the advantage of modern materials where appropriate. The hull is from 6mm (1/4") sheet plywood to BS 1088, framed with Columbian pine or other selected softwood. Rigidity and protection for the hull is provided by solid 4cm (1-1/2") square gunwales in which the rowlocks are set; she can be rowed from amidships, with a crew of one or three, or from a forward position with a passenger on the stern seat. Components are glued and fastened with suitable marine materials, the chines are reinforced with glass tape and epoxy resin and she is normally treated with an epoxy primer before painting and/or varnishing to customers' requirements.

Shoveler's exceptionally simple and economical construction is well suited to home building even by the inexperienced, and plans will shortly be available. Dimensions are: Length 2.97m (9'9"), Beam 1.42m (48"), Hull Weight 46.7kg (103 lbs).

Conrad Natzio, Boatbuilder, The Old School, Brundish Rd., Raveningham, Norwich NR14 6NT, UK. Tel: Raveningham (01508) 548675

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Inlet Runner Concept

The partners who commissioned this concept study had been fishing the southern New Jersey bays and inlets for many years in a conventional utility about this size. They wanted something much better able to cope with rough water, including running the notorious breaking inlets of that coast, plus a toilet with some privacy and some other shelter so their families would be happier in coming along. They wanted to retain the ability to walk all around the boat while playing a fish. Their desired 20-knot speed is modest nowadays, so the boat would not be overloaded with motors and fuel.

We put the watertight deck high enough to give a reasonable reserve of buoyancy, with the sole stepped down inside the narrow deckhouse. Up to six people can crowd into this house in a rainstorm, or two people could stretch out on the floor overnight. The good view in all directions is some compensation for the narrow width, among other advantages there should always be a horizon as a preventive of seasickness. The owners were thinking of a soft-top, but we argued that the hard-top house is, if anything, cheaper than a complicated folding fabric shelter, lasts better, eliminates the struggle to erect the collapsible top and is much more reliably weather-proof. (Last year we gave shelter to a couple who had been cruising in a boat with an elaborate and very expensive tent which did not stand up to a cold driving rain.) The big sliding doors which open up the sides of this deckhouse run on overhead tracks to avoid the usual jamming from sand, or from ice as this is supposed to be an enjoyable three-season boat, even four season some winters.

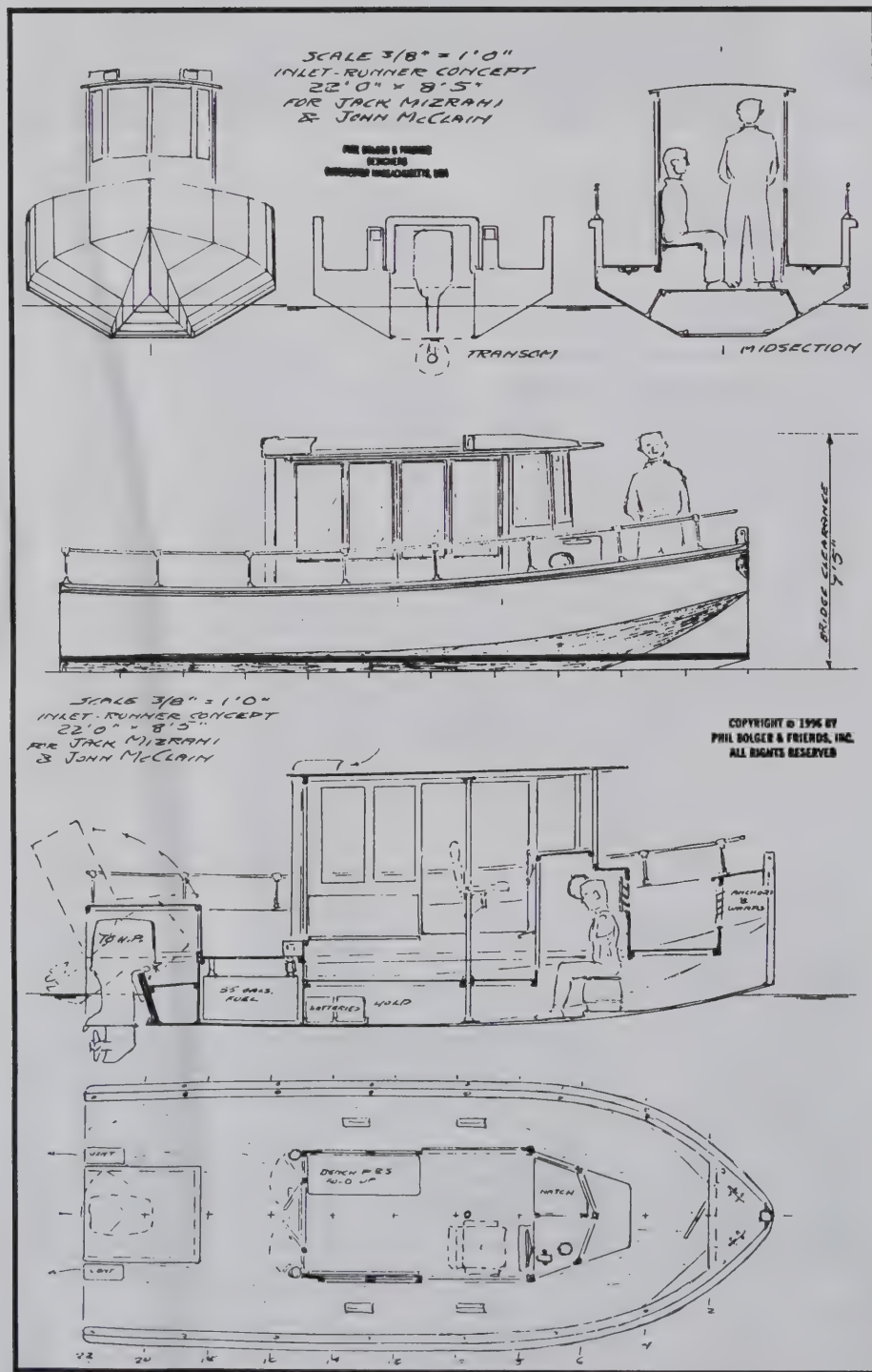
The owners' collection of fishing rods is racked under the decks at the sides. There are deck prisms to light the spaces and they can be arranged to be very securely locked. Another advantage of the hard deckhouse is that it's more secure against casual theft.

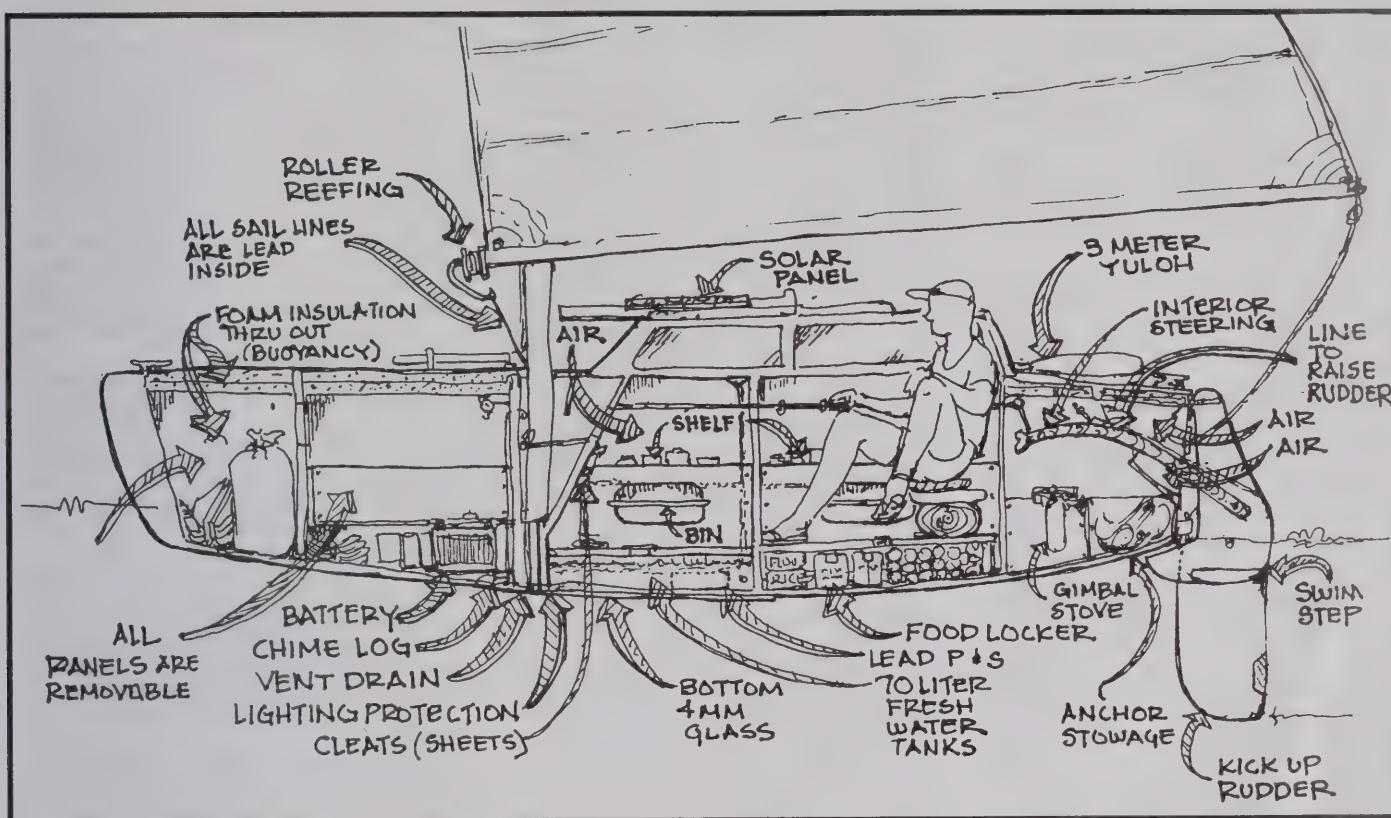
This shape behaves better in rough water than any sheet-material boat we know of, and is as good as any complex shape though it may be a little noisier than our *Shivaree* round-bilge model. The stern is a 30° deep-vee (that is, sharper than is possible with a true deep-vee) with the vee truncated to form a broad flat keel. This carries the chine high to give immense reserve buoyancy, and such boats bank their turns perfectly; they bank 30° and become stable at that angle while the angle between the bottom and the bilges digs in enough to keep them from skidding. They need no shoes, fins or strakes, behaving perfectly with entirely clean bottoms.

Forward, the bilge panels are lifted, still at the 30° deadrise angle for simplicity of assembly, high above oncoming crests. This shape would not have enough buoyancy to be sure of carrying the bow clear over a short wave, a fault common in many contemporary fast boats with exaggerated bow overhangs. To correct this we add the box cutwater, sharp in plan view to cut the wave crest and rockered in profile to form a matching ski shape. Without the rocker, there would be a low-pressure area under the box when it drove through a crest that would “suck the bow down” (strictly speaking there’s no such thing as suction, only a lack of pressure). With the rocker, the cutwater picks up the bow as it tries to dive and gives the rising bilge panels a chance to carry the boat clean and dry over the wave crests.

The fundamental point about these bows is that when they meet a wave, including the back side of a wave when running a breaking inlet, they gain buoyancy much faster than they do drag. The bow lifts before it can brake the boat and the boat lunges straight ahead before the stern has a chance to start swinging into a yaw.

This hull would be easily adapted to a variety of layouts, from an open boat with a console, to one with a wider, or full-breadth, deckhouse for serious cruising. As we write this, the decision to proceed to working plans has not been made yet by the two partners.





Every boat you build will be a challenge. Even the most experienced boat builder is at times faced with problems he must overcome. I'm writing this to make that challenge easier. *Paradox* enter's into boat building areas that a lot of average builders have not been. This article will clarify those areas in detail.

Plans: No lofting required, Matt controls the shape through careful dimensioning of parts. No strongback or jig needed, Matt's system of assembly is quick and accurate. After you've received yours from Dave and Mindy Bolduc, make photocopies and put the originals in a safe place (I used reduced copies). On sheet #6 Matt gives the general order of the building sequence, I followed it mostly. I will tell you where I deviated and why. The price of the plans is ridiculously low, they should be in the \$100 to \$150 range.

Metric & Model: The plans are in metric, it's the only way to dimension. Example: What's half of 3-7/16? Not so easy to do, but half of 50mm is 25mm, easy. If you lay a scale on Matt's plans, 280mm scales 28mm from his 1/10 scale. Very useful.

I didn't make a model but it might be a good idea for some people. A model could be made the same size as Matt shows *Paradox* on sheet #4. *Paradox* is 4.26 meters long, move the decimal over to make it 426mm or 16-3/4' long.

When to Build: The time you start building is important (unless you live in California or Florida. I started in March so I'm building in the summer (I could be sailing). Building time is different for everyone. I could have completed *Paradox* in four months, so it should take more than six months for most.

Where to Build: The best place to build is indoors, try hard to do this. Borrow a garage (I did). Rent a garage, preferably one you can heat. The next option is to build all the small parts in your basement and assemble

Building Paradox Part 2

By Don Elliott

the boat outside under a canopy and nightly entomb the hull in plastic. The main problem with building outside is rain, dew and constant temperature changes. Dealing with epoxy outside is hard.

Once the hull is outside I used my second car trunk with the seat folded down parked by the boat as storage for tools so I wouldn't have to carry them in and out. The epoxy and related items go on the ground.

Material-Plywood Bugaboo: Matt states in his plans, "Douglas fir exterior grade plywood has proven adequate". System Three says there's no need to buy marine ply.

Douglas fir has a reddish grain and should be marked "DF", get Boise-Cascade if you can. Don't buy plywood that's white (it'll turn into a potato chip). For the thick stuff (1/2" or more) pick any good DF ply. For 1/4" and 3/8" be more selective. All I could find was stuff with thin outer veneers. Dealers said that's all there is. My wife told me to call around. The second place I called had DF with equal thickness layers (don't give up).

All plywood carries its strength in its outer plys, the middle is just along for the ride. When you get to the insulation (Celox), try to bend it. Now peel the paper off the outside, it bends easy.

All plywood has voids, but what about those knotholes hidden inside? Moisture cannot reach the void because it cannot pass through the epoxy. However, I have read that rot cannot be caused by condensation in the air. I've seen boats built out of the best marine ply, epoxied inside and out, you could peel the glass off with your fingernail, black rot in

the ply, delamination of the ply. Why?

First, let me tell you where it occurs, the bilge, the base of the cabin and anywhere water can stand. How do you prevent rot? What can you do about it? Keep the boat dry, protect the areas where water will collect, give the water a way to run off, provide air circulation. *Paradox* has been carefully designed to provide good air circulation (the best I've seen). Your job is to daily dry the bilges, use rot resistant wood at cabin base, protect surfaces where water must stand (I'll show you how as we go), keep anything wet in buckets (anchors, lines, clothes, etc.). Matt details areas for scuppers on the bulkheads.

All my plywood cost me \$200. Just a note: If I could walk into a store (I have to have everything freighted to me) I would buy marine for the side panels only. Since I couldn't I'm not the least concerned about it. A general rule should be if you don't epoxy inside and out buy marine, if you epoxy, exterior grade is fine.

Lumber: Matt tells in the plans which type to use, sounds right to me. I recommend using fir for the mast (more on that later). *Paradox* does not use a lot of lumber so pick good stuff. Most pieces can be cut from 2x4's. Start with just material for bulkhead cleats, bin cleats and strips for beams. Cut out knots and swirls (small solid knots are okay). I didn't use fir for deck or cabin beams, its just to stiff and easy to split.

Matt gives the option on the chine logs to make them in two pieces, I did that. Details on things like this I'll cover as we get to it.

Let me tell you two lumber stories, it'll help you get the right lumber you need. At the counter, the clerk tells me they don't handle DF (he probably been there since yesterday), it's not in his computer. They had stacks of it, 2x4x8 called "select construction" in the yard. Second story: Boat building books tell you to

go through the piles and pick good pieces (I'm looking for mast lumber). I told the lumber man, "this stuff is junk." He agreed. I walk into the building that housed the large tablesaws, I told the guy there what I needed, on the shelves there they had stalls of clear, not a knot, straight grain fir.

Don't accept junk wood. If you can't find good long wood, here's what you do. Scarf. Scarf the chine, sheer and mast pieces to form long good pieces. It's easy, I'll tell you the fast way to do it.

Tools: I'm not going to make a list of tools, but will tell you as we go about tools. Don't build a boat without a tablesaw, buy a used one, borrow one, a small one is okay for *Paradox*.

Accuracy & Measuring: *Paradox* plans are dead accurate and so must you be in layout of the parts and cutting them out. How accurate? 1.5mm to 2mm or 1/16". Parts must be cut straight (run your electric hand saw against a fence, do not cut by eye guided by that little slot in the saw). Ensure all 90° edges are 90°.

This accuracy must be achieved only for laying out the bulkheads and hull side panels and assembly of hull side panels. After they are cut out, a 1/8", 1/4", even 1/2" sometimes is not critical in boat building. For the system Matt uses (no strongback required) the main parts must be right on. And on the assembly of the parts they should go together without a problem. (Note: Double check all dimensions before picking up that saw).

Starting Out: Do not precoat the plywood with epoxy coats as everyone says. It's nonsense. It makes it hard to mark lines on the surface, chips the ply when you cut it, and if you make an error you've scrapped an expensive sheet of ply. All the scrap coated with epoxy is wasted epoxy. In addition, I never glue to hardened epoxy (even if they say sand it first and neglect to tell how good or bad that bond will be). Don't precoat your ply with epoxy. As we build *Paradox* I will make you aware of when you should. Initially just lay-out the bulkheads and transom. (Note: I'll get into more detail about epoxy later).

Laying Out the Bulkheads: There are four bulkheads and one transom in *Paradox*.

Matt shows the bulkhead cutout arrangement on sheet #6 for all plywood parts. Just do the bulkheads first. Mark on the bulkheads all lines including DWL, center lines, cleat locations, everything. Both sides (you'll need them later). On bulkhead #2, sheet #7 I put the butt 50mm off center line instead of 100mm (it gave me a better cutting clearance). Also layout the location on bulkheads #2 and #4 of the carlines, port and starboard (dimension is shown on sheet #8 ref. 404mm of center line). The way to accurately check dimensions is shown in the illustration. Check by moving scale to 100mm, if dimension is 500 it will read 600. You can control dimensions better this way. The slot for the tiller on the transom will be cut out later. Set all bare (marked, no epoxy) bulkheads aside for now.

Quality of Workmanship: Some people build a crooked boat with gaps, unpainted areas, and misfit parts, etc. Some people build a boat like a piece of furniture. I build for utility, strength, durability. If I get a good finish, good, if there are brush strokes showing or a few globs of epoxy that I missed, as long as it's sound, its fine. Build correctly, don't go crazy over finish. I'll tell you how to achieve this as we go.

Cutting Cleats: Cut the 25mm outboard cleats from 2x4 stock. Cut bin cleats from 3/4 stock. Make the outboard cleats slightly oversize to allow for beveling later. Important: Mark all cleats as shown in illustration, this orientates cleats to bulkheads properly. Important: Have some method to hold bin cleats accurately, if you don't they'll be sliding all over the place when you try to nail them down. See illustration for methods to locate cleats. Note: Bin cleats must be located accurately (do not glue to bulkhead yet).

Bulkhead Lower Floor Frame Members: As these are wide and should be made from good stock, laminate these pieces to get required height, bevel bottoms correctly, pickup bevels from sheet #2 (do not glue to bulkhead yet).

Laminated Beams: There are 14 beams, 6 deck, and 8 cabin beams. Make a jig for the deck beam and another for cabin (use cabin jig for hatch beams). Use dimensions on sheets #7 and #10 to make jigs, see illustration

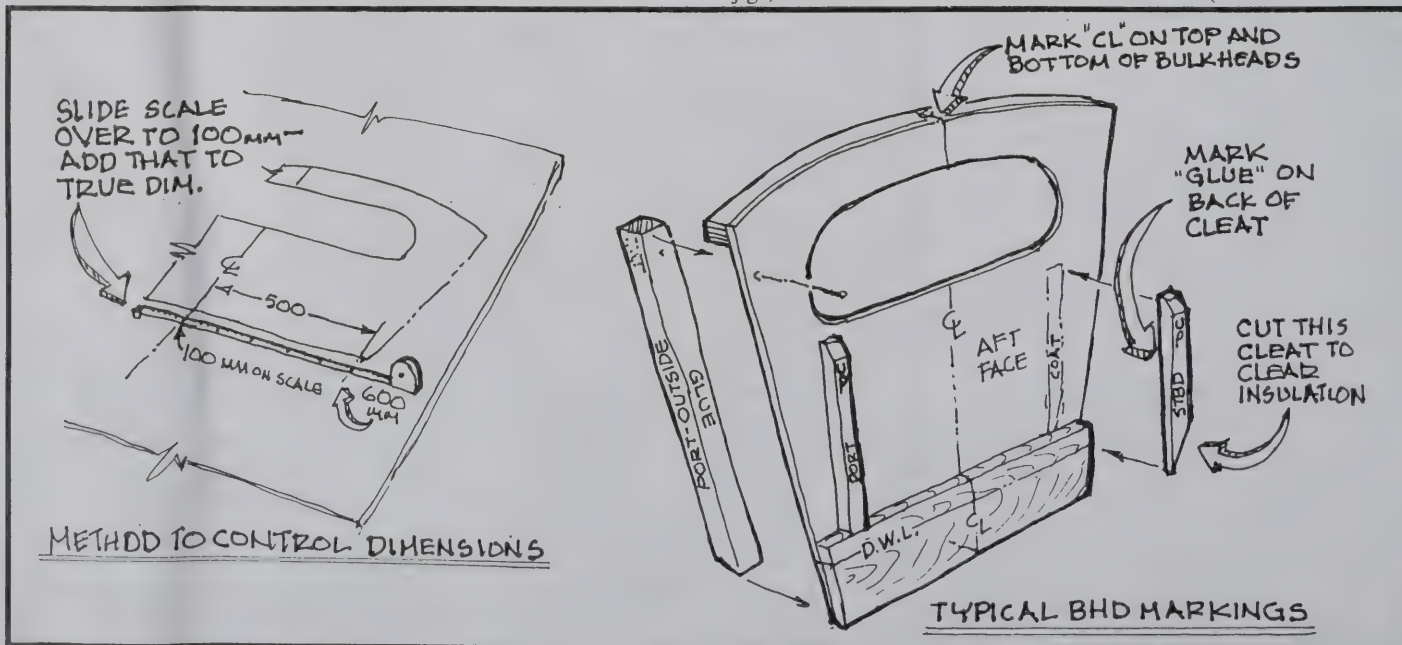
for example. Don't make different lengths, it's easier to just to cut off excess. Make the jig so you can stand over the top of them as you'll be applying pressure from above. To bend wood I like dry heat. I don't like gluing wet wood. I laid strips over a wood stove (see ref. at end of this article). Prebend on jig (no glue), it'll save you a lot of anguish from breaking one with epoxy on it. Don't rush the wood, feel it moving. Clamp it down, leave it until it cools. I glued two a day. In seven days they were done, I transported them from garage to house to maintain temperature for 24 hours (do not loosen beams from jigs for 24 hours). But before we glue anything we had better talk about epoxy.

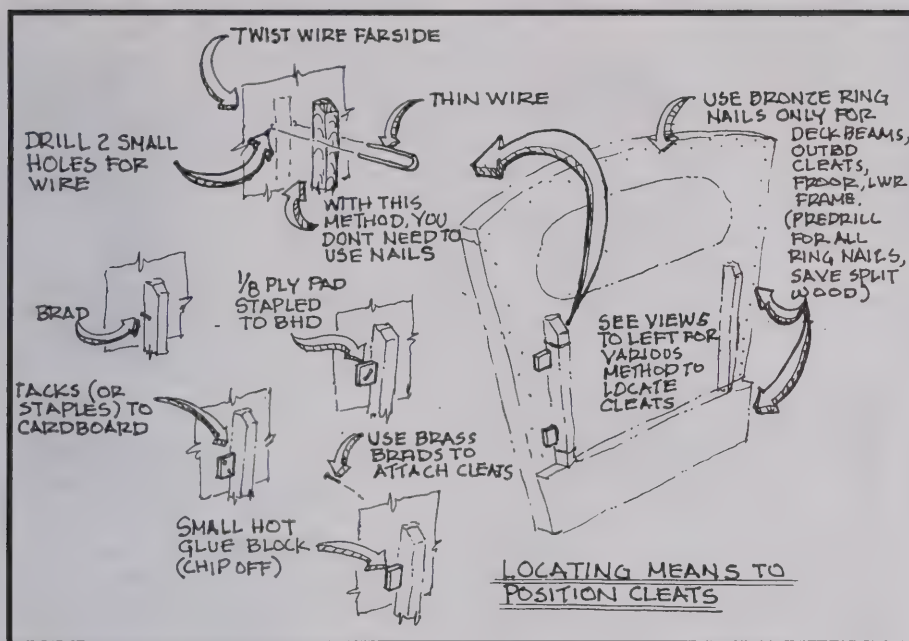
Epoxy: Building *Paradox* with epoxy. Throughout this article I'll be describing how to use epoxy to build the boat. Now I'll just cover it briefly. I used System Three epoxy. I called to check if it would be safe to build the portable fresh water tank with West epoxy, they told me, "No". System Three said it works fine, no problem.

I prefer System Three for many reasons. I like the way it sands (easy), I like the two to one ratio (easy to mix). It's cheaper, I got mine from Mertons (advertised in this publication). I could write a book on epoxy alone, but to start with, order the 7-1/2 gallon setup it's only \$29 more than the 6 gallon. So you'll save money.

This is a list of what you need to start with. You'll be ordering more later. If you order from Merton's, shipping is free.

1. Epoxy, 7-1/2 gallons with 1-1/2 gallons fast & 1 gallon medium hardener.
 2. 1 extra gallon.
 3. 2 pumps.
 4. 1/2lb Cabosil.
 5. 1lb Microspheres (glass bubbles).
 6. 1" brushes (disposable).
 7. 3 cups (graduated) to check pump output.
 8. System Three Book (make sure you read this).
 9. 3 3M dust masks.
- Get your gloves from a local store.
From Jamestown Distributors:
1. Bronze nails Matt specifies in plans.
 2. Glue brushes (box of 144 acid





brushes).

3. Squeegee (plastic spreader).

4. 1/4oz. brass brads #16x 1" This is all you need right now.

Epoxy Hardeners: I used fast and medium. At 80° and above fast better be out of the pot in 5 minutes. Medium I use when it's hot or I'm gluing something that takes a lot of time. With either one don't dally. Use fast when coating large surfaces.

Epoxy Basic Setup: Always set the epoxy jugs the same way, resin on the right, hardener on the left, have a sweep second hand clock in front of you. Stir like you're beating an egg for two minutes (this is the safest way to insure a complete mix, don't just guess at the time). Use a flat stick, don't poke a hole in the bottom of the cup. Get some re-usable poly tubs (you can flex the pot and peel the cured epoxy out). Yogurt tubs work good, try to get the large ones. Wax cups from fast food places work (I've used a lot of them).

Epoxy Additives: Cabosil is what you'll use most. I wouldn't use technical words or complicated explanations concerning additives. Cabosil is a non-running thickener, hard to sand, use it for most gluing. I'll tell you when to vary. Microspheres (white) not for gluing, but for non-structural filleting and fairing. Runs, if Cabosil isn't added to it. (Note: Always add Cabosil last to any blend). Microballoons (West #407) fairing filler (brown in color), easy to sand, runs without Cabosil. Not for gluing, just puttying. Microlight (West

#410), the best fairing filler, expensive but works great, light tan color, real easy to sand, runs without Cabosil. Milled glass fiber (microfibers, same thing) use for structural purposes, allows resin to run from it, insures good bonding. End grain is a good place to use this, also for structural fillets. Matt uses it to make molded parts. Another filler used, that you can make yourself, is chopped glass, which is used structurally.

Masks & Gloves: Don't even think about working without these two items. You'll end up with cancer or chronic bronchial problems. I'm not kidding. Save yourself major medical bills.

This is your wardrobe all the time, have a filter hanging on your neck. As long as you are using hand tools, plane, chisel, etc. you don't need the mask (but still have it on your neck). When you pick up a power tool or turn on the table saw or start mixing epoxy put it on before you begin. If it's not on your neck it's likely you won't bother and won't spend

the time looking for it. Epoxy additives get in your lungs and do not leave.

I use two types of filters. The light paper type I use mostly. I have a heavy duty one I use when I'm swinging the grinder and creating a lot of dust. Keep it on even after you stop to let the dust settle. While sweeping and vacuuming wear it, vacuums even when picking up dust exhaust some. Store your mask in an air tight container.

Wear gloves every time you are working with epoxy. If you tear a small hole in your glove and get a dab of epoxy on you, I don't believe it'll hurt you, clean it off right away. Use the disposable thin kind, not latex, keep them on until the task you're performing is complete. This includes cleaning the brush and squeegee, wiping excess glue and picking up used brushes and cups. Use goop or mechanic's waterless hand cleaner. I have three tubs in use all the time, one is used to clean brushes, one is used to move goop to the tub used to clean brushes, one is kept clean just for my hands.

Preparing Surfaces for Gluing: Sand every surface to be glued, this includes plywood, (wood gets dead fiber on its surface fast). Brush off dust, do a good job, as epoxy will stick to the dust and not bond to the wood.

Marking Parts & Surfaces: Mark surfaces to be glued "glue". Make notation on parts as needed. Examples below (see illustration):

Port, Stbd, Up, Inbd, Otbd, CL, DWL, Aft Face, No Glue, Cleat Bhd #, Glue, Fwd Face, Coat.

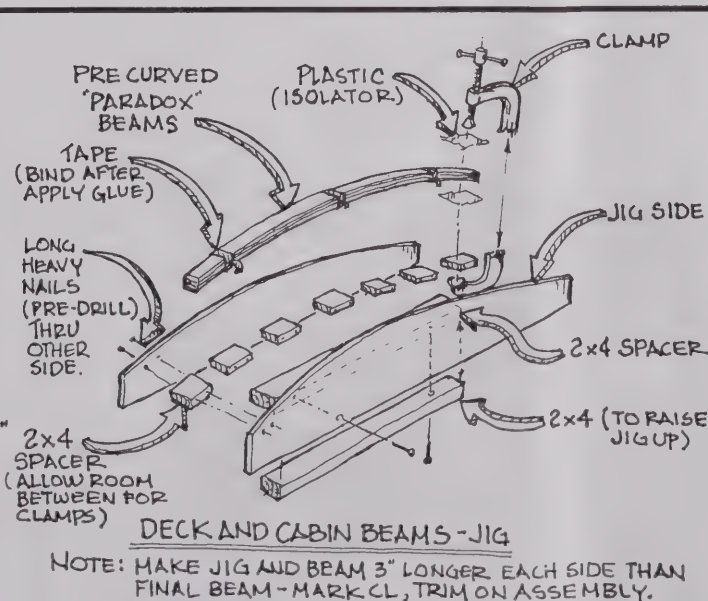
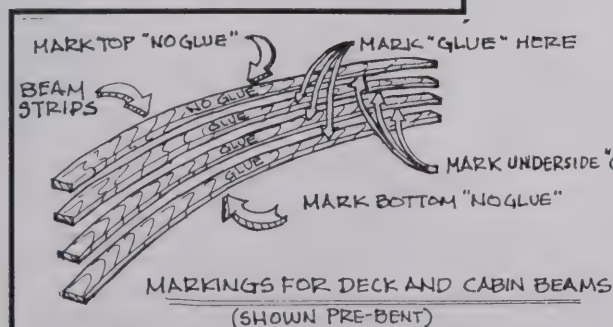
In addition identify roof and cabin beams by number, this will be necessary. Mark those same numbers on the plans.

The laminated beams and cabin required their own marking for gluing, (see illustration). As yet we should have nothing glued together.

Next: The next article on *Paradox* will be assembling the beams, bulkheads, transom, epoxy sealing the first parts. We will continue to build all the loose items, rudder, rudder blade stem, etc., before we start on the large pieces.

Reference: Dry heat, *WoodenBoat* #129, April 1996.

To Be Continued.



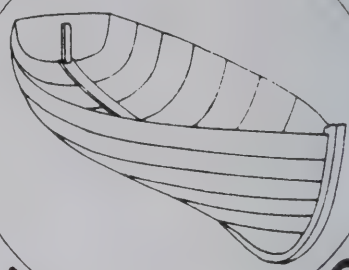
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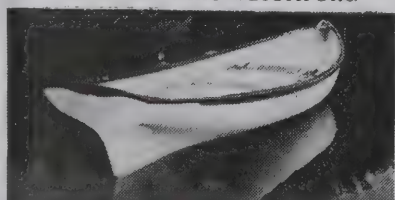
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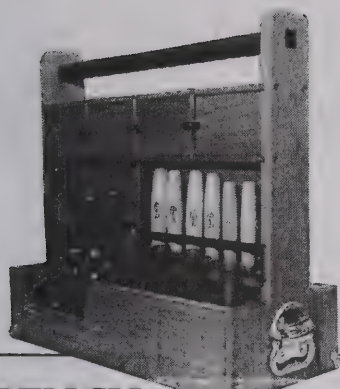


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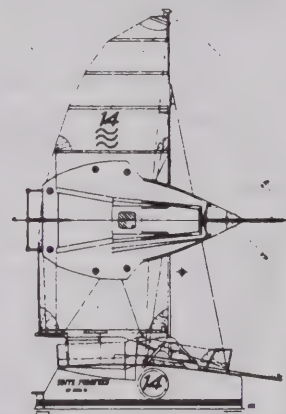
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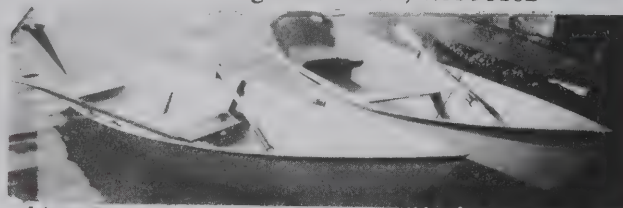


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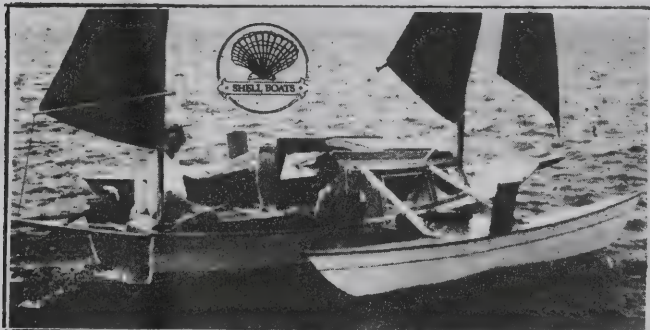
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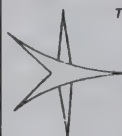
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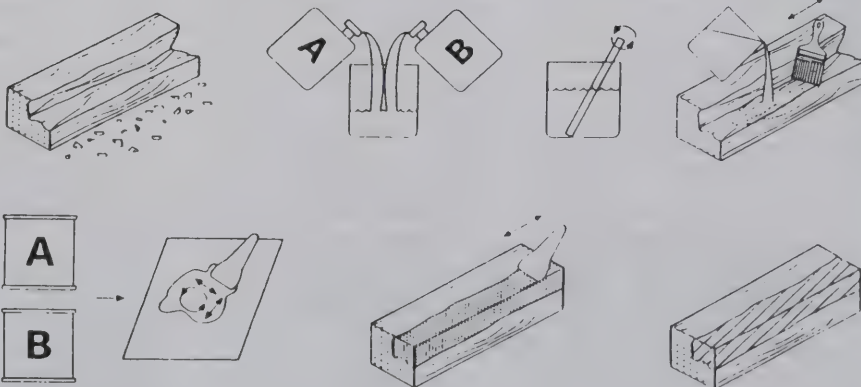
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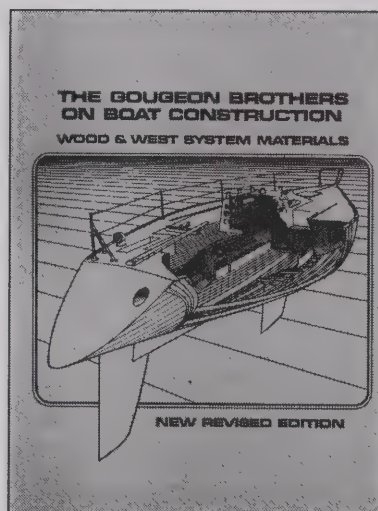


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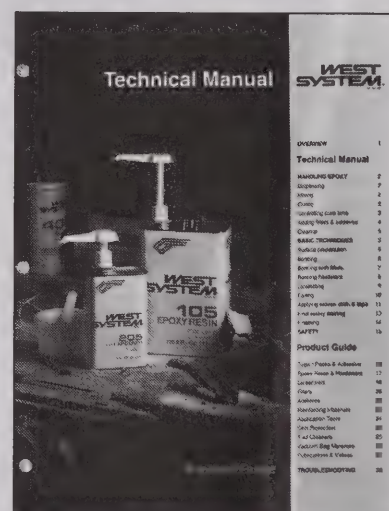
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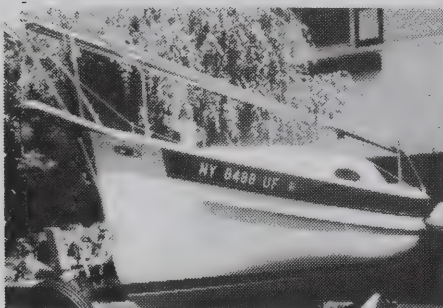
BOATS FOR SALE

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)

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)



19' Seaward Fox, '93, cat rigged, carbon fiber mast, trlr, 3hp Yamaha, bilge pump, anchor, cushions, extras. Exc cond. \$7,500.

MARK MILLER, Jericho, NY, (516) 935-8029. (11)

Feathercraft K-2 Sea Kayak, '93 expedition double model. Red, exc cond. Incl sea socks, spray skirts, cockpit covers & genoa jib/sail rig. \$3,000. BOB WEST, Jamaica Plain, MA, (617) 524-5316. (11)

18' Herreshoff America Catboat, *Scat*. FG blt '74 by Nowak & Williams. Compl refurbished, prof Awlgrip hull & decks, new cushions & covers, varnished teak in & out, Autohelm, new stamoid mooring cover, '93 Yamaha 6 in well (compl serviced). Gorgeous. By owner through broker. \$10,500. JOHN DAY, Oriental, NC, (919) 249-2210 (broker). (11)

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)

Wee Lassies, 2, cane seats & paddles, nd completion. Both for \$500 or \$300 ea. **14' Peapod**, rowing, strip blt, epoxy glassed in & out, decked. 8' Shaw & Tenney spruce oars. \$950 firm. **Candu E-Z Tug**, 14' version, many extras, trlr. \$7,500. **Picaron**, keel & deadwood only. Free. STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (11)

18.5 Hunter Pocket Cruiser, blt '92. Fixed ballast shoal draft (2') keel, full battened main, 110% jib. Surprisingly roomy raised deck cabin. Tohatsu OB, depth meter, bimini, transom ladder. Other accessories available. Kept on lift. In exc cond. See *SBJ* #68, Sept. '89. All inclusive asking \$5,500. BERT KRISPYN, 116 Trinidad St., Naples, FL 34113, (941) 642-4478. (11)

30's Penn Yan, partially restored, gd cond. 13-1/2'. W/trlr. \$1,000 OBO. JOHN THOMPSON, N. Andover, MA, (508) 688-0183. (11P)

Traditional Wooden Rowboats, custom built. JOHN DAVIES, Penobscot, ME, (207) 326-8704. (13P)

CLASSIFIED ADVERTISING INFORMATION:

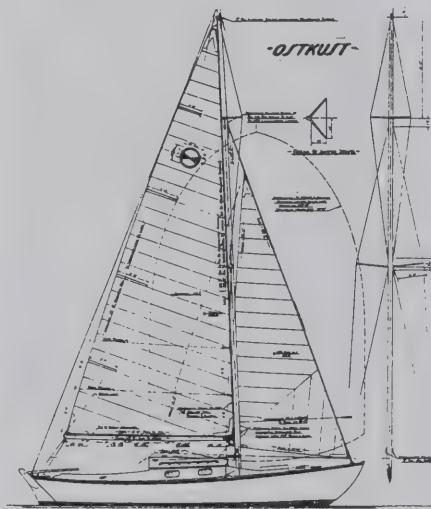
Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

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

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

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)



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)

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)

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



Classic '74 Herreshoff Eagle, 22' gaff rigged topsail 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)



Whitehall Dory, beautiful 17' dory w/freshly varnished gunwales, floorbds & thwarts. FG hull looks like trad wooden boat. Rows majestically w/keel & four 8' sweeps. Brass & bronze oarlocks & fittings throughout. Cost \$7,000 new w/trlr, will sell w/trlr for \$2,000.

SCOTT IVES, McLean, VA, (703) 536-5024. (11)

2 Esprits, by Northwest Kayaks. Asking \$1,400. **Solstice ST**, by Current Designs. Asking \$1,550. **Pisces**, by Current Designs. Asking \$1,400. All kayaks incl paddles, spray skirts & cockpit covers and are in like new cond.

MIKE KARASIC, Brick, NJ, (908) 840-8830. (11)

13' Flying Jr., wood mast & boom, FG hull. Average cond, sailable but nds cosmetic TLC. 2 sails. Boat & trlr currently licensed in CA. \$400 or possible trade for canoe/kayak.

JOHN PARKS, Sacramento, CA, (916) 383-3746, e-mail: HJPARKS@AOL.COM (11)

Bolger Nymph, vy nicely blt. Mahogany seat, fiberglassed hull. Nice sail rig & oars. \$250. Can help w/delivery.

BOB DIANETTI, 536 Treeside Dr., Stow, OH 44224, (330) 945-7934. (11)

Marshall 18 Catboat, '82. Johnson 6hp '92, Thurston sail, '93 trlr. Equipped & shipshape. Skipper now 80 must shift to smaller boat. Located at Mystic, CT.

DONALD JORDAN, 113 Evergreen Ln., Glastonbury, CT 06033, (860) 633-1702. (11P)

18' Marshall Catboat, Joshua. Opening port, teak shelves, folding CB table, 2 anchors, swim ladder, porta pottie, '93 Evinrude 6hp. Incl 7' Sea Swan dinghy. In water @ Barlow's Boatyard, Pocasset, MA, slip fee pd for '96. \$5,500 FIRM.

CHARLES ELLS, Hingham, MA, (617) 741-5988. (11)

Lowell 19 Sloop, lapstrake FG, 7' beam. Head, sink, lights, 2 berths, mast in tabernacle, SS CB. Sails & boat in top cond, able & gd looking. 1 owner boat. \$5,500. Located Falmouth, MA.

JAMES NEEDHAM, 1701 SE 10th St., Ft. Lauderdale, FL 33316. (11)

Swiftly 13, w/trlr. \$1,500. **10' Jonboat**, aluminum. \$200.

LEO TEACHOUT, 912 Perkins Jones Rd., Warren, OH 44483. (11)

8'x4' Pram, FG over ply, sail or row. W/daggerbd, rudder, oars, mast, sail, compl. Vy stable. Asking \$300.

MEL HARVEY, Tiverton, RI, (401) 624-8918. (11)

27' Tartan, '66. Furling jib, Tillermaster, Atomic 4 engine. \$8,000 OBO. Will consider trade for smaller sailboat w/trlr.

ANN MARTELL-PASCHAL, Sandwich, MA, (508) 888-0966. (11)



19-1/2' Dory, similar to Beachcomber, blt for OB w/well (no CB or sails). Blt '90, plywood over oak, w/oars & 6hp OB. Full history of bldg & plans available. \$2,000. Trlr available extra. Located Round Pond, ME.

MRS. ALBERT HATCH, Marblehead, MA, (617) 631-4582. (11)

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)

24'7" Bristol Sloop, Yamaha 9.9, VHF, Loran, depth. Having grt summer but kids college bills keep coming. \$4,500.

JARET JOHNSON, Ipswich, MA, (508) 356-5176. (11)

12' Nimrod Geodesic Canoe, 14lbs. Nicely blt, forest green, virtually unused. You must nd 1 of these! Make offer.

KEN PARKER, Rockport, MA, (508) 546-7679. (11)

Used Sailboats, recent trades, 11 are under 17', one 23' Compac.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (11)

13-1/2' Wenaumet Kitten Catboat, compl w/sails & rigging. Nds some work. \$1,000/BO. **12' Rowboat**, strip blt round bottom, nice lines. Nds TLC. \$250.

JOHN WHEBLE, Kingston, MA, (617) 585-6962. (11)

Sea Pearl 21, '90, #313, black, water ballast, teak rails, oars, vangs, leebrds, motor bracket, convertible cabin, new cover, galv trlr. \$5,100.

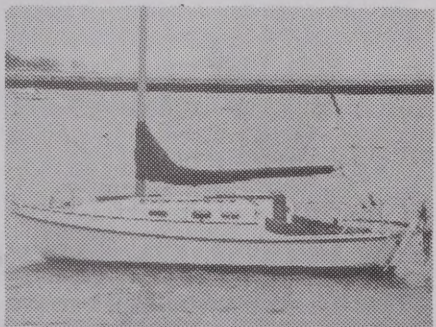
C.B. OLIVER, Newfields, NH, (603) 772-2010. (11)

13' Whitehall, exc cond, never in water. Sitka spruce on oak ribs, CB trunk installed. \$1,000. Will negotiate balance needed to sail (spars, rudder, tiller, CB, sail).

FRED DESMOND, Beverly, MA, (508) 922-7907. (11)

'68 Old Town Otca Canoe, 17' newly restored w/ mahogany outwales. Exc physical cond. \$1,400.

BURT LIBBY, Rt.1 Box 1090, Litchfield, ME 04350, (207) 268-4802. (11)



31' Golden Hind, Maurice Griffiths design. Multichine, FG over ply. 9' beam, 4'6" draft (bilge keels). Lister diesel, Aries windvane. Extensively equipped, solid sailaway cond. Asking \$16,900.

ROBERT CLARE, Milwaukee, WI, (414) 228-7802. (11)

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)

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)

7'9" Dyer Dhow, rowing model. Exc cond, white FG hull, oars & oarlocks. Stored indoors. \$1,000 or reasonable offer.

C. SHERRILL, Beverly Farms, MA, (508) 927-3700. (12)



18' 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)

Abaco Sailing Dinghy, by Winer Malone, Hopetown. Bronze fastened. Restored by Coecles Harbor '96. New cond, 2 sails & customoized trlr. \$7,300.

STEVE CORKERY, Shelter Island, NY, (516) 749-0700. (11)

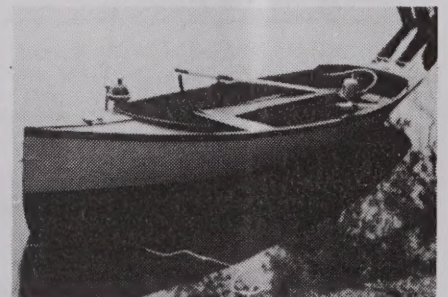
14' Cape Dory, boat & sail in vy gd cond. Asking \$750. Will consider 2hp or smaller OB as part payment. Will travel reasonable distance to compl sale. RALPH DARCH, Fayetteville, NC, (910) 497-2508 eves. (11)

Fish Cat, Bolger designed 15'x 7'11" w/25hp Johnson longshaft OB, galv trlr. Asking \$1,200 or trade for some other Bolger boat.

STEVE KRZYSKO, 403 Westland St., Salem, VA 24153, (540) 389-2689. (11)

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)



15' Motor Launch, '07 cedar on oak, 1 cyl gas, show cond. In use. \$3,200.

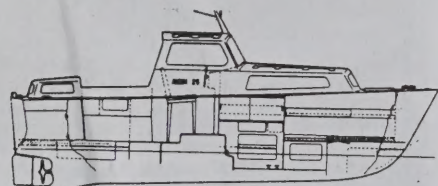
FRED GENTHNER, Schaghticoke, NY, (518) 753-6682. (10)

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)

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)

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)

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)

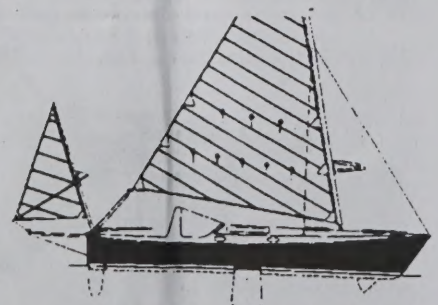


Albin Deluxe 25', aft cabin, 36hp Volvo marine diesel, custom raised bimini w/camper canvas, vy clean. Incl everything. Safest cruiser ever blt. \$14,000. JIM MURRAY, Poughkeepsie, NY, (212) 477-6606 days, (914) 446-5560 eves. (TF)

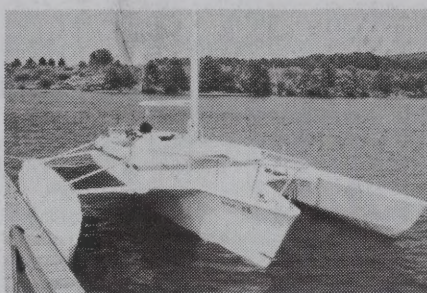
Klepper Folding Sailing Kayak, Expedition Model 2 seater, compl S(4) sails, Klepper's most advanced sail rig, leeboards, foot control rudder, 2 sets dble paddles. Used less than 12 times in fresh water. Price \$4,250. Other Klepper parts for purchase. EMIL TREESON, Glen Rock, NJ, (201) 652-3336. (10)

24' Trimaran, Jim Brown's 1st tri blt in SF in '59. Juana nds new home. Price negotiable to trimaran lover. GUY ZATTAU, Eureka, CA, (707) 442-1417 or Gerry Treadway, Eureka, CA, (707) 795-0306. (11)

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 mahoagny plywood. Stable, clasic & safe tender. \$350. JACK FARRELL, Durham, NH, (603) 659-7605. (10)



28' Shearwater, '85, Edey & Duff trailerable, leeboards, water ballast, VHF, shoal draft, tanbark sails, navy blue hull, 10hp Honda, galv trlr. \$8,000. TOM ARNOLD, 2617 Roosevelt, San Antonio, TX 78214, (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/1 cyl 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)

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)

BOATS WANTED

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

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 wklys. (10)

GEAR FOR SALE

**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)

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)

Galv Dilly Trlr, suitable for 12'-17' boat. \$300/BO. **3 OB's**, '38 (?) Evinrude 3hp, '50's Johnson 5hp, Champion, age & hp unknown. \$150 for all 3 (all or nothing). JOHN WHEBLE, Kingston, MA, (617) 585-6962. (11)

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)

6hp Long Shaft Mariner OB, new '95. Running time less than 6hrs. \$825. BOB SILVIUS, Freeport, ME, (207) 865-3947. (11)



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

Bronze Mainsheet Cam Cleat, w/fairlead, up to 1/2" line, on teak pad. \$35 +S&H. **4 Lignum Vitae Single Blocks**, for rope strops, 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)

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)

GEAR WANTED

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

Bronze Roller Furler. Water Desalinator, small.
BILL LONGYARD, Winston-Salem NC, (910) 768-5996, email: longyard@usa.pipeline.com (11)

SALES & RIGGING FOR SALE

Catboat Sails, lg selection of "Thurstons" & "Colies", mostly for 18' Marshall Sanderling. Some used less than 1/2 season, 3 brand new, 1 tanbark. \$350-\$800. Sail for 17' Herman catboat & compl canopy w/full screening to cover whole boat. Make reasonable offer. Many other gaff sails, send sizes, we may be able to match. All in gd to exc shape.
BOB REDDINGTON, Gay Head, NJ, (908) 899-4804, (908) 295-1590, before 9:30am, after 8pm. (10)

Main, dacron, fair shape, 42' luff, 14' foot, 45'6" leach. \$150/BO. Genoa, dacron, gd shape, 27'8" luff, 16'3" foot, 27'2" leach. \$150. Jib, dacron, gd shape, 14'4" luff, 7'2" foot, 11'4" leach. \$75. Sail Cover, 16' long. \$25 or free if you buy main.
JOHN WHEBLE, Kingston, MA, (617) 585-6962. (11)

Balanced Lug Sail, 114sf for Bolger Wind Sprint. New cost from Sailkrite \$580. Still new. \$450. Also have mast, yard & boom.
JERRY ANDERSON, Albuquerque, NM, (505) 844-3524 dyas, (505) 298-1635 eves. (11)

BOOKS & PLANS FOR SALE

Westerly Breezes, a different messabout for foggy days! Read the humor, joys of building, sailing. 20 pages of entertaining, relaxing verse, doldrum antidote or neat gift. \$4 postpaid.
W.F. SARGENT, 636 N. River Rd., Auburn, ME 04210-9472. (TF)

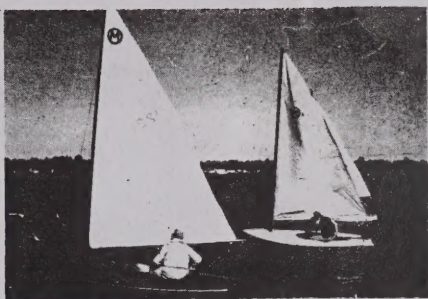
Wooden Boat Magazines, Nos. 30-128 compl in vy gd cond. \$275 plus shipping.
W.C. ROBERTS, Rock River, OH, (216) 331-5052. (10P)

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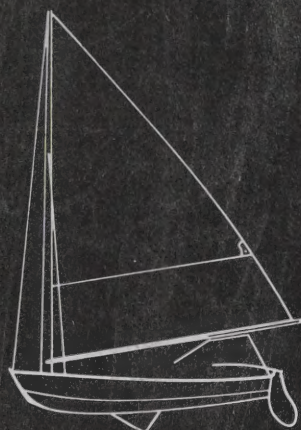
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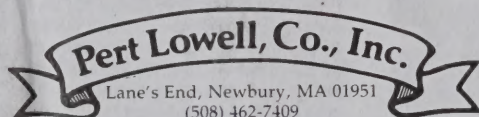
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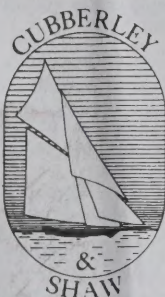
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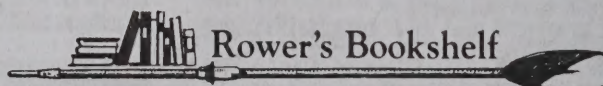
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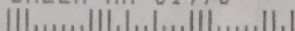
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